



Driving School

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Cockpit Drill (DSSSM)

Doors

- Check they are closed by pulling on door
- Look in mirrors – check sides of car for flush fitting - check mirrors and blind spots before opening doors

Seat

- Move forwards or backwards by pulling up lever (as shown)
- Your left leg should have slight bend when you fully depress the clutch
- The seat back can usually be adjusted by turning a knob on the side
- Adjust head restraint height to ensure your head and neck are protected

Steering Wheel

- Check height of steering column and adjust if necessary
- Loosely slide hands around steering wheel arms should be slightly bent

Seat Belt – Driver responsible for self and passengers under 14 yrs

- Pull down seat belt with left hand
- Make sure it isn't twisted as you fasten the belt
- Give it tug to make sure it is working correctly
- When you release the seatbelt feed it back – or it could bang into the window

Mirrors

- Rear view mirror is made of flat glass – gives a true image
- Adjust it to give the best view of your rear window but try not to touch the glass just use the edges of the mirror.
- Door mirrors – convex glass - vehicles will appear further away than they actually are
- **NEVER** adjust any mirrors while driving

NOW CHECK - HANDBRAKE IS ON AND GEAR IN NEUTRAL



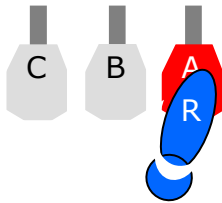
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Controls

Accelerator (Gas Pedal)



Used by the right foot only to control the speed of the car.

When pressed down it produces more power from the engine.

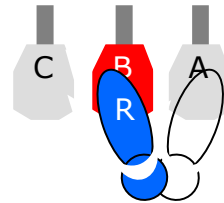
The more pressure the faster the engine will go.

Brake (foot)

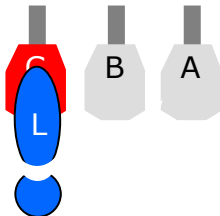
Also used by right foot by moving the right foot from the gas pedal, but try to keep the ball of your foot on the floor.

The footbrake operates all four wheels on a car and when pressed the brake lights come on to warn other road users that you are slowing down or stopping.

The pressure used should be progressive.



Clutch



Used by left foot only

When pedal is pressed the link between the engine and driving wheels is broken; this allows you to change gear and stop the car without stopping the engine (stalling)

The 'Biting Point' can be found when the two clutch plates meet. - this is when the engine tone changes. Clutch control is used to move the car very slowly. Always raise clutch pedal slowly and under control

Handbrake (Parking Brake)



The handbrake must always be on before you start the car and when you stop the car. To operate, press in the button with your thumb and at the same time pull the lever up to apply the brake. To release it place your thumb on the button, lift the lever up very slightly, press the button in and lower the lever to the floor.

The button releases a ratchet in the system and allows you to move the lever **ALWAYS** press the button in before you raise to avoid damaging the ratchet.



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Gears

There are usually 5 gears on a car as well as a reverse gear. We usually move off in 1st gear (lowest gear), although this will depend on the road and conditions, and move up as we increase speed. 5th gear is the least powerful and is used for cruising at higher speeds.

The gear lever shows gears 1 to 4 in the shape of an 'H'.

To select a gear you first push the clutch down all the way to the floor, then using the palm of your hand push the gear lever into position. For 1st gear use your palm to push the gear lever away from you to the left and forward. For 2nd gear keep your palm away from you and pull the lever backwards, keep 'palming' away from you to avoid going into 4th gear. Select 3rd gear by moving the lever towards you into neutral then up into 3rd position, be careful not put too much pressure or you will select 5th by mistake. 4th gear is selected by pulling the gear lever back towards you. Gear changes should be smooth

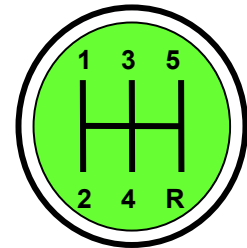
Neutral should always be selected when you stop the car and always make sure the car is in neutral before starting the engine.

Gear changes will become easier with practice and you will also begin to listen to the tone of the engine so that you will know the appropriate time to change gear.

An example of appropriate gears for the speed is shown in the diagram.

When increasing speed it is usual to change gear in order, ie 1st to 2nd to 3rd and so on, but when slowing down we use the brakes first to slow the engine down so sometimes we can miss out some gears ie we can go from 4th to 2nd if the engine has slowed down enough by the brakes

Controls (cont'd)



Gear	Power	Speed	MPH
1	High	Low	0-10
2	↓	↓	10-25
3			20-40
4			30-50
5	Low	High	40-70
R	High	Low	0-5



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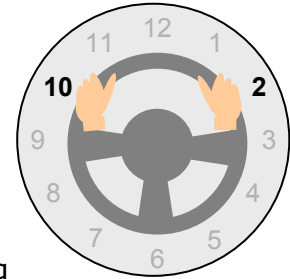
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Controls (cont'd)

Steering

In cars the steering wheel turns the front wheels.

Imagine there is a clock face on the steering wheel, your hands should be at 10 to 2.



Always keep both hands on wheel unless you are changing gear or using ancillary control, and NEVER take both hands off the steering wheel.

The PULL-PUSH method is used to ensure that there is always one hand on the wheel at any time, and you should NEVER cross your hands when steering.

To turn left by using the pull-push method you would:-

1. Place your left hand at the top of the steering wheel and pull down with your left hand, thereby turning the wheel to the left. At the same time, with your right hand loosely covering the steering wheel, slide your right hand down towards the bottom of the steering wheel. Both hands will almost meet at the bottom.
2. Push the steering wheel up with your right hand, and at the same time slide your left hand back up to the top of the wheel. Both hands will almost meet at the top.
3. Your left hand is now at the top so pull the steering wheel down again to the left and slide your right hand back down.
4. Repeat the above steps as many times as necessary or until you reach full lock.

Use smooth continuous movements

Dry steering is when the car is stationary and the steering wheel is turned. This should be avoided to prevent unnecessary wear to the tyres and steering mechanism.

NEVER let the steering wheel slip back through your fingers because in effect both hands have left the wheel.



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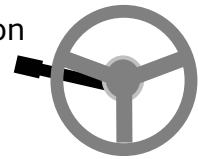
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CONTROLS (cont'd)

Indicators

These are operated by a stalk which is usually on the left of the steering column. Gently push it up or down in the same direction you will be moving the steering wheel ie up for right and down for left. The stalk may also operate other functions such as lights, full beam so be careful not to move it forward and backwards unnecessarily.



A warning signal will show on the dashboard usually by a flashing arrow in the direction you are indicating.

Indicators usually cancel themselves once you straighten up the steering but if not make sure you do so manually.

Lights are often on the same stalk as the indicators, although sometimes they are on a separate switch on the dashboard.

Windscreen wipers are usually on a stalk on the opposite side of the steering wheel to the indicators. There are different speeds depending on how heavy the rain is, different cars vary.

The horn. Use the horn only while your vehicle is moving and when you need to warn other road users of your presence. Never sound your horn aggressively. You **MUST NOT** use your horn
- while stationary on the road
- when driving in a built-up area between the hours of 11.30pm and 7.00am except when another road user poses a danger.

Starting the Engine

Insert Key



Check steering isn't locked – turn wheel L & R slightly until the key will turn to the 1st position which will unlock the wheel if locked. Then turn further to 2nd position – the interior lights and electric windows can now be used. Turn to the 3rd position and some dashboard lights come on but soon go off. The Handbrake light should remain on at this stage. Turn the key further against a spring then release the key as the engine fires

If any lights remain on – investigate before moving away.

To turn the engine off turn the key in the opposite direction.

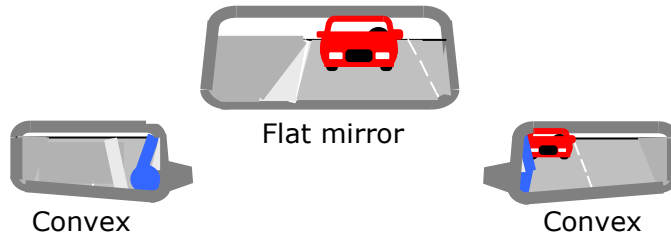


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Mirrors – Vision & Use



Mirrors are fitted to ensure you have a view of the road and traffic behind and can act upon what you see.

The interior mirror is made of flat glass and what is seen is a true picture

The door mirrors are made of convex glass and therefore vehicles and other road users will actually be closer than they appear.

Effective observations should be made by checking your mirrors regularly (approximately every 6-10 seconds), but particularly when you spot a potential hazard may affect your course or speed.

For example, check your mirrors **before** :-

Direction changes

Overtaking

Signalling

Slowing down or speeding up

Look in your mirrors in good time so you have time to think and act upon what you have seen

Mirror checks are part of the MSM(PSL) routine (Mirror – Signal – Manoeuvre (position – speed – look))



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Mirrors **S**ignal **P**osition **S**peed (gear) **L**ook

Mirrors Check interior mirror and the relevant door mirror (eg left mirror if turning left)

Signal Always on approach to junctions, but if stopping or moving away, a signal is only needed if there is anyone to benefit from a signal

Position Move into the relevant position, ie just left of the centre line if you are turning right. If you are turning left, you should stay in your normal driving line (1 metre away from the kerb)

Speed (gear) Reduce your speed as applicable, if you are turning left or right and it is safe to continue, 10-12 mph is applicable. Once you have slowed to this speed you can then change gear, usually 2nd). If vision is not clear, you should slow down to stop or to 5 mph and select 1st gear.

Look Take a final look in the relevant door mirror and a final look into your new road

The MSPSL routine must be carried out before :-

Changing **Direction** (ie driving around parked vehicles, junctions)

Changing **Speed** (slowing down/speeding up)

Signalling

Overtaking

Also : On approach to potential hazards eg pedestrian crossings, cars pulling out, children playing



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Moving Off

To help you remember the sequence for moving off use **POM**. You will also be using the **MSM(PSL)** routine as mentioned previously.

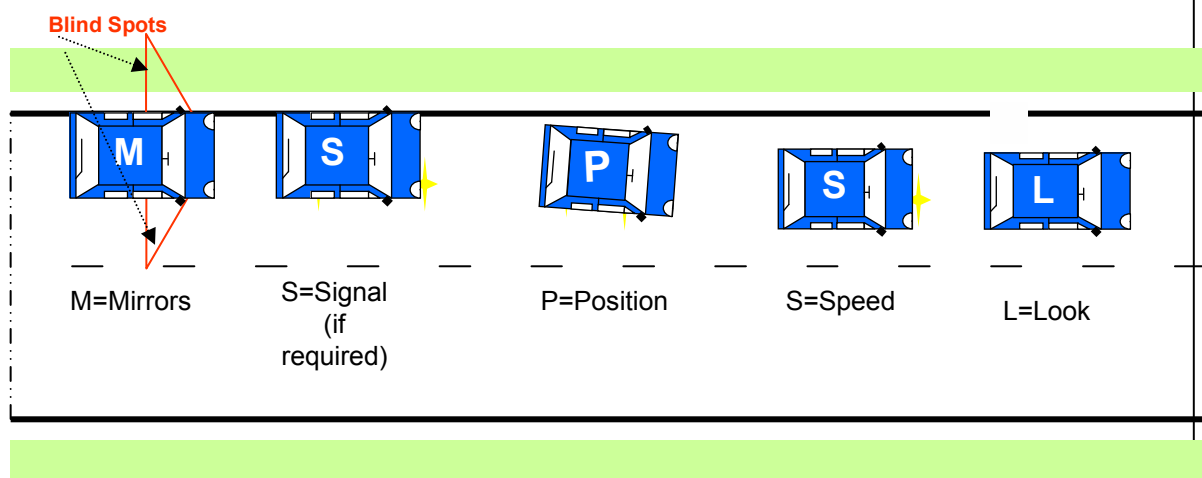
P – Prepare – Select appropriate gear (normally 1st if going forwards), set the gas and find the biting point

O- Observe – all around checks (**M**) , left blind spot, left door mirror, interior mirror, the road ahead, right door mirror, right blind spot. Apply a signal if it will benefit anyone (**S**).

M- Manoeuvre if safe to do so by releasing the handbrake

The clutch should be kept still at this point until the car starts to move, then slowly release it and add more gas.

Steer out slightly to the right then straighten the steering wheel so that you are approximately 1 metre from the kerb (normal driving position depending on the width of the road) (**P**). Check mirrors again for following traffic and cancel your signal (if necessary) and increase if safe to do so (**S**) (correct gear). Look forward at the road ahead (**L**).





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Stopping

To be able to stop safely you need to carry out the **MSMPSL** routine

First check you interior and left side door mirror (**M**)

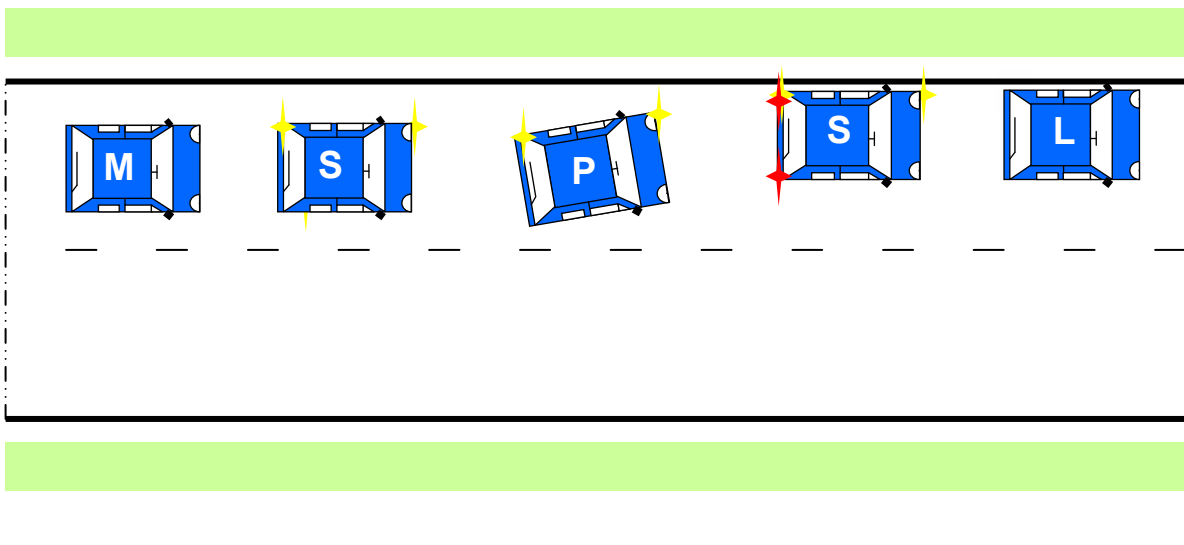
Signal if it will benefit anyone (**S**)

(M) – (P) Position – steer towards the kerb so that you can stop close to and parallel to the kerb.

(S) Speed – ease off the gas then brake progressively with light pressure at first, increasing as the car slows. Check your position and steer as necessary (**L**). Ease off the brakes slightly as the car comes to a stop to make it a more smooth stop. Press the clutch down just before you come to a stop to prevent you from stalling.

Make sure you keep both hands on the steering wheel until you have come to a complete stop

**Apply your handbrake, select neutral and cancel your signal if applied.
Then you can release your feet from the pedals**





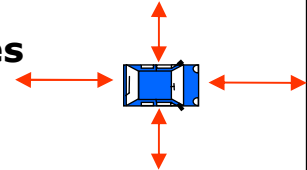
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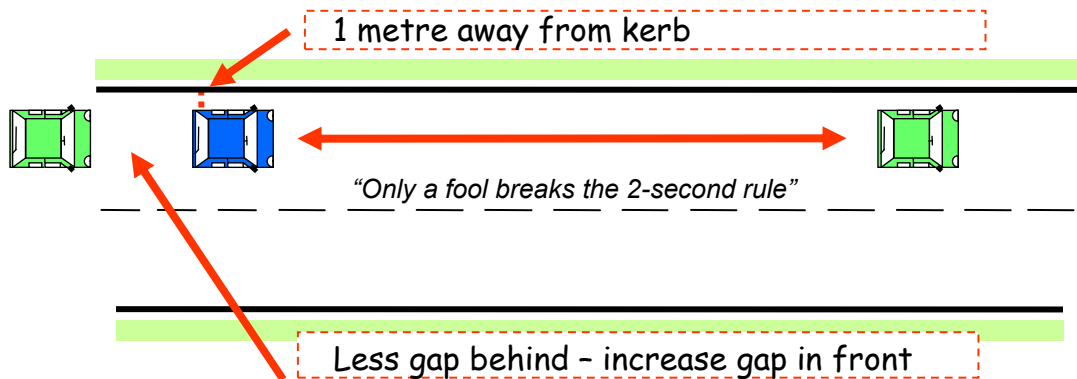
Adequate Clearance

Maintain a safety gap around you at all times



Separation distance

Maintain your overall stopping distance for the speed you are travelling. In good conditions this will require a gap of about 1 metre for each mile per hour of speed. In bad conditions this should be doubled.



Use the '2 second rule' :-

When a vehicle you are following passes a fixed point, ie lamp post or a line on the road, say "Only a fool breaks the 2 second rule". If you get to the fixed point before you have said it, you are travelling too close and should increase your gap by slowing down.

Also, if the car behind is following too close, you should increase the gap in front of you.

cont'd)



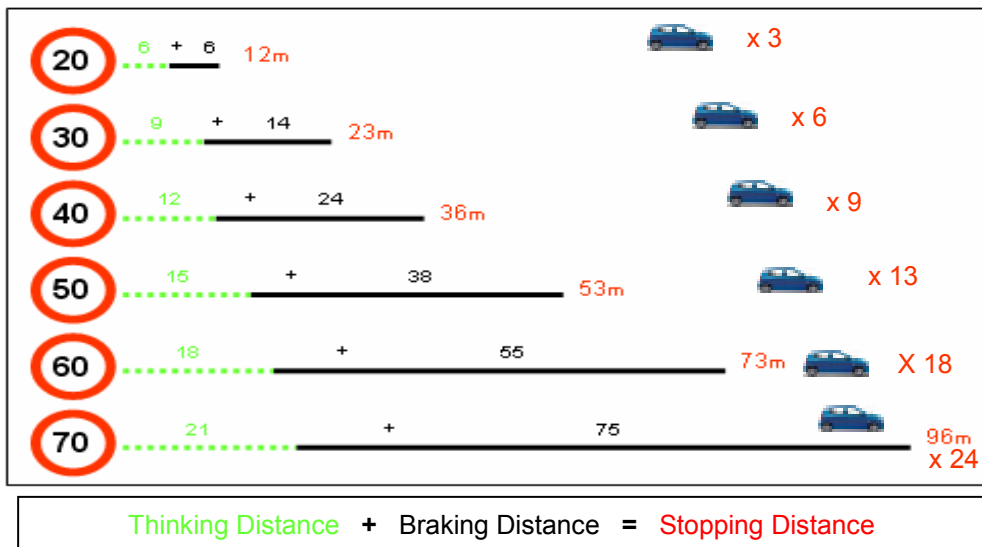
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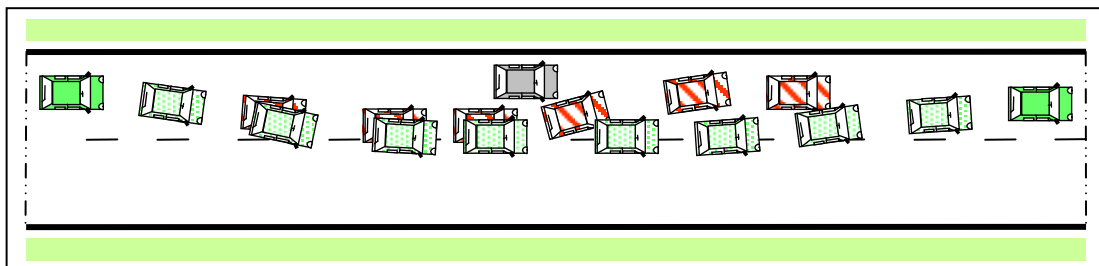
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Adequate Clearance (cont'd)

Stopping Distances



Shaving Vehicles



Passing cyclists, parked vehicles, horses

Give at least 1 metre but remember cyclists and horses may be unstable so more room may be necessary and a slower speed.

The lower the gap, the lower the speed

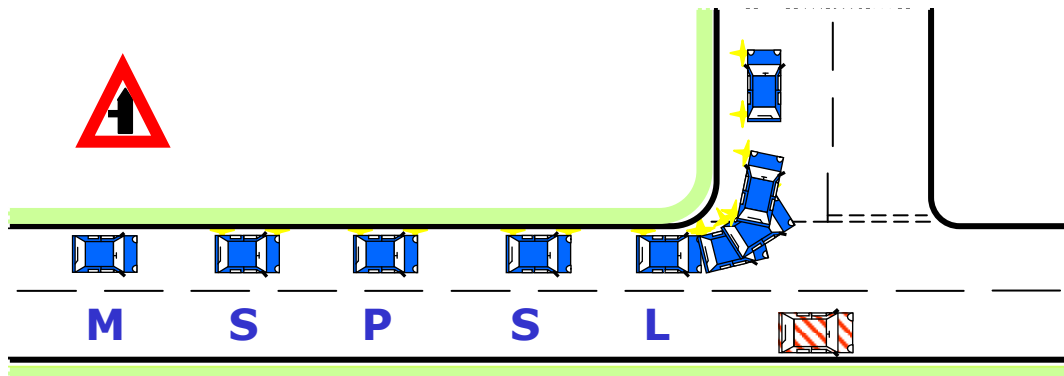


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Turning Left from a Major Road into a Minor Road



M = Mirrors – Check your interior and left door – for example look cyclists coming up on your left side.

S = Signal – Left signal to warn other road users. Apply in good time and take care not to mislead other road users, particularly if there are other junctions near to the one you are turning into.

P = Position – normally your normal driving line.

S = Speed (and gear) – Adjust your speed. Select the gear and speed appropriate for the turn. You should ensure you are at the correct speed and gear about 3 car lengths before you start to turn. However, you should be prepared to stop at the point of turn, if necessary.

Always ensure the clutch is all the way up to avoid coasting.

L = Look – take a final check in the interior and right door mirror again and also look into new as soon as you can to make sure it is safe to proceed and check for pedestrians. **Always give way to pedestrians who have started to cross.**

Although you have priority over oncoming vehicles who are about to turn right into the same road you are turning into, always ensure it is safe before proceeding and be sure that they are waiting and giving way to you.

Once in your new road, check interior and right door mirrors - if safe to proceed, increase speed appropriate to the road and make progress.

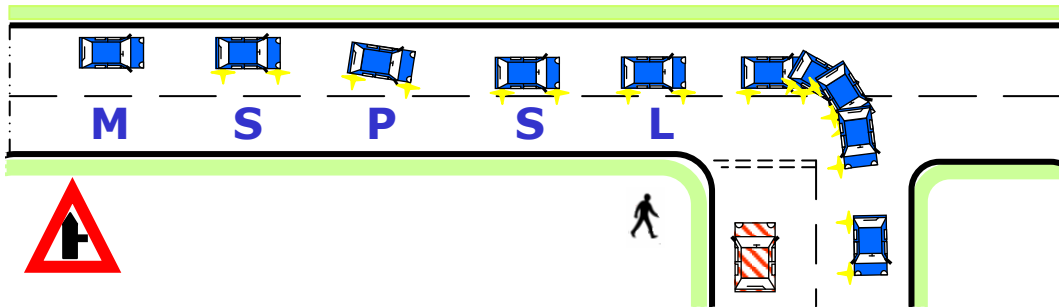


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Turning Right from a Major Road into a Minor Road



M = Mirrors – Check your interior and right door – for example look for vehicles overtaking.

S = Signal – Right signal to warn other road users. Apply in good time and take care not to mislead other road users, particularly if there are other junctions near to the one you are turning into.

P = Position – just to the left of the centre line.

S = Speed (and gear) – Adjust your speed. Select the gear and speed appropriate for the turn. You should ensure you are at the correct speed and gear about 3 car lengths before you start to turn. However, you should be prepared to stop at the point of turn, if necessary.

Oncoming traffic has priority, always ensure you are able to cross safely without causing oncoming traffic to stop or slow down.

Always ensure the clutch is all the way up to avoid coasting.

L = Look – take a final check in the interior and right door mirror again and also look into new road to check to make sure it is safe to proceed and check for pedestrians. **Always give way to pedestrian who have started to cross.**

You should never cause oncoming traffic to slow down or stop because of your actions.

Once in your new road, check interior and right door mirrors - if safe to proceed, increase speed appropriate to the road and make progress.



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T-Junctions - Emerging from a Minor Road into a Major Road

Look well ahead to establish whether it is an open or closed junction.

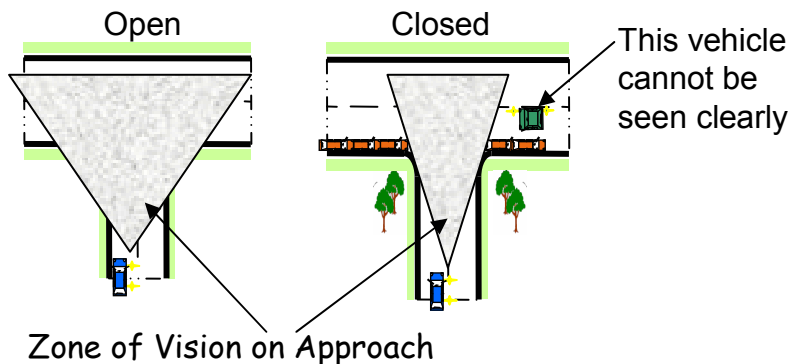
Look for signs and obey if applicable ie, 'Give Way' or 'Stop'.

Use the MSPSL routine on approach.

Adjust your speed according to the vision in both directions of the new road.

Take effective observations before turning.

If vision is poor you may need to 'creep and peep' or lean forward to get a better view before you decide to turn.



Open junction – can plan ahead early

Closed junction – no clear view so will have to slow down accordingly, either to stop, followed by 'creep and peep' or to 1st gear and continue at creeping speed until you have a clear view

Judge gap by asking if you have time to walk across, you should have time to drive across

Never cause other drivers to slow down or stop because of your action.



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Crossroads

Different types – Marked, unmarked, controlled and staggered

Many accidents are caused at crossroads due to road users not being aware of priorities

Approaching on a Major Road

Check mirrors and ease off the gas in case you need to stop. Glance into the side roads as you approach.

Approaching to Turn Left or Right from Major Road

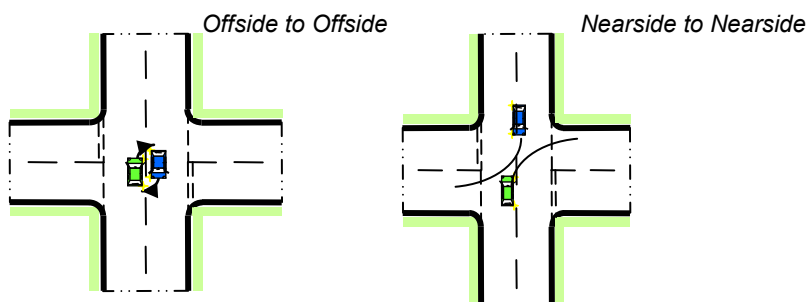
See subjects on 'Turning left or right' but look into *all 3 roads* to check it is safe before you continue.

Approaching from Minor Road

Deal with as explained in T-Junctions but also check the road ahead

If there is a vehicle in the opposite road, check who has priority.

If you are turning right and the vehicle opposite or approaching is also turning to their right, gain eye contact and decide whether you can turn 'offside to offside' as this is the safest way. If not, turn 'nearside to nearside' but continue to take effective observations.



Unmarked crossroads – no one has priority so extra precautions are required



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Emergency Stop

In normal driving you should not need to brake very firmly. Try to identify and anticipate potential hazards.

Because you make regular mirror checks as required, you should already be aware what is around you. You should also scan in your near, middle and far distances anticipating hazards and to avoid possible conflicts.

If you do need to stop in an emergency you will not have time to check your mirrors. The key points are:

- React promptly
- Keep both hands firm on the steering wheel
- Brake firmly and progressively to avoid locking the wheels
- Just before you come to a stop, put the Clutch down.
- Apply the handbrake and select neutral
- Before you move off again – ensure you check both blind spots.

Skidding

If your vehicle skids it is usually due to :-

- driver error (Speed / incorrect braking)
- Road conditions (rain, snow, ice)
- Vehicle (faulty tyres)

If you do skid you should release pressure on the footbrake to unlock the skidding wheels, then quickly reapply. Repeat as necessary

Steer to the same direction as your back wheels are going but be careful not to over steer as this will cause another skid. When the wheels are back in line, reapply the footbrake as firmly as is safe

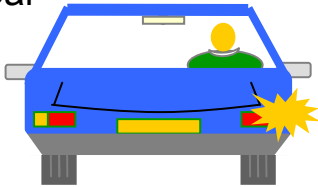
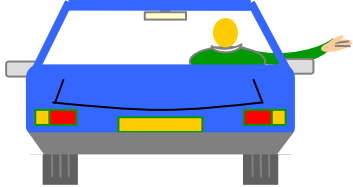
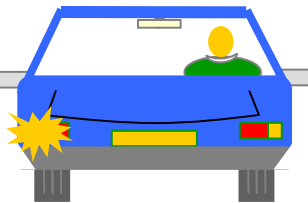
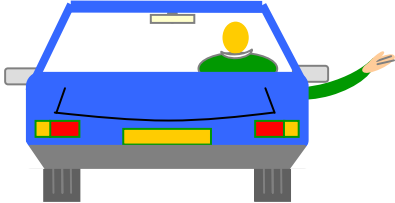

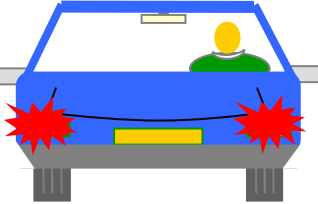
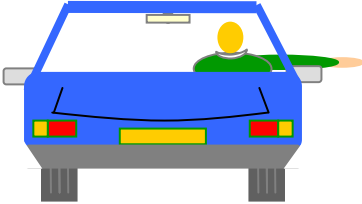



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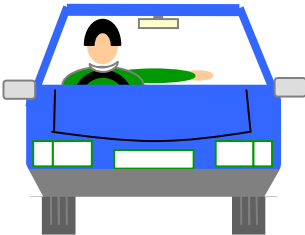
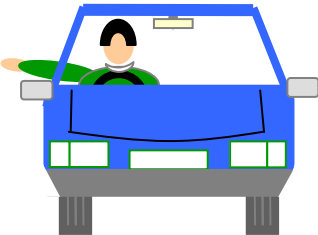
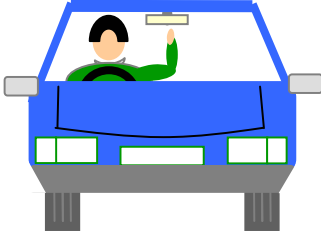
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Signals

By Car	Turn right		=	By Arm	
Turn left		=			
Slow down or stop		=			

Arm Signal to persons controlling traffic

Turn left		Turn right	
Straight ahead			



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Meeting Traffic

Anticipation and forward planning is required at all times

Obstructions on the Left

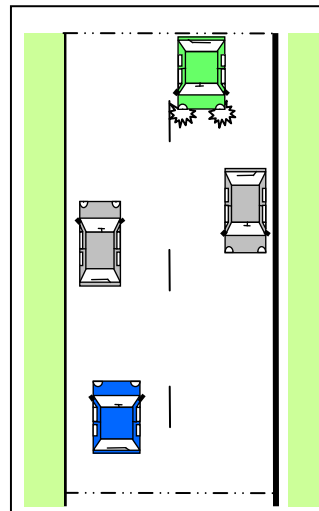
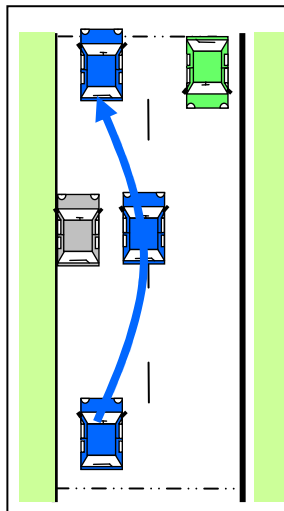
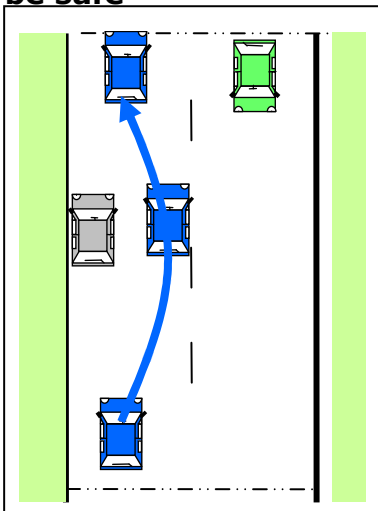
- Give way to opposing traffic, where there is insufficient space to proceed safely

Obstructions on the right

- Even if you have priority, be prepared to stop because the oncoming vehicle may not have seen you.

Obstructions on both sides

- Be prepared to stop
- Gain eye contact if possible
- If you give way, you are the one in control
- Never beckon, or flash your lights as this may be misunderstood by other road users, including pedestrians.
- If the oncoming vehicle flashes to you, make sure they are definitely flashing to you and that it is safe before you proceed, **Don't assume it will be safe**



cont'd)



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Meeting Traffic (cont'd)

Approach procedure

Look well ahead to spot obstructions early

Use MSM routine

Signal only if there is anyone in the first parked vehicle

Be prepared to stop

Look for gaps you may need to pull into, or gaps you may need to wait opposite

If you need to stop adopt a good 'hold back' position, approximately a car length back from the obstruction and if possible just to the left of the centre line in the road. This will give you a better view so you can assess when it is safe to continue

Where possible time your arrival so that you can continue without stopping

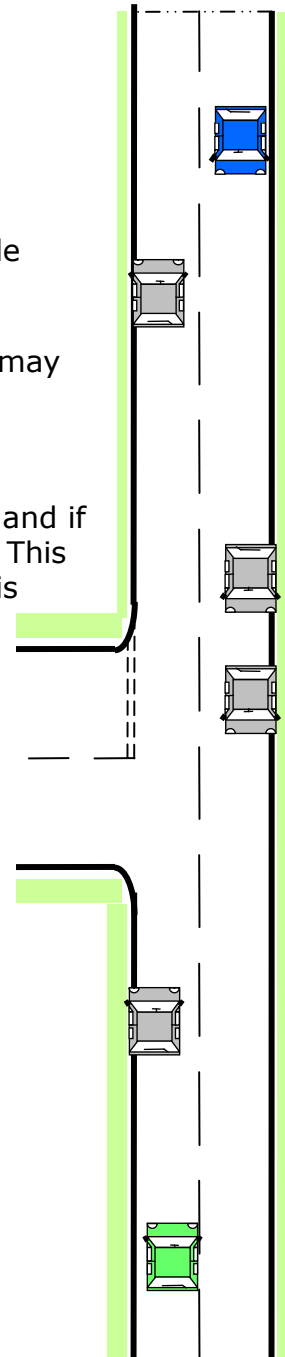
Carry out a final mirror check prior to moving out in case another vehicle has already started to overtake you.

Remember

* **Think stop**

* **Never assume priority**

* **"The lower the gap the slower the speed"**





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Overtaking

This is a very dangerous manoeuvre. Before you overtake you must first decide if it is :-

Safe - make sure you have a good view ahead and behind. **Legal** - check for road signs or road markings and not near a pedestrian crossing. **Necessary** - the car ahead may turn at the next junction. Will overtaking help you to make progress?

The routine for overtaking changes slightly from the usual MSPSL routine to M(PSL)(MSM)

Mirrors Check your mirrors to make sure following traffic is not about to overtake.

Position keep a 2 second gap and make sure vision ahead is clear.

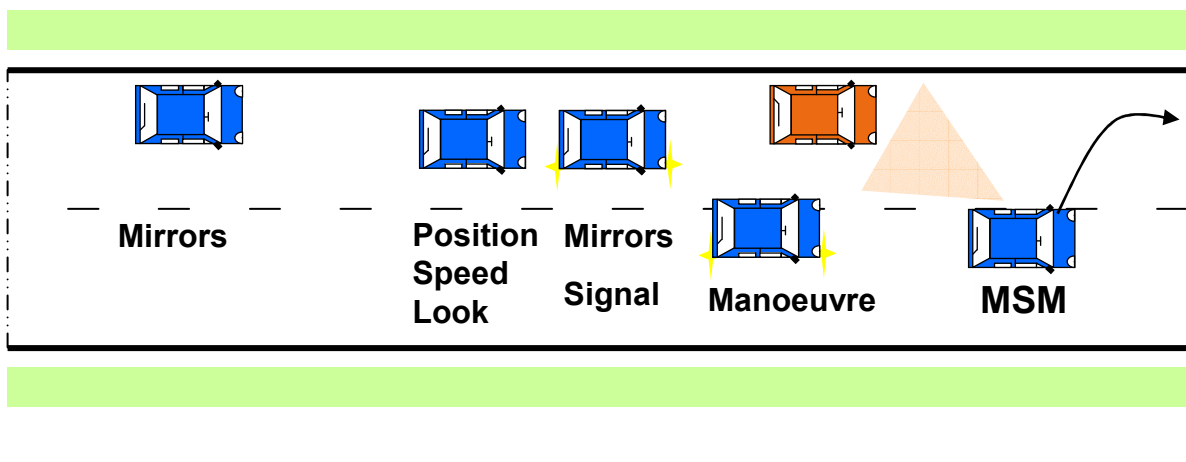
Speed keep speed the same as the vehicle ahead, consider selecting a lower gear for better power

Look ahead to ensure it is safe to proceed

Mirrors check situation behind again

Signal to let other road users know your intentions

Manoeuvre check ahead and behind again and if it's safe pull out smoothly and quickly. When you have past the car and you can see the front of that car in your left door mirror check mirror, move back into your normal driving line.





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Roundabouts

Always use **MSPSL** on approach

Approaching - As you approach look out for signs to determine the direction you need to go in so you can get in to the correct lane.

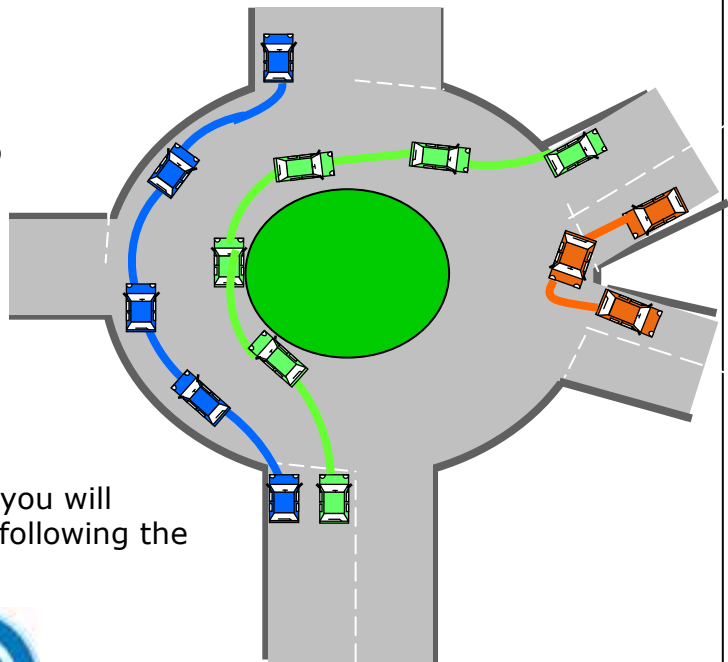
Look for a safe gap so that you can keep the flow of traffic going but be prepared to stop.

Priority - You should give way to those from the right, unless traffic lights are present.

Lanes - Lane discipline is extremely important and you must keep within your lane - do not straddle as this could cause an accident. **Never** change lanes without looking in the relevant **mirror**

On the roundabout itself, imagine there are lanes and keep to the relevant lane for your direction.

If you are going straight ahead you will normally keep close to the left, following the kerb where there is one.



Mini Roundabouts

Use the same procedure as normal roundabouts but there may not be time to signal before exiting. Mirror checks are still important. You should make sure your exit is clear before proceeding



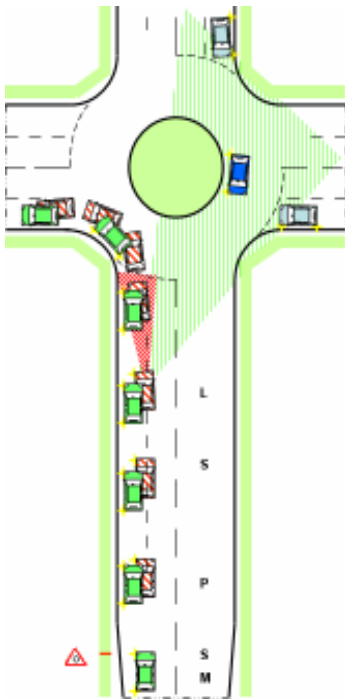
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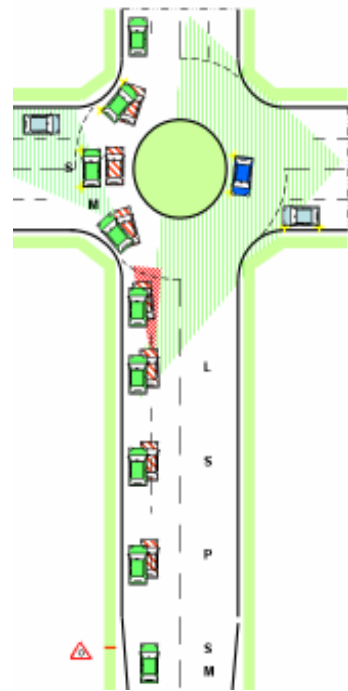
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Roundabouts (cont'd)

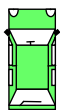
Left -1st Exit



Follow Road Ahead – 2nd exit



Right – 3rd exit



Correct course



Incorrect course



Correct Zones of Vision



Incorrect Zones of Vision



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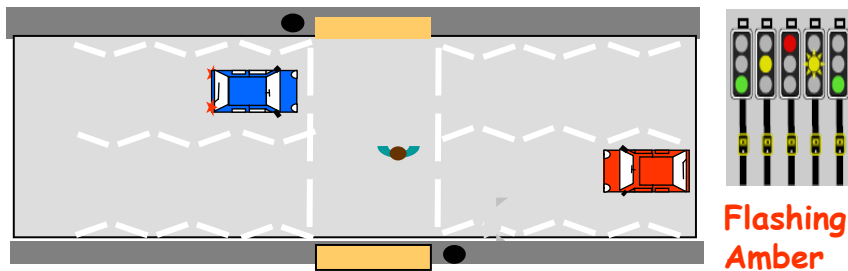
Pedestrian Crossings

Types of Crossings

Controlled

Pelican – Look for the 'wait' box which will be lit if a pedestrian has pressed the button. If it is lit, anticipate that the lights could change and be prepared to stop.

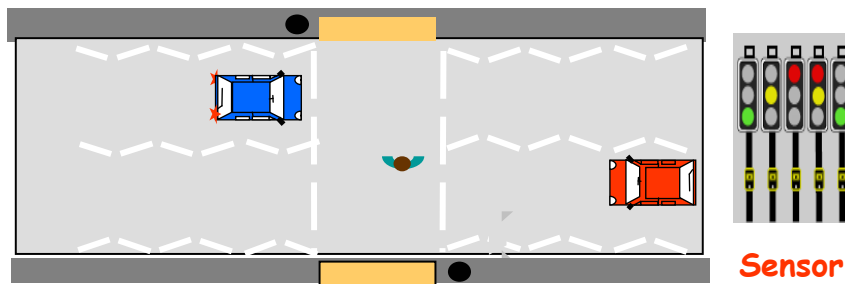
Lights sequence is almost the same as normal traffic lights, except they have flashing amber light which means you can proceed only if the crossing is completely clear.



Flashing Amber

Puffin – Similar to Pelican crossing but has a sensor on the top to detect when the crossing is clear of pedestrians. Anticipate the same as Pelican

Light sequence is the same as normal traffic lights – the Puffin does not have a flashing amber.



Sensor

Toucan – are same as Puffin but are for cyclists as well as pedestrians

Pegasus – Same as Toucan but for Horse riders and pedestrians

Cont'd



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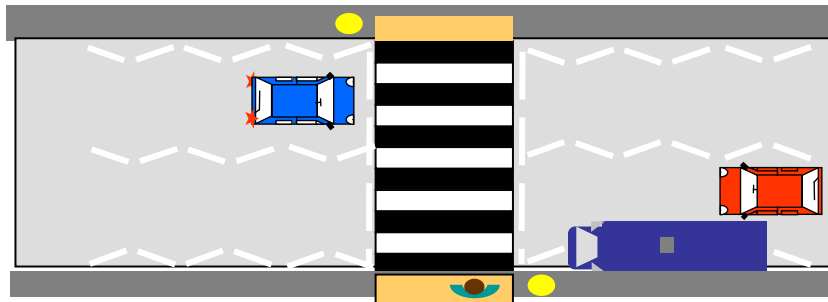
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Pedestrian Crossings (cont'd)

Uncontrolled

Zebra - if pedestrians are waiting to cross or appear to want to cross, slow down and be prepared to stop.

If you are the leading vehicle you could also use an arm signal to assist other road users.



Supervised

School crossing patrols – look out for instructions from 'lollypop' person. Stop when instructed and take extra care in looking for children running into the road. Slow down and be prepared to stop.

Identify crossings by reading the road ahead - look for the clues such as traffic signs or schools nearby. Carry out **MSPSL** routine early. Adjust speed accordingly and check the 'WAIT' box to see if it has been pressed, and traffic lights, and stop when necessary. Always stop behind the line of the crossing and never stop on a crossing when you are in a traffic jam. Wait until the crossing is clear of pedestrians before you move on.

Do not intimidate pedestrians by revving your engine and NEVER beckon them to cross – it may not be safe and they must take the responsibility.



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Town and City Centre Driving

Introduction

When driving in a busy town or city centre you will encounter one way systems; bus, cycle and possibly tram lanes depending on what town or city and various parking restrictions.

Traffic queues

In town and city centres you often find traffic queuing. Therefore don't expect the road ahead to be clear. Traffic queues can sometimes make it difficult to get into the correct lane. Therefore you should always try to get into your designated lane as early as possible. However, even with the best planning there may be times when you might signal to change lanes and rely upon the courtesy of another driver to allow you to merge in front of them. In this instance the signal becomes a request to merge rather than a signal that you intend to immediately change lanes. However, you must continue to allow traffic to flow in your current lane and be prepared to abandon your manoeuvre if no one lets you in.

If someone signals to merge in front of you make sure they have seen you and that their actions are consistent with a request to merge rather than an intention to immediately move across. Then if it is safe to give them priority do so. Courtesy and common sense plays a very important role in town and city centre driving.

While queuing you have to particularly watch for pedestrians coming onto the road in front of you and for cyclists or motorcyclists coming up either side of your vehicle. All round observations and awareness are critical when in queues of traffic.



One way systems

To help improve the flow of traffic around town and city centres one way systems have evolved. Roads that at one time may have clearly been designed to have traffic flowing in both directions may now only allow traffic to flow in one direction. This can at first be a little disconcerting as you may find yourself driving on the right hand side of the road.

Although you will be familiar with driving in the right hand lane on a dual carriageway the right hand lanes in a one way system are not specifically for overtaking. On a one way system traffic may overtake on either side. Also traffic can merge from the right as well as from the left. On dual carriageways traffic usually only merges from the left.



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Town and City Centre Driving

Bus, cycle and tram lanes

Many town and city centres now cater for buses and cyclists by providing specific lanes for such traffic. Some also cater for trams. Cycle lanes are usually protected by a solid white line that should not be crossed. Special care must be taken if you have to cross a cycle lane when turning left or right. Areas of the road may also be designated for cyclists.

Watch out for road markings similar to the ones in the diagram above. Note how space is allocated in front of the traffic for cyclists at the traffic lights. You must stop behind the first white line at the traffic lights not the second. Bus lanes may or may not be for the exclusive use of buses. If there are only certain times when buses have exclusive use of such lanes road signs will clearly state this. Outside of these times normal traffic may use them. Sometimes you may find that a bus lane flows in the opposite direction to the rest of the traffic (i.e. contra flow). You may be on a one way system with a bus lane going in the opposite direction.

Parking restrictions

Parking restrictions are designated by signs and yellow lines. Different types of yellow line indicate the various levels of restriction in force.

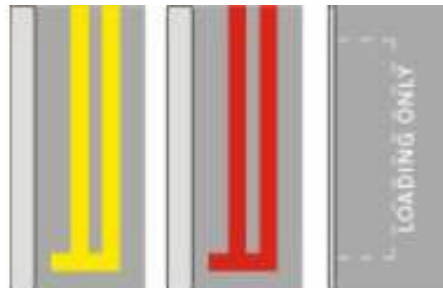


Parking times



Permit holders only

A simple rule to remember is - the more paint there is the greater the restriction. Always look out for the yellow or blue plates that give details of the limitations on parking.





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Dual Carriageways

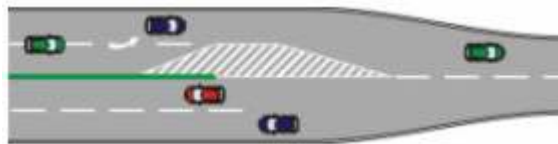
Dual carriageways

Each side of the dual carriageway can have a number of lanes (typically two or three). Keep to the left-hand lane unless signs or road markings indicate otherwise or unless you are overtaking. On dual carriageways traffic can travel up to 70mph, the key to dealing with this traffic is good forward observations to assess the traffic situation ahead and the effective use of mirrors to assess the traffic situation behind.



End of dual carriageway

Watch out for the 'end of dual carriageway' sign. Don't start to overtake after you see the sign, otherwise you might run out of road or worse, find yourself facing oncoming traffic head on.



Clearways

Clearways are not restricted to dual carriageways. However, most dual carriageways are clearways. On roads with the clearway sign you must not stop on the main carriageway except in a layby. Clearways are designed to allow the free flow of traffic.

Junctions and slip roads

All the usual junction types can be found on dual carriageways including traffic light controlled. On dual carriageways cars are allowed to travel at speeds up to 70 mph so it can be quite difficult to judge a suitable gap in the traffic when emerging ahead, to the left or to the right. To help reduce the dangers slip roads were developed. A slip road is the term commonly used to describe an acceleration or deceleration lane that helps to maintain the flow of traffic on the dual carriageway by providing a much safer way to join and leave fast flowing traffic. It is the only method allowed on motorways.

You then need to check your mirrors again and possibly glance over your

Cont'd



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Using slip roads

A slip road can be used to build up your speed so that you can time your entry on to the carriageway to coincide with a suitable gap in the traffic from your right. The objective is to match the speed of the traffic on the carriageway so the gap needed will be minimal. If you are travelling at a slower speed then the gap needed will have to be much larger.

Unfortunately slip roads come in varying lengths therefore it is not always possible to match the speed of the traffic you intend to merge with.

Consequently, even before you commence the manoeuvre of joining a carriageway you must assess the length of the slip road to determine what speed you can attain and what gaps there are in the traffic from your right. Once you can see a reasonably sized gap coming towards you in the mirrors adjust your speed so that you can merge safely at the same time as the gap appears to your right.

You then need to check your mirrors again and possibly glance over your right shoulder just before joining the carriageway. Therefore to complete this manoeuvre you effectively use the hazard drill at least twice with extra observations through the mirrors.

Short slip roads

As mentioned earlier some slip roads are quite short and therefore the gap in the traffic that you need to merge in safely needs to be much bigger. In the example below you should wait at the start of the slip road if the carriageway is particularly busy. This will allow you to build your speed up when a suitable gap appears.

When a slip road is available to leave a dual carriageway you should try to avoid reducing your speed until you have entered the slip road. If the slip road is too short to allow you to do this then you should start to reduce speed before you enter the slip road. In which case you effectively use your hazard drill twice, once to reduce speed just prior to entering the slip road and once just as you begin to enter the slip road.



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Turn in the Road

Make sure it is **Safe** – not near pedestrians, children playing **Convenient** – not over driveways **Legal** – Not where 'No U turns' signs or one way street **Possible** – road must be wide enough.

Stage One - Position 1 to 2

Prepare Put car Into 1st gear, get bite point

Observe 360° effective observation

Manoeuvre Release handbrake move forward *very slowly* whilst steering *briskly* to full lock to the right. Just before you reach the kerb at position 2, briskly steer to the left to help with the 2nd part. Gently brake and press clutch down before you reach the kerb. **Apply handbrake.**

Stage two - Position 2 to 3

Prepare Put car Into reverse gear, get bite point

Observe 360° effective observation

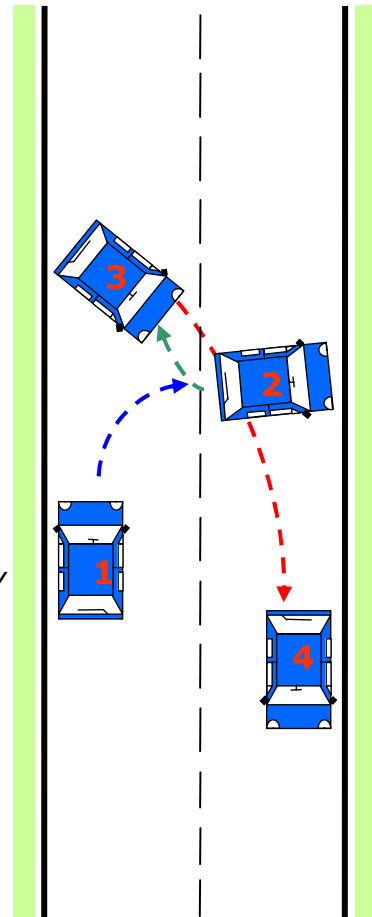
Manoeuvre Release handbrake move in reverse *very slowly* whilst steering *briskly* to full lock to the left. Just before you reach the kerb at position 3, briskly steer to the right to help with the 3rd part. Gently brake and press clutch down. **Apply handbrake.**

Stage three - Position 3 to 4

Prepare Put car Into 1st gear, get bite point

Observe 360° effective observation

Manoeuvre Release handbrake move forward slowly whilst steering briskly to the right and without touching the kerb.





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Reversing to the Left

Use MSPSL on approach – time signal carefully (1)

Assess the road to make sure it is safe to carry out the manoeuvre and check how sharp the turn is. (2)

Stop about a drains' width away and parallel to the kerb about 2-3 car lengths from junction. (3)

Look at the position of the kerb in the rear window and use this as a reference point for your final position

Select reverse gear and do POM routine, if safe, slowly reverse while looking out of your rear window

When the rear of your car reaches the start of the turn, carry out an all round check as the front of your car will swing out. (4)

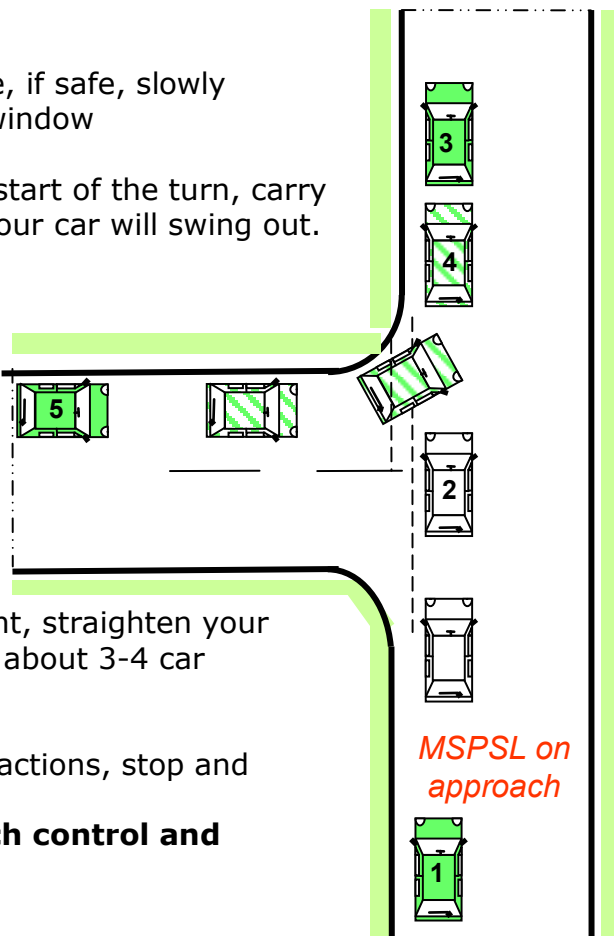
Start to turn the steering wheel to the left, keeping your car as parallel to the kerb as possible – keep looking mainly through rear window

The kerb of the new road should start to appear in your rear window.

As the kerb reaches your reference point, straighten your wheel, remaining close to the kerb and about 3-4 car lengths from the turn. (5)

Do not affect other road users by your actions, stop and assess, wait if necessary.

Key points - Slow speed, good clutch control and effective observations





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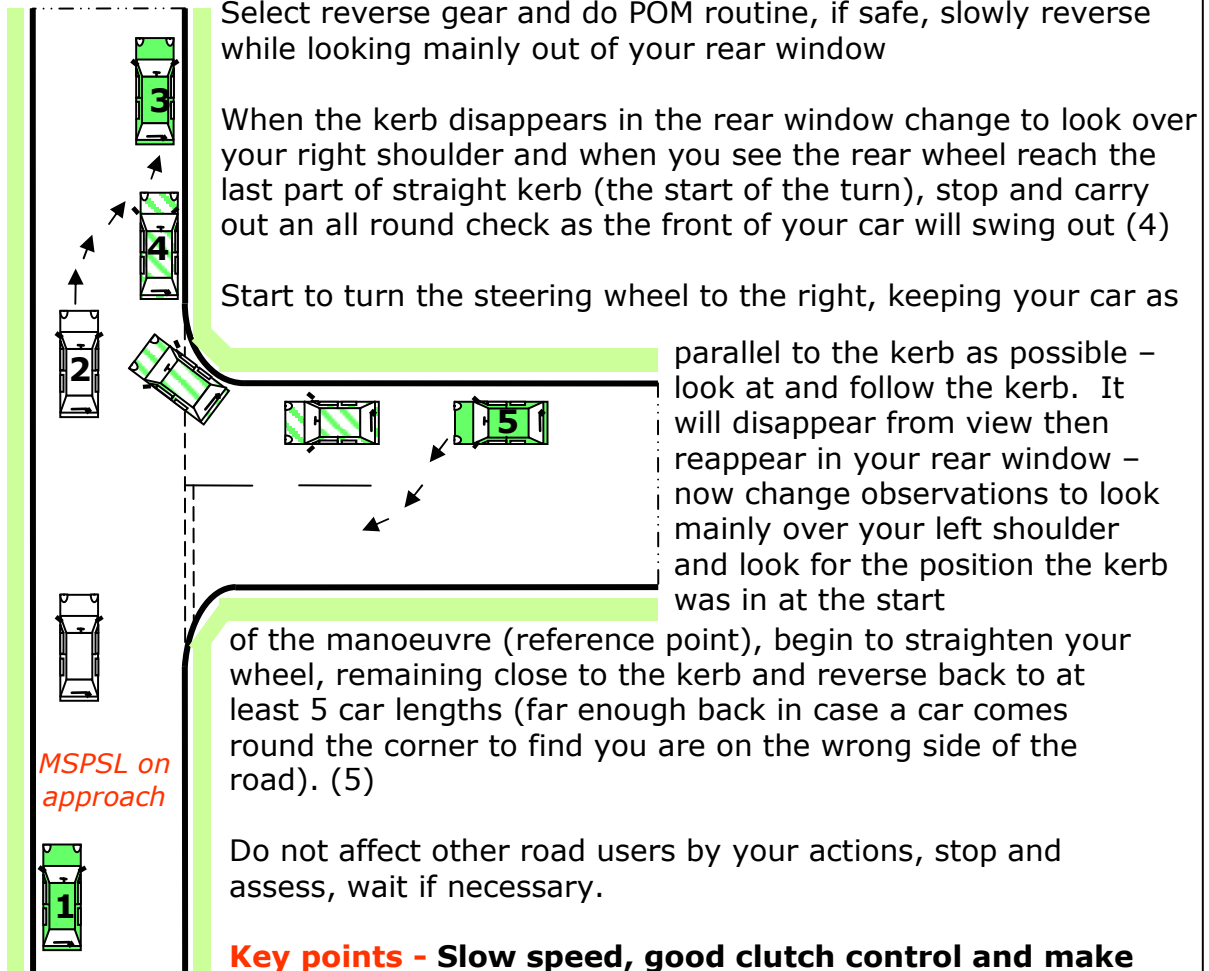
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Reversing to the Right

Use MSPSL on approach – time signal carefully

Assess the road to make sure it is safe to carry out the manoeuvre and check how sharp the turn is (1)

Stop about a drains width away and parallel to the kerb about 3 car lengths from junction. (2) Check your position with the kerb and use as a reference point later.





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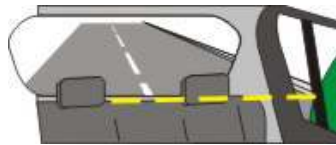
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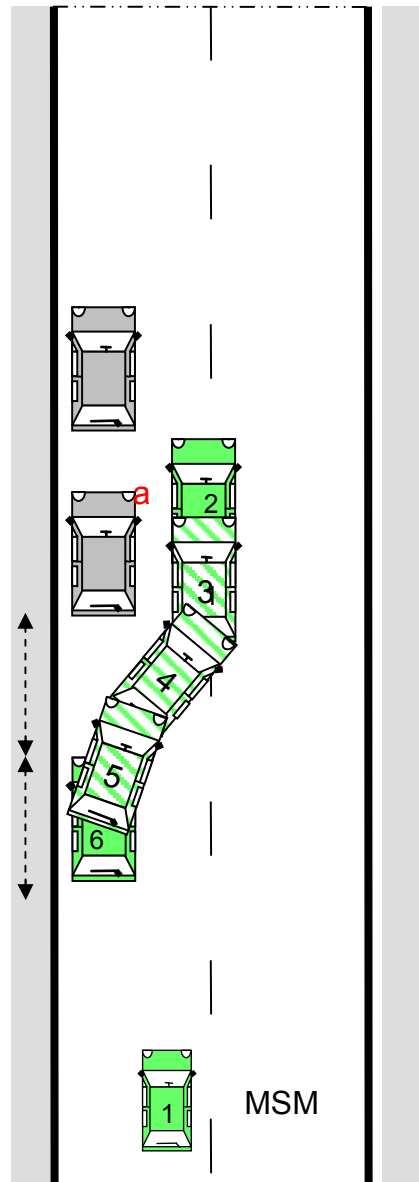
Reverse Parking (Parallel Parking)

The parallel park manoeuvre requires you to pull alongside the target vehicle you intend to park behind. Remember before stopping **CHECK MIRRORS!** Try to line up your left door mirror with the front end of the target vehicle. Having checked that it is safe to commence the manoeuvre by taking all round observations, you gradually reverse using good clutch control until your point lines up with the back of the target vehicle. (Point 3)

At this point take all round observations and begin to



apply sufficient left hand lock until your car is diagonal to the kerb at about a 45 degree angle. When the back of your vehicle is about 2 feet from the kerb, **CHECK AGAIN!** Then apply sufficient right hand lock so that the vehicle becomes parallel to the kerb. Continue to reverse slowly and steer to the left to straighten the wheels of your vehicle, continue to look out the rear until the car has stopped. Should you need to move forward to correct your position you may do so provided you can still pull away from behind the vehicle in front without having to reverse again. Irrespective of this the manoeuvre must be done within two car lengths of the rear of the target vehicle.



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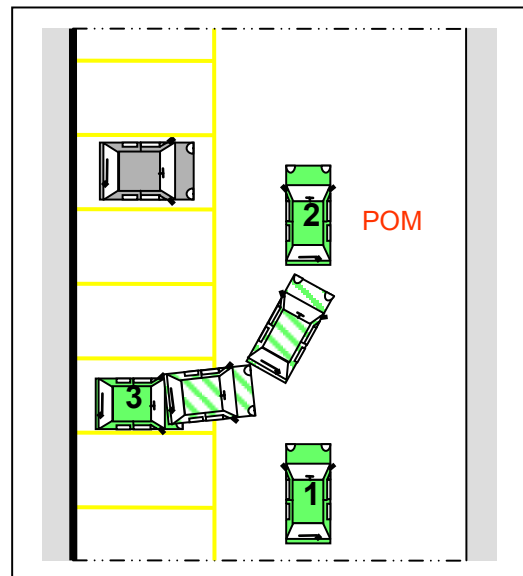
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Reverse Parking (Bay Parking) on the left

Use MSPSL on approach **Do not proceed if you may put others in danger**

Position your car in a straight line about the width of a car from bay and 1½ to 2 bays in front of the bay you will be reversing into. Select reverse gear to make other traffic aware of your intentions.

Carry out your POM routine – if it is safe to proceed, release your clutch gently to just around the bite point. The slower you go the better. When the back of your car is about half way across the bay before the target bay check all around you, if it is safe to proceed, turn the steering wheel to full lock to the left whilst still moving very slowly. Keep glancing forward but look mainly through your rear



window, also take a very quick glance in your left door mirror. You should see your back left wheel just skim the inside of the T as you turn.

When you are about half way in to the target bay check all around again and start to straighten up by taking the full lock off and turning the wheel to the right.

As a guide reverse back until the front line of the bay is level with the bottom of your door mirror

Key points - Slow speed, good clutch control and make regular, effective observations



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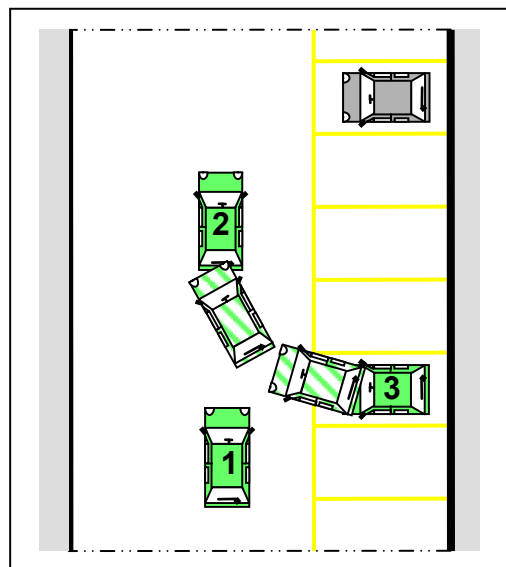
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Reverse Parking (Bay Parking)

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Carry out your POM routine – if it is safe to proceed, release your clutch gently to just around the bite point. The slower you go the better. When the back of your car is about half way across the bay before the target bay check all around you, if it is safe to proceed, turn the steering wheel to full lock to the right whilst still moving very slowly. Look over your left shoulder then over your right shoulder into



the target bay. Approximately half way into the target bay start to straighten up by taking the full lock off and turning the wheel to the left.

As a guide reverse back until the front line of the bay is level with the bottom of your door mirror

Key points - Slow speed, good clutch control and make regular, effective observations