

Visual Teaching System

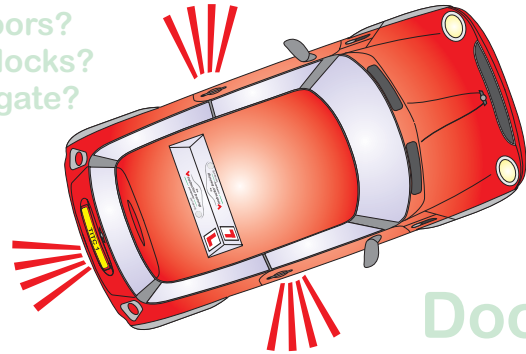


The cockpit drill

Safety first!

- **DSSSM** = easy order to remember
- Doors - **All** doors closed?
- Seat - Leg reach
- Steering - Arm reach, head restraint
- Seatbelts - Driver's responsibilities
- Mirrors - Adjust from normal seating position

Rear doors?
Child locks?
Tailgate?



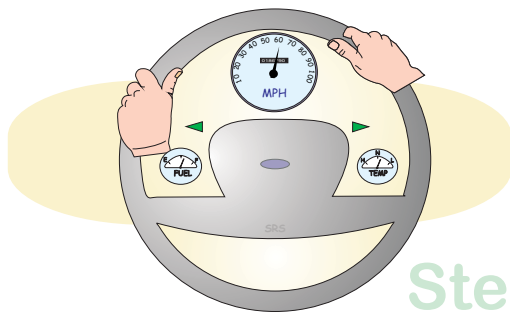
Doors

Head
restraint

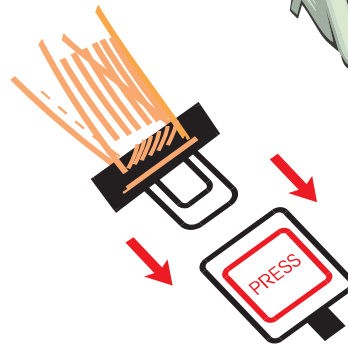
Seat



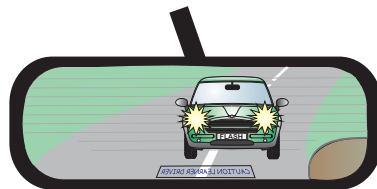
Under
14's



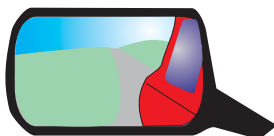
Steering



Seatbelts



Mirrors

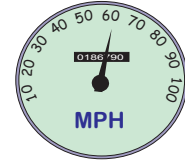
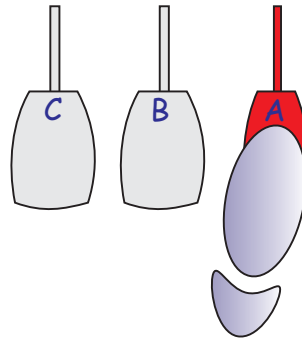


D-S-S-S-M
D- 'Triple S' -M

The foot controls

Accelerator

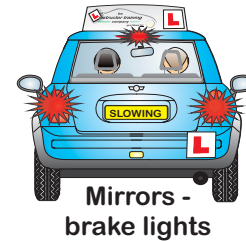
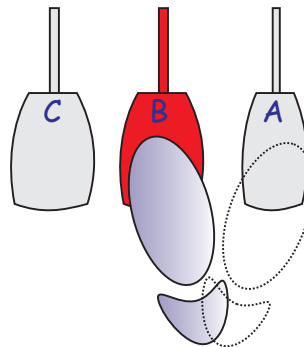
- Known as gas pedal
- Controls engine power
- Operated with right foot
- Light, sensitive pressure
- Gentle use for eco-driving



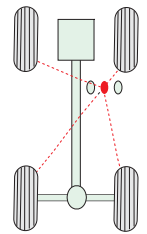
More gas, more power

Footbrake

- Slows and stops the car
- Operates on all four wheels
- Shows the brake lights
- Pivot the right foot
- Use progressively
- Use in conjunction with mirrors



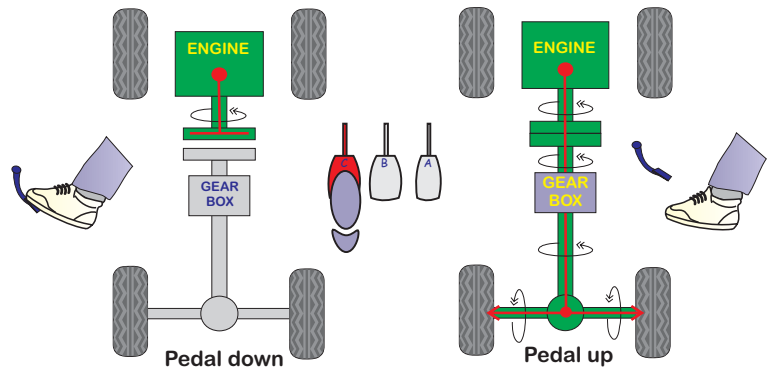
Mirrors -
brake lights



All four
wheels

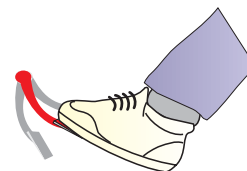
Clutch

- Breaks the link between the engine and the wheels
- Operate with the left foot
- Use gently and progressively



Smooth operation of the clutch

- Listen to the engine
- Balance clutch and gas
- Pause momentarily as clutch engages during gear changes
- Use clutch-control for low speed manoeuvring



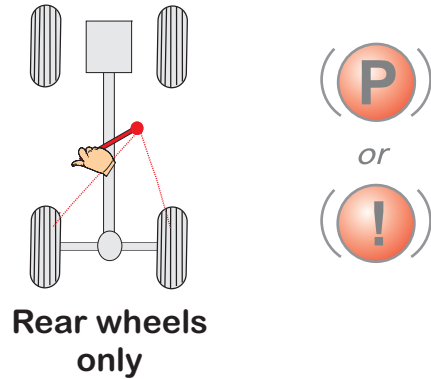
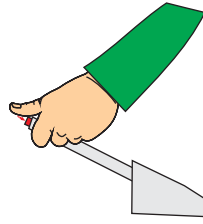
Biting point

A-B-C ← As easy as

The hand controls

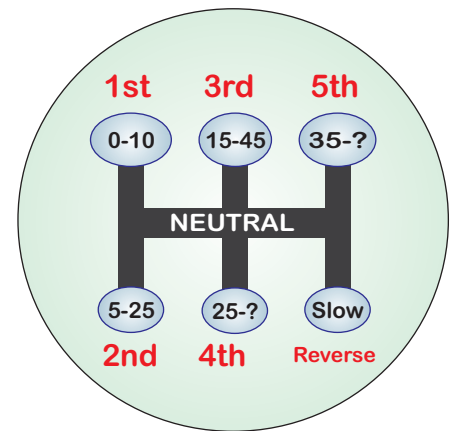
Handbrake

- Use when waiting or parking
- Works on rear wheels only
- Secured by ratchet
- Use button when applying



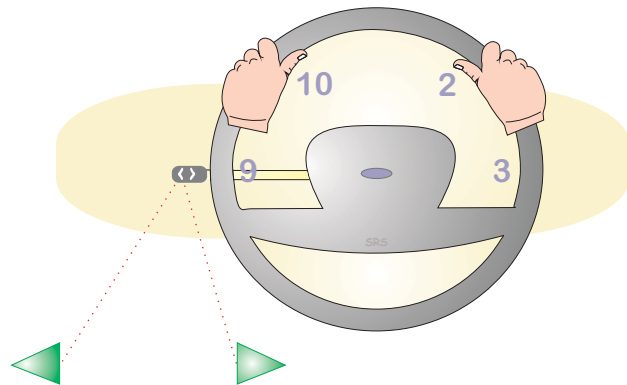
Gear lever

- Each gear has its own speed range
- Use the gear that fits speed and road conditions skipping intermediate gears as necessary
- Lower gears deliver more power
- Palming method for accurate gear changes
- Look well ahead when changing gear
- Use neutral when parked



Steering wheel

- Hands at ten-to-two / quarter-to-three
- Light grip, thumbs on rim
- Smooth flowing movement
- Look where you want to go, let your hands follow your eyes

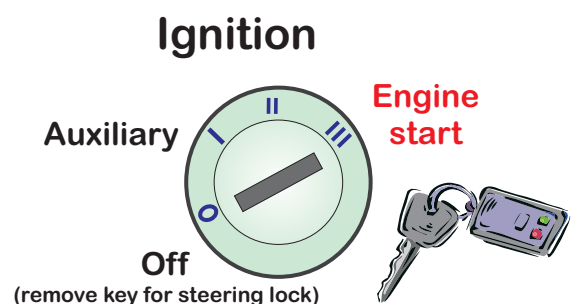


Indicators

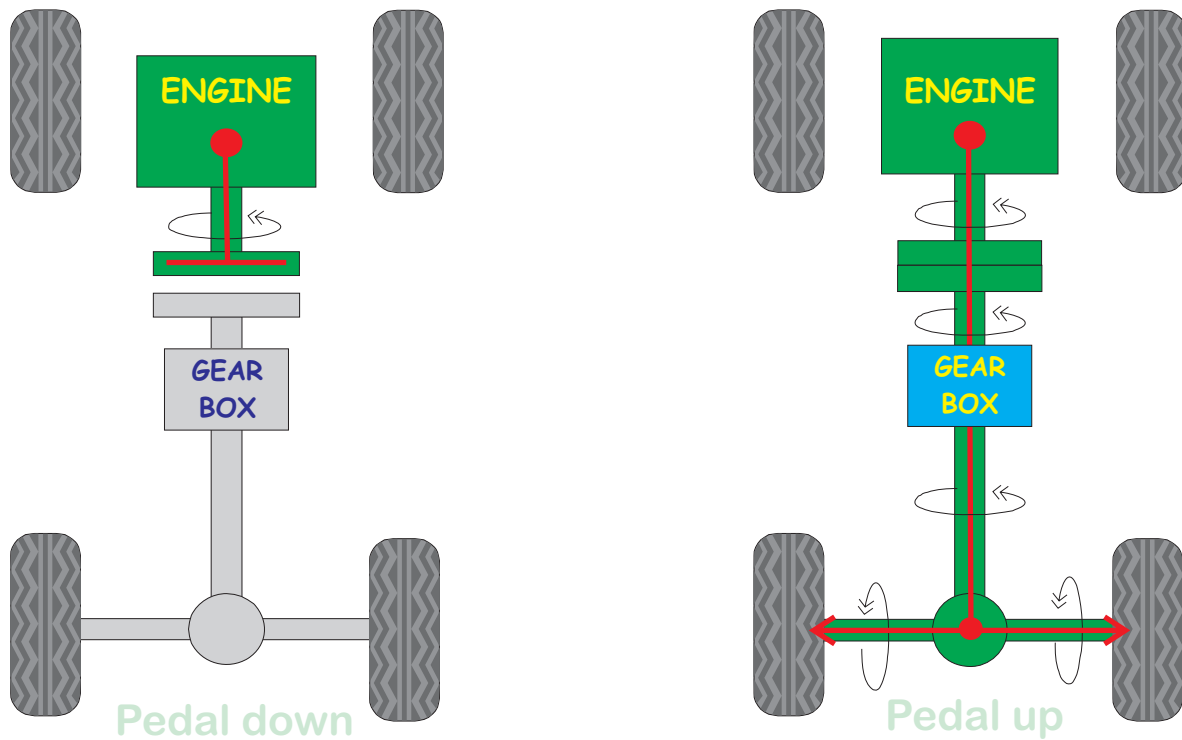
- Fingertip control
- Move the stalk in the same direction that you turn the wheel

Engine start

- Handbrake/Neutral check
- Ignition switch (3 positions)
- Release key on starting



Using the clutch



Smooth operation

- Listen to the engine
- Balance clutch and gas
- Pause momentarily as clutch engages during gear changes
- Use clutch-control for low speed manoeuvring

Moving off and stopping



Prepare
Observe
Move

Prepare

- Handbrake/Neutral
- Start engine
- Select gear
- Set gas
- Biting point - **Feet still!**

Observe

- Safety checks

- | | |
|--|-------------|
| <ul style="list-style-type: none">● Left blind-spot● Left door mirror | Check first |
|--|-------------|

- | | |
|---|-------------------|
| <ul style="list-style-type: none">● Centre mirror● Road ahead● Right door mirror● Right blind-spot | Check as required |
|---|-------------------|

- Consider a signal

Move

- Release handbrake
- Clutch up gently ...
- Steer to safety-line
- Mirrors

Stopping

- Choose a safe, legal and convenient place to park
- Mirrors
- Consider a Signal
- Look well ahead to steer
- Footbrake - Clutch
- Handbrake - Neutral

Uphill

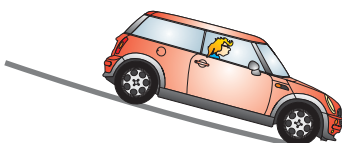
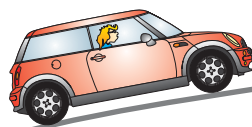
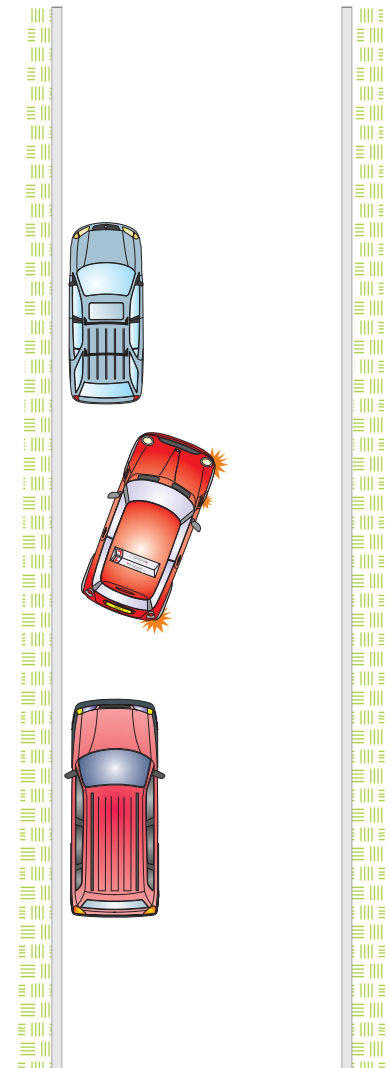
- More gas than on the level
- Release handbrake gently
- Re-apply handbrake if car moves back
- Allow more space - it will take time to build up speed

Downhill

- Select appropriate gear
- No gas, apply footbrake, release handbrake
- Control speed with footbrake
- Clutch up smoothly as soon as possible

Angle

- Need for signal more likely
- Special care judging speed of traffic from behind
- Check blind spot at least twice
- Clutch control until the car is straight

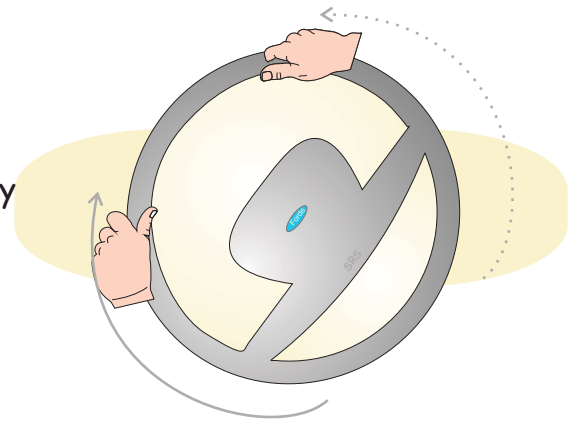


**REMEMBER
YOUR
BLIND
SPOTS**

Allow your hands to flow

General

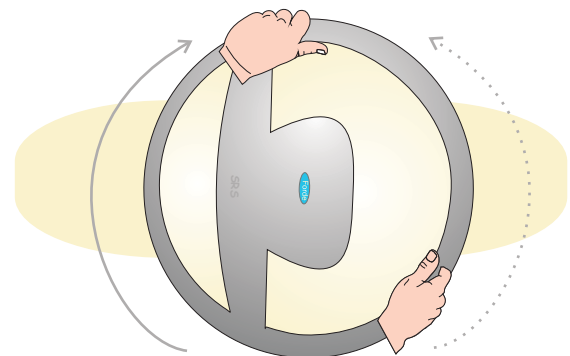
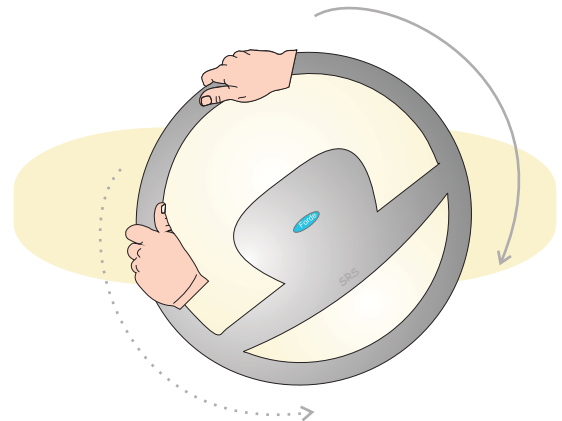
- Aim for a natural, safe steering method
- Use both hands to steer
- Hands at or just below 'ten to two' for stability
- Thumbs on the wheel rim
- Light, but firm grip
- Relax arms from the shoulders
- Avoid using arm rests or door for support



For some curves you might keep your hands in a 'fixed' position on the wheel

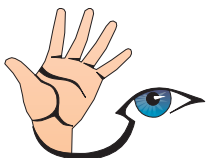
Vision

- Look well ahead
- 'Aim high' with your eyes
- Turn your head when turning right and left
- Keep your eyes moving
- Watch the road, not the front of your car!
- **Aim at what you want to hit...**
- Concentrate on spaces, not obstacles



At other times you will 'feed' the wheel using pulling and pushing actions

Aim at what you want to hit!



Let your hands follow your eyes

Mirrors and blind spots

Adjustment

- Adjust mirrors from your normal seating position
- Avoid touching the glass
- Adjust for maximum rear view

Use mirrors well before

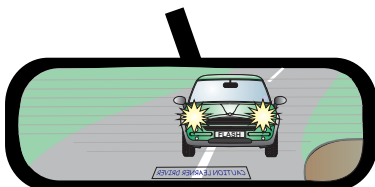
- Moving off
- Signalling
- Changing direction or road position
- Changing speed
- Opening doors

Method

- **MSM**
- Quick glances
- Minimum head movement
- Use mirrors in pairs
- Dipping mirrors for use at night

Blind spots

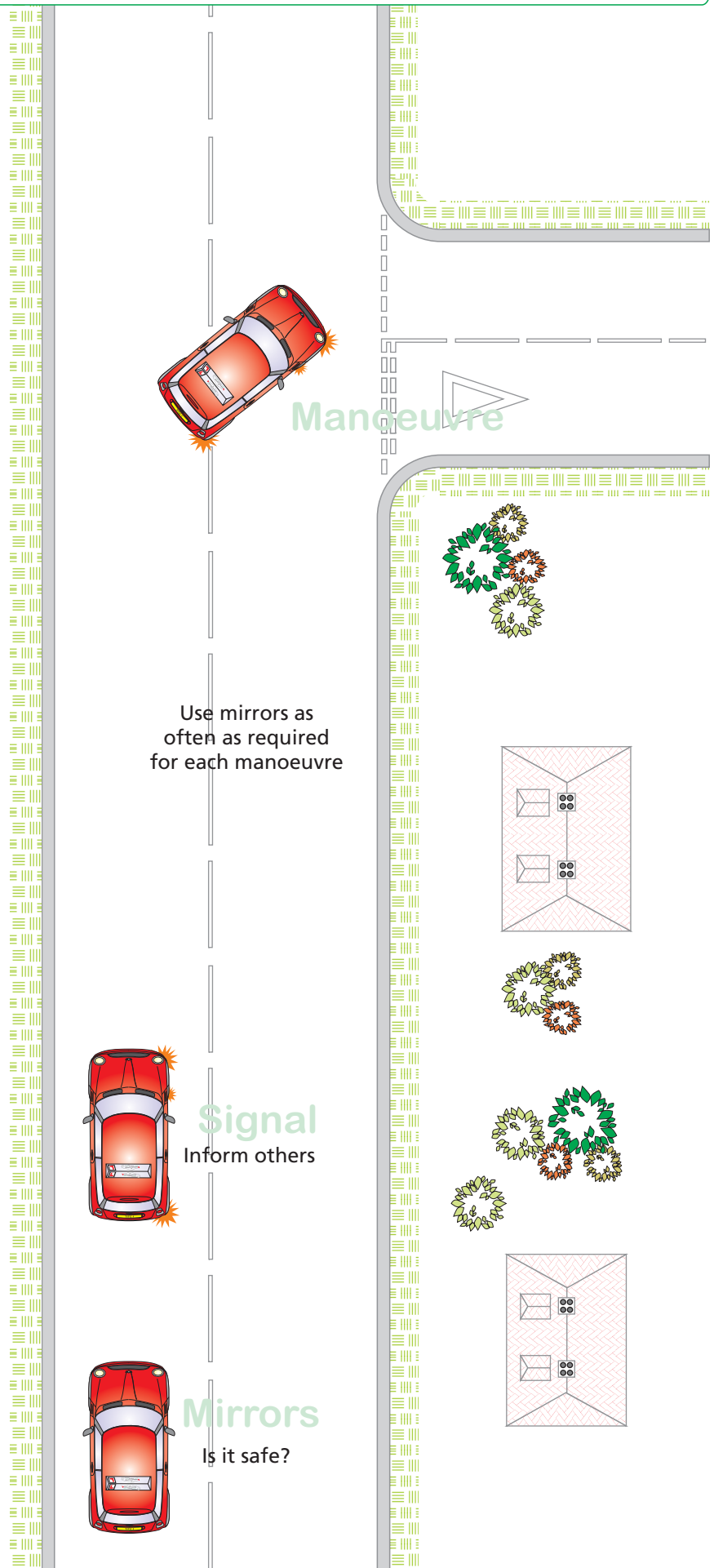
- Areas not covered by mirrors
- **Always** check before moving off
- Consider a **brief check** before turning right



Flat mirror



Convex mirror



The purpose of signals

- To help other road users
- To warn other road users
- To alert others to your presence

Safe signals are:

- Properly timed
- Given without misleading others

Main methods of signalling

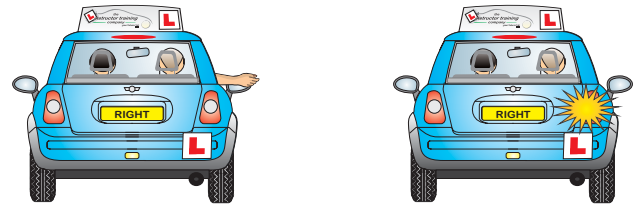
● Direction signals

Indicators
Arm

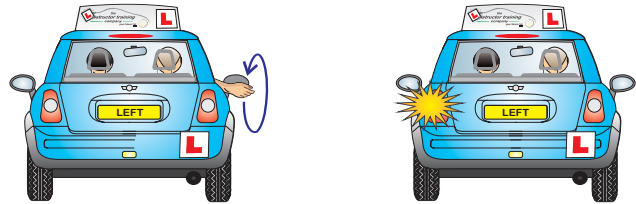
Other methods of signalling

● Warning signals

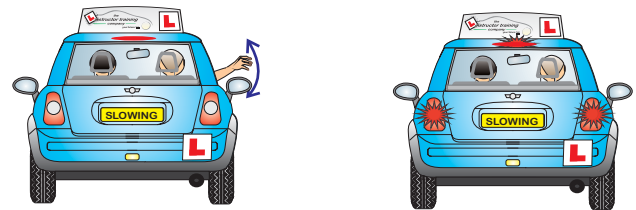
Hazard lights
Horn
Flashing headlamps
Brake lights
Fog lights
Reversing lights



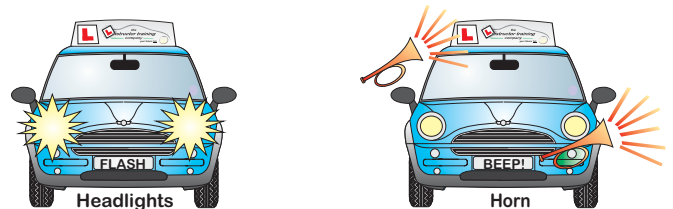
I intend to turn right



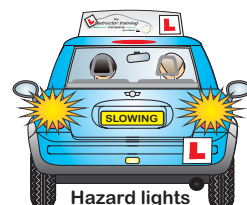
I intend to turn left



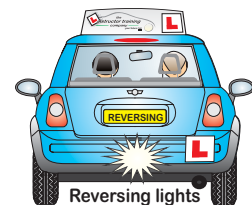
I am slowing down



I am here!



I am stationary
or slowing down
rapidly



I am reversing
or intending
to reverse

Mirrors Signal Manoeuvre

Emergency stop

Avoid emergencies by:

- Adjusting your speed to fit the road and traffic conditions
- Maintaining a safe distance
- Planning your driving well ahead

Stop!

- Mirrors are the lowest priority
- React promptly
- Brake - and then - clutch (Non-ABS)
- Keep both hands on the wheel
- ABS ...

Secure the car

- Handbrake
- Neutral
- Check all mirrors
- Deep breath - relax!

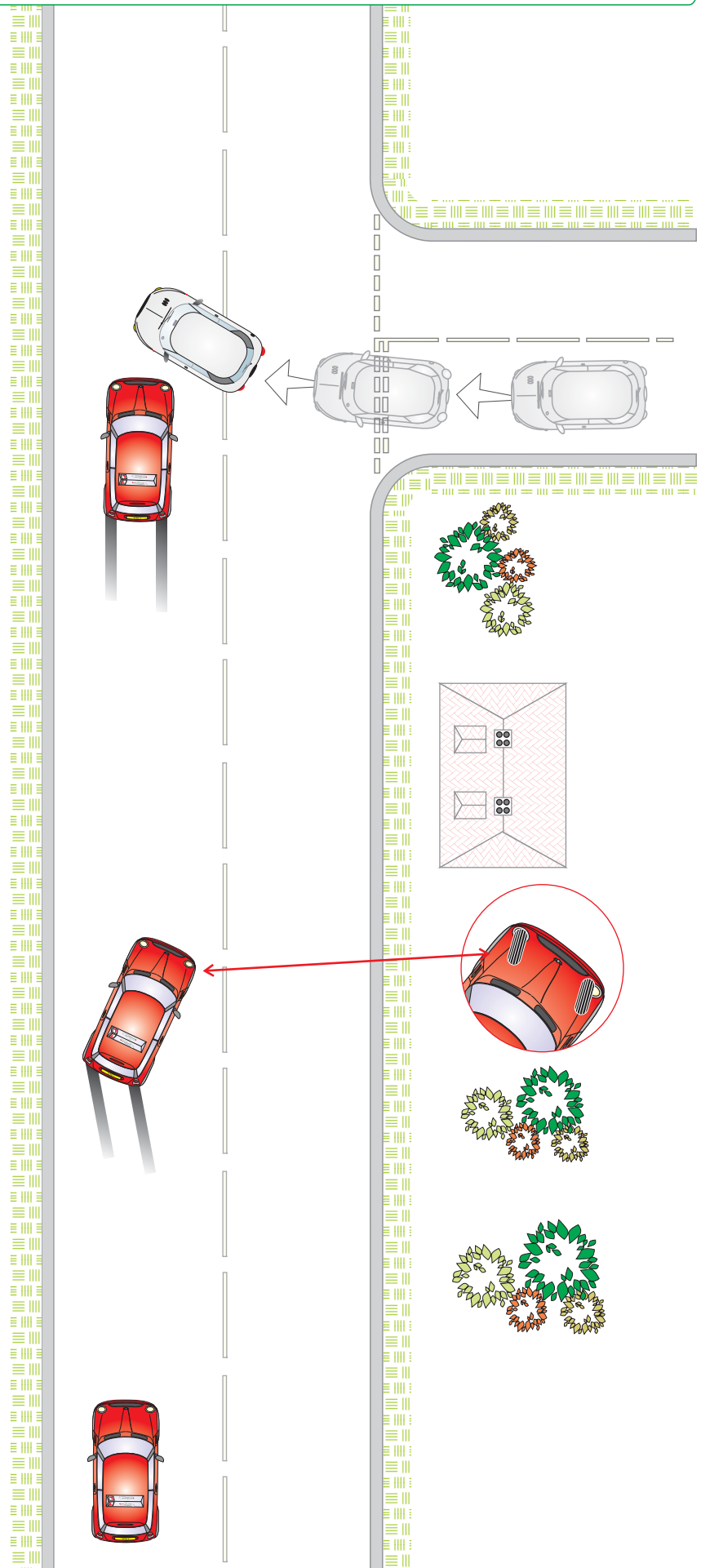
Move off

- Prepare the car
- Left blind spot
- Mirrors
- Right blind spot

Control skids by:

- Removing the cause of skids by doing one, or a combination of the following:
 - 'Pump' the footbrake (non ABS)
 - Steer in the direction of the skid
 - Release the accelerator (power skids)

Plan to avoid Emergencies!



Hazard routine

Decision

- Make your final assessment of the situation
- Proceed positively or wait if you are unsure

Look

- Look for additional dangers around the hazard:
 - Vehicles
 - Pedestrians
 - Obstructions

Speed/Gear

- Adjust your speed by use of the footbrake or accelerator
- Slow enough to stop safely if required
- Select the appropriate gear

Position

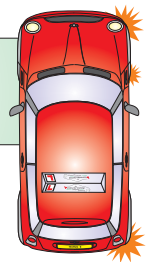
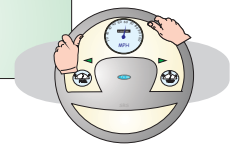
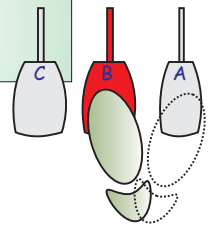
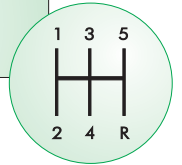
- Take up your road position **after** signalling

Signals

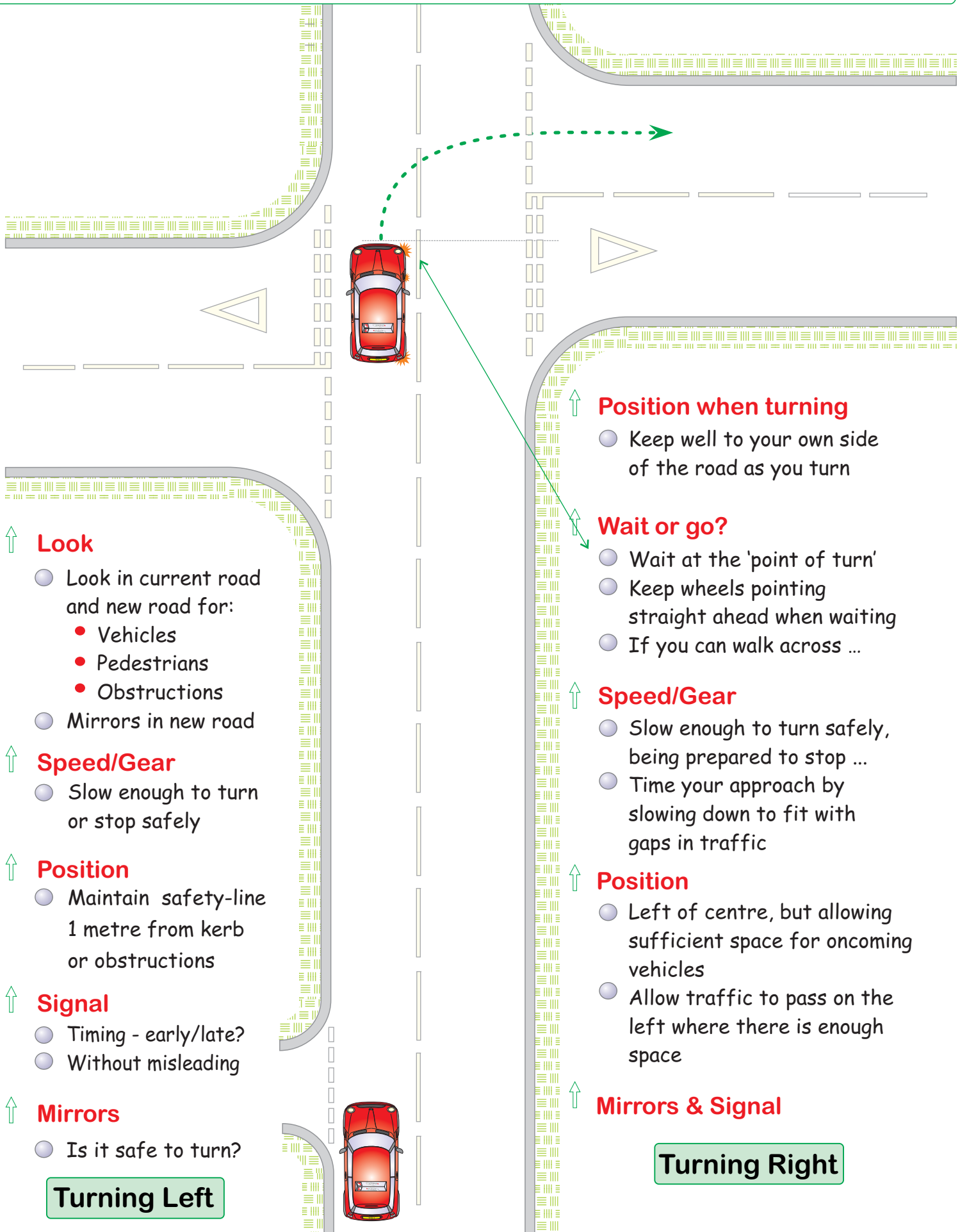
- Always consider a direction signal
- Timing - early/late?
- Without misleading
- Brake lights are a signal

Mirrors

- Use more than one mirror
- Quick Glances
- Ask yourself if it's safe to complete your intended manoeuvre



Approaching junctions



Look

- Look in current road and new road for:
 - Vehicles
 - Pedestrians
 - Obstructions
- Mirrors in new road

Speed/Gear

- Slow enough to turn or stop safely

Position

- Maintain safety-line 1 metre from kerb or obstructions

Signal

- Timing - early/late?
- Without misleading

Mirrors

- Is it safe to turn?

Turning Left

Position when turning

- Keep well to your own side of the road as you turn

Wait or go?

- Wait at the 'point of turn'
- Keep wheels pointing straight ahead when waiting
- If you can walk across ...

Speed/Gear

- Slow enough to turn safely, being prepared to stop ...
- Time your approach by slowing down to fit with gaps in traffic

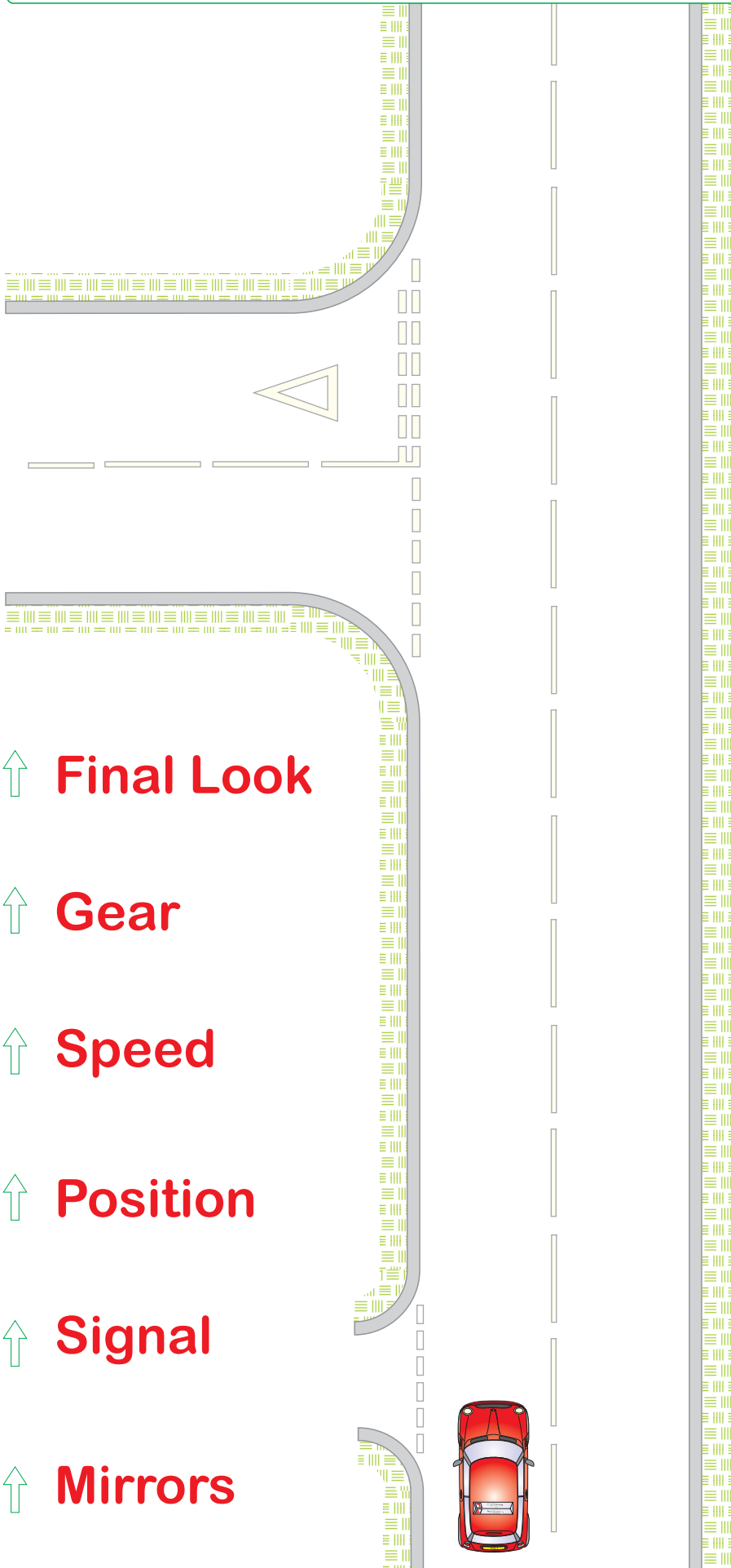
Position

- Left of centre, but allowing sufficient space for oncoming vehicles
- Allow traffic to pass on the left where there is enough space

Mirrors & Signal

Turning Right

Turning left



Mirrors

- Is it safe to turn?
- Check interior and door mirrors

Signal

- Timing - early/late?
- Without misleading
- Re-check mirrors to gauge the reaction of drivers behind

Position

- Maintain safety-line
1 metre from kerb
or obstructions

Speed/Gear

- Reduce speed before downward gear changes
- Select an appropriate gear
- Slow enough to turn or stop safely

Look

- Mirrors before turning
Look in current road and new road for:
 - Vehicles
 - Pedestrians
 - Obstructions
- Mirrors in new road - safe to accelerate?

Turning right

Mirrors

- Is it safe to turn?
- Check interior and door mirrors

Signal

- Timing - early/late?
- Without misleading
- Re-check mirrors to gauge the reaction of drivers behind

Position

- Left of centre, but allowing sufficient space for oncoming vehicles
- Wait at the 'point of turn'
- Allow traffic to pass on the left where there is enough space

Speed/Gear

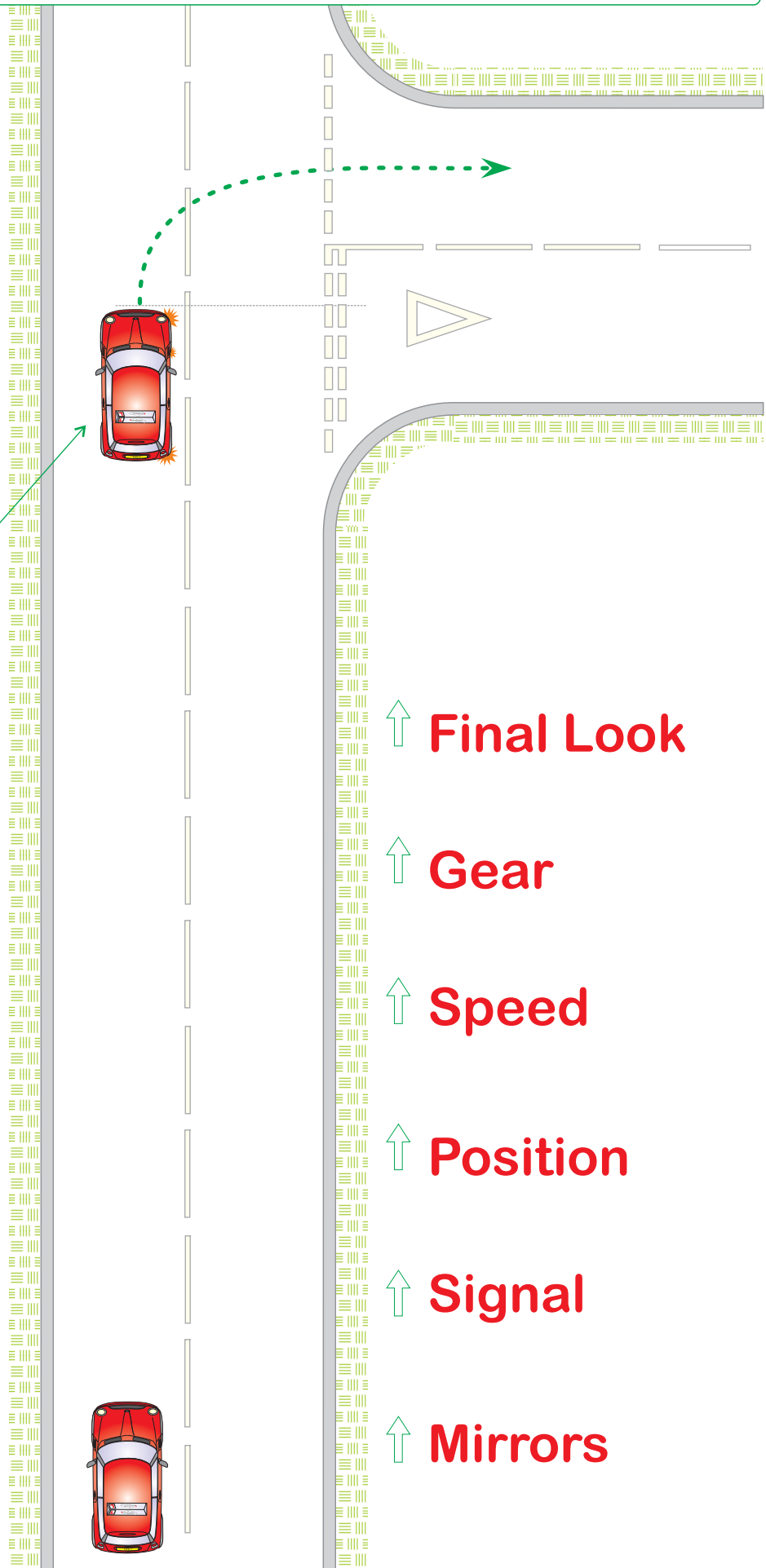
- Slow enough to turn safely, being prepared to stop ...
- Time your approach by slowing down to fit with gaps in traffic

Wait or go?

- Wait at the 'point of turn'
- Keep wheels pointing straight ahead when waiting
- Look for pedestrians, vehicles or other obstructions
- If you can walk across ...

Position when turning

- Keep well to your own side of the road as you turn
- Right door mirror before turning
- Mirrors in new road - safe to accelerate?



Emerging at T-junctions

Approaching

- MSM - PSL
- Early assessment
- Open or Closed view?

Arriving

- Position right/left
- 'Give Way' - rolling gear change
- 'Stop Line' stop before changing gear
- Effective observation - looking for gaps
- Decide to wait or go
- Handbrake?

Vehicles on major road

- Have priority and should not need to change speed or position

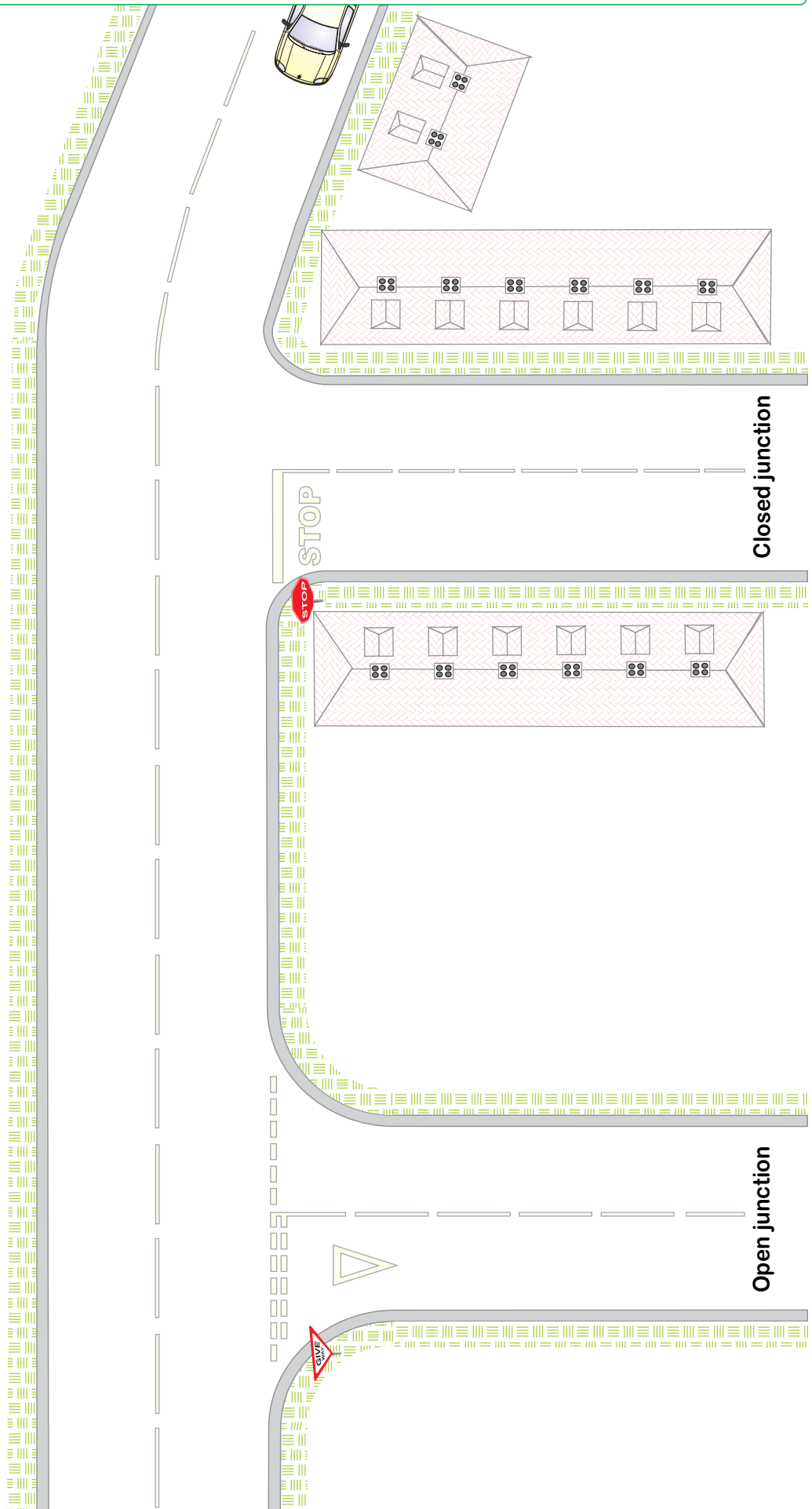
Emerging

- Check door mirrors ...
- Creep and peep?
- Look where you're going when steering out!

In the new road

- Mirrors
- Signal cancelled?
- Make progress

**Look, Assess,
Decide, Act**

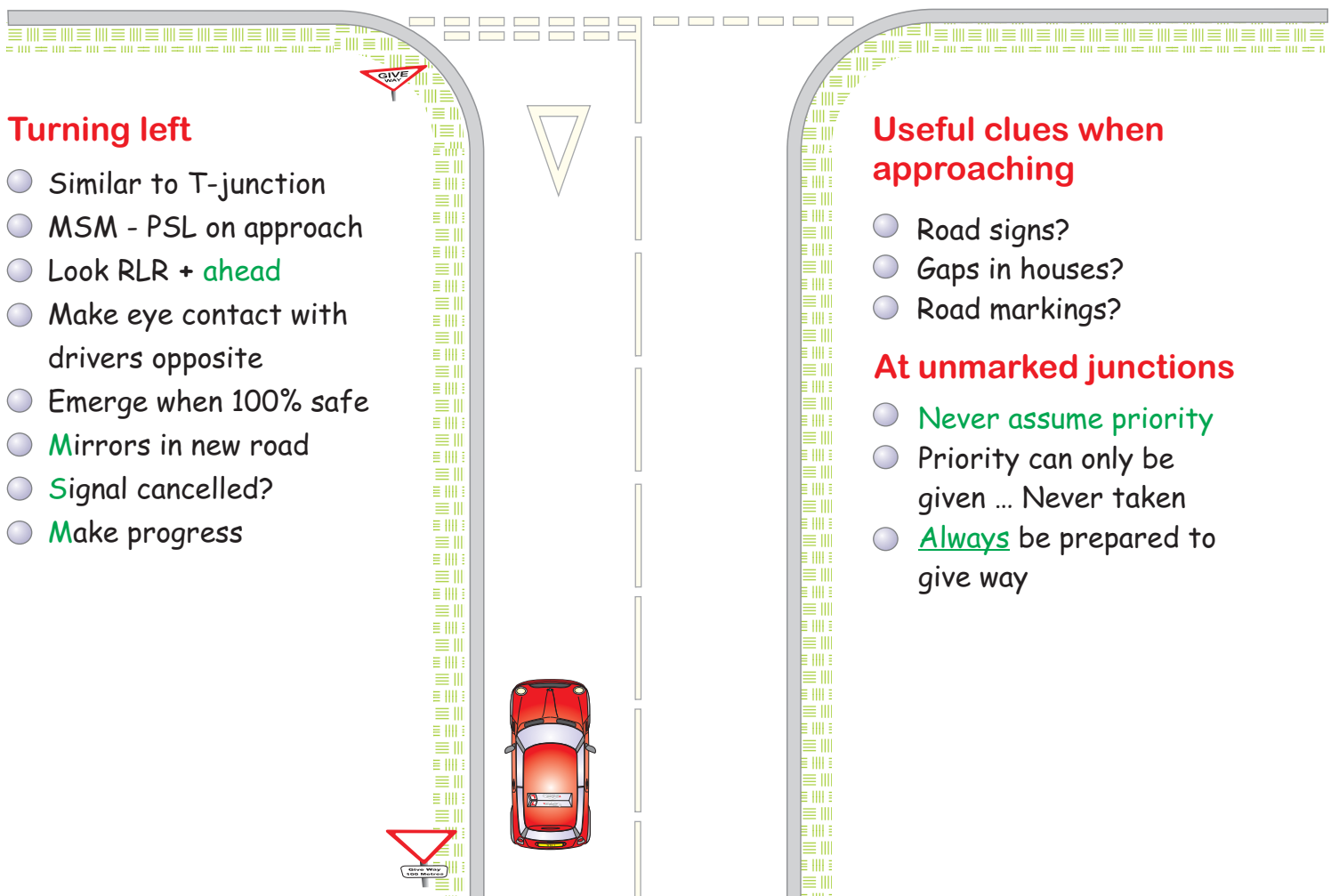


Going ahead

- MSM - PSL
- Look RLR + ahead
- Is the new road clear and safe to enter?
- Mirrors in new road
- Make progress

Turning right

- MSM - PSL on approach
- Look RLR + ahead
- Pass nearside, offside or give way?
- Mirrors in new road
- Signal cancelled?
- Make progress



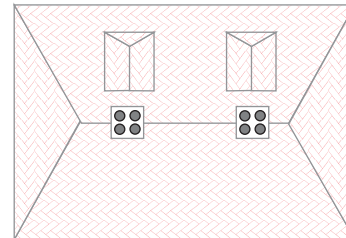
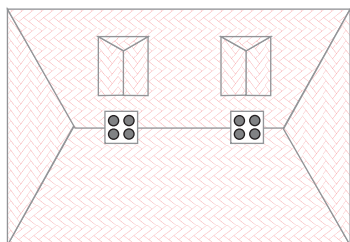
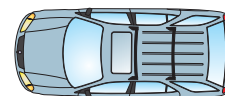
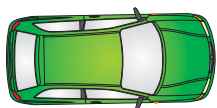
Unmarked junctions

At unmarked junctions

- Never assume priority
- Priority can only be given ... Never taken
- Always be prepared to give way

Useful clues when approaching

- Road signs?
- Gaps in houses?
- Breaks in trees/hedges
- Other vehicles?
- Direction signs



What can this driver see?

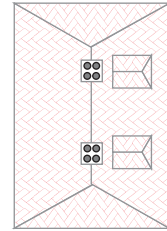
Assumptions
make an

ASS

out of
U and Me

Never ASS U ME





Approaching

- MSM
- Early assessment
- Open/Closed?

Arriving

- Similar to T-junction
- Look RLR + Road ahead
- Are **all** roads clear?
- Eye contact with other drivers?

Emerging

- Watch for cyclists/motor cyclists on your nearside
- Take special care when vehicles opposite are turning right
- If in doubt, wait!



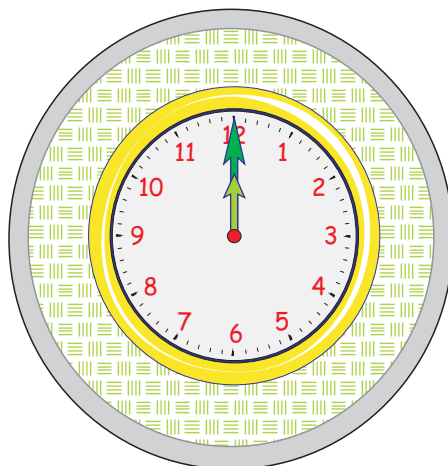
Roundabout procedure

Going ahead

- No signal on approach
- Keep to left-hand lane
- (Mirrors) Signal left as you pass the exit before the one you want

Turning left

- Signal left on approach
- Maintain signal
- Keep to the left lane



General advice

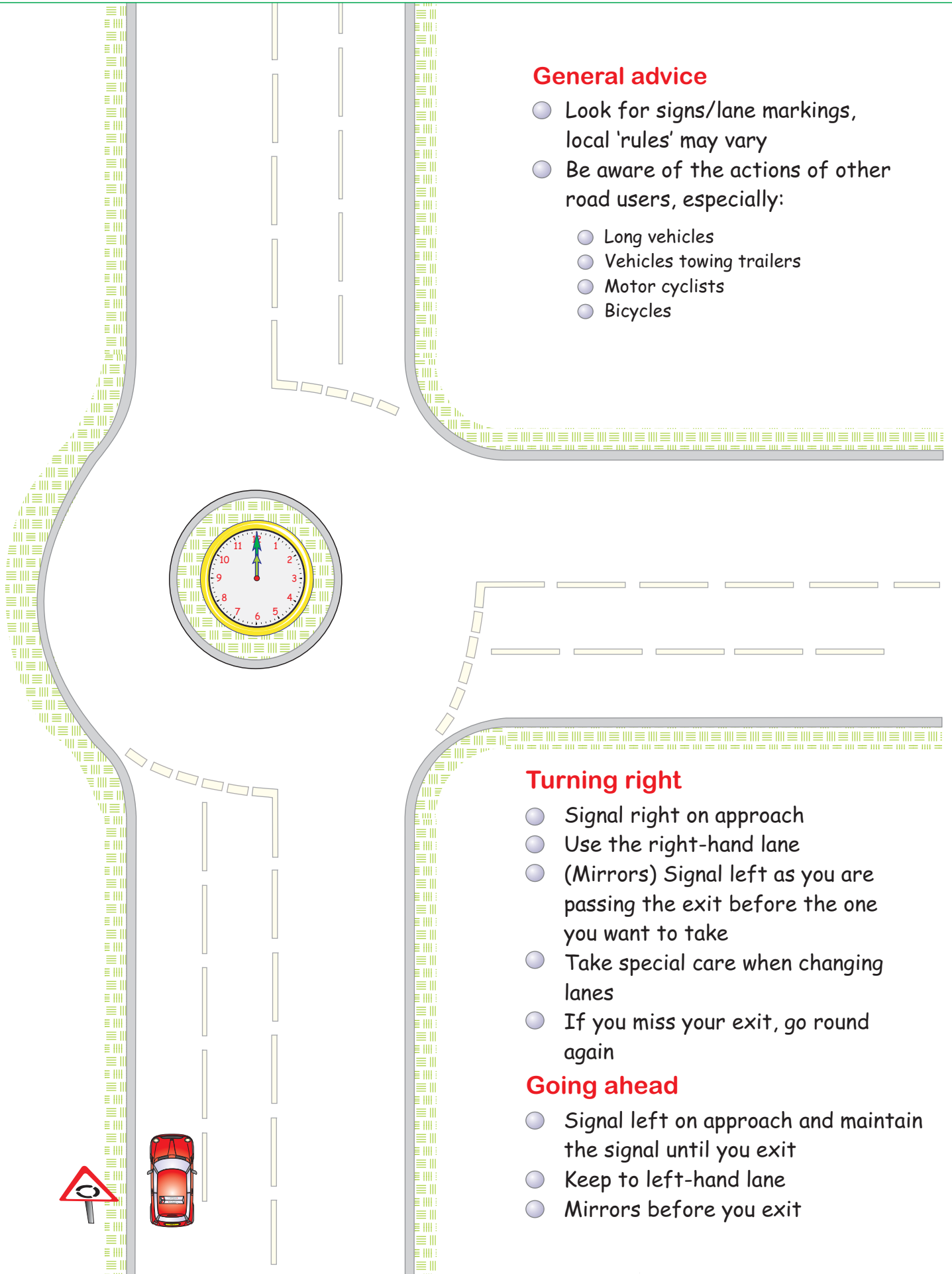
- Whenever practical, follow the 'twelve o'clock rule'
- Look for signs/lane markings, local 'rules' may vary ...
- Be aware of the actions of other road users, especially:
 - Long vehicles
 - Vehicles towing trailers
 - Motor cyclists
 - Bicycles

Turning right

- Signal right on approach
- Use the right-hand lane
- (Mirrors) Signal left as you pass the exit before the one you want
- Take special care when changing lanes
- If you miss your exit, go round again



Three exit roundabout



General advice

- Look for signs/lane markings, local 'rules' may vary
- Be aware of the actions of other road users, especially:
 - Long vehicles
 - Vehicles towing trailers
 - Motor cyclists
 - Bicycles

Turning right

- Signal right on approach
- Use the right-hand lane
- (Mirrors) Signal left as you are passing the exit before the one you want to take
- Take special care when changing lanes
- If you miss your exit, go round again

Going ahead

- Signal left on approach and maintain the signal until you exit
- Keep to left-hand lane
- Mirrors before you exit

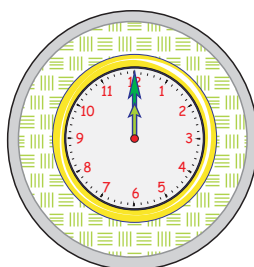
Roundabout procedure

Going ahead

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Turning right

- Signal right on approach
- Use the right-hand lane
- (Mirrors) Signal left as you are passing the exit before the one you want to take
- Take special care when changing lanes
- If you miss your exit, go round again



Turning left

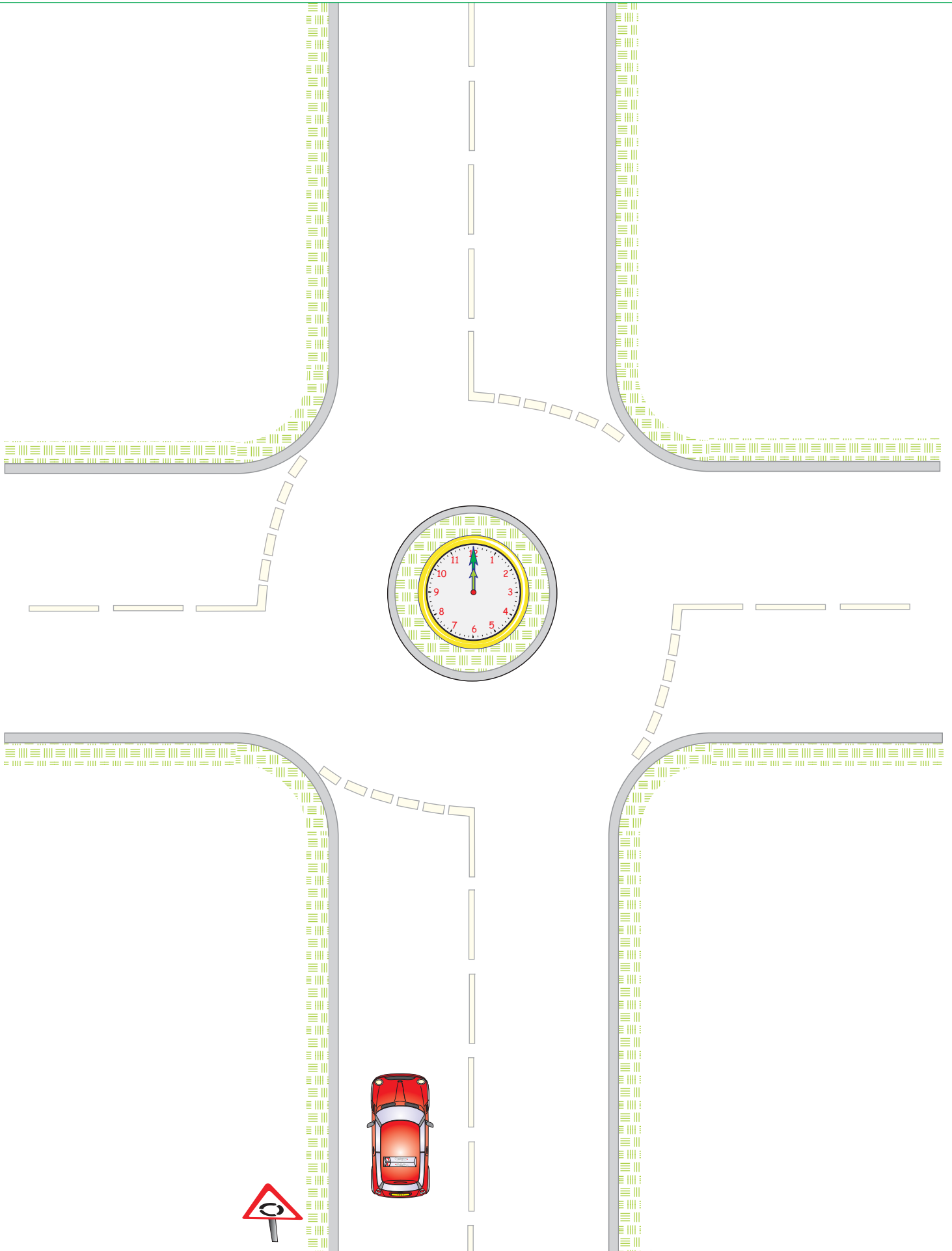
- Signal left on approach
- Maintain signal
- Keep to the left lane



General advice

- Look for signs/lane markings, local 'rules' may vary
- Be aware of the actions of other road users, especially:
 - Long vehicles
 - Vehicles towing trailers
 - Motor cyclists
 - Bicycles

Roundabout



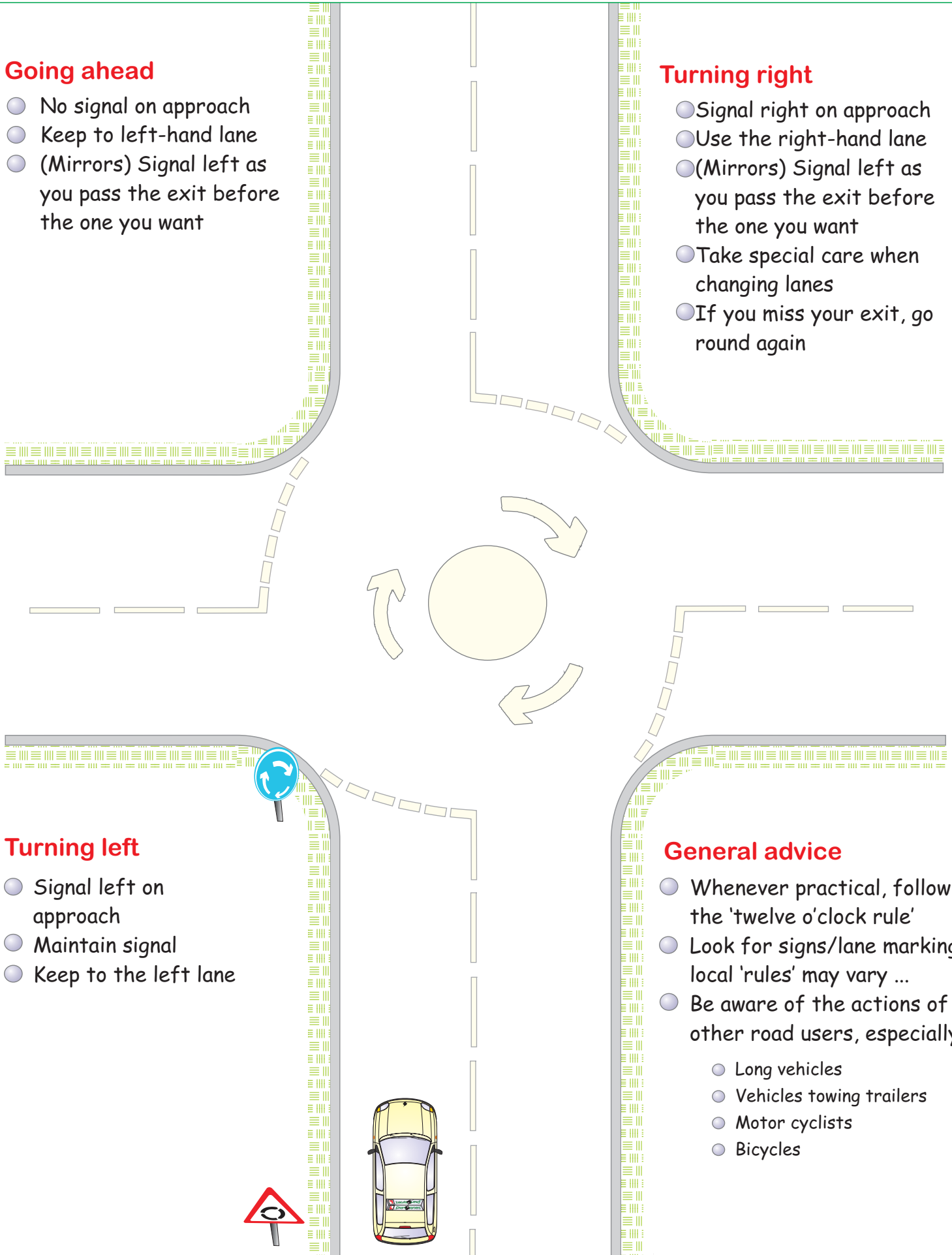
Mini roundabout

Going ahead

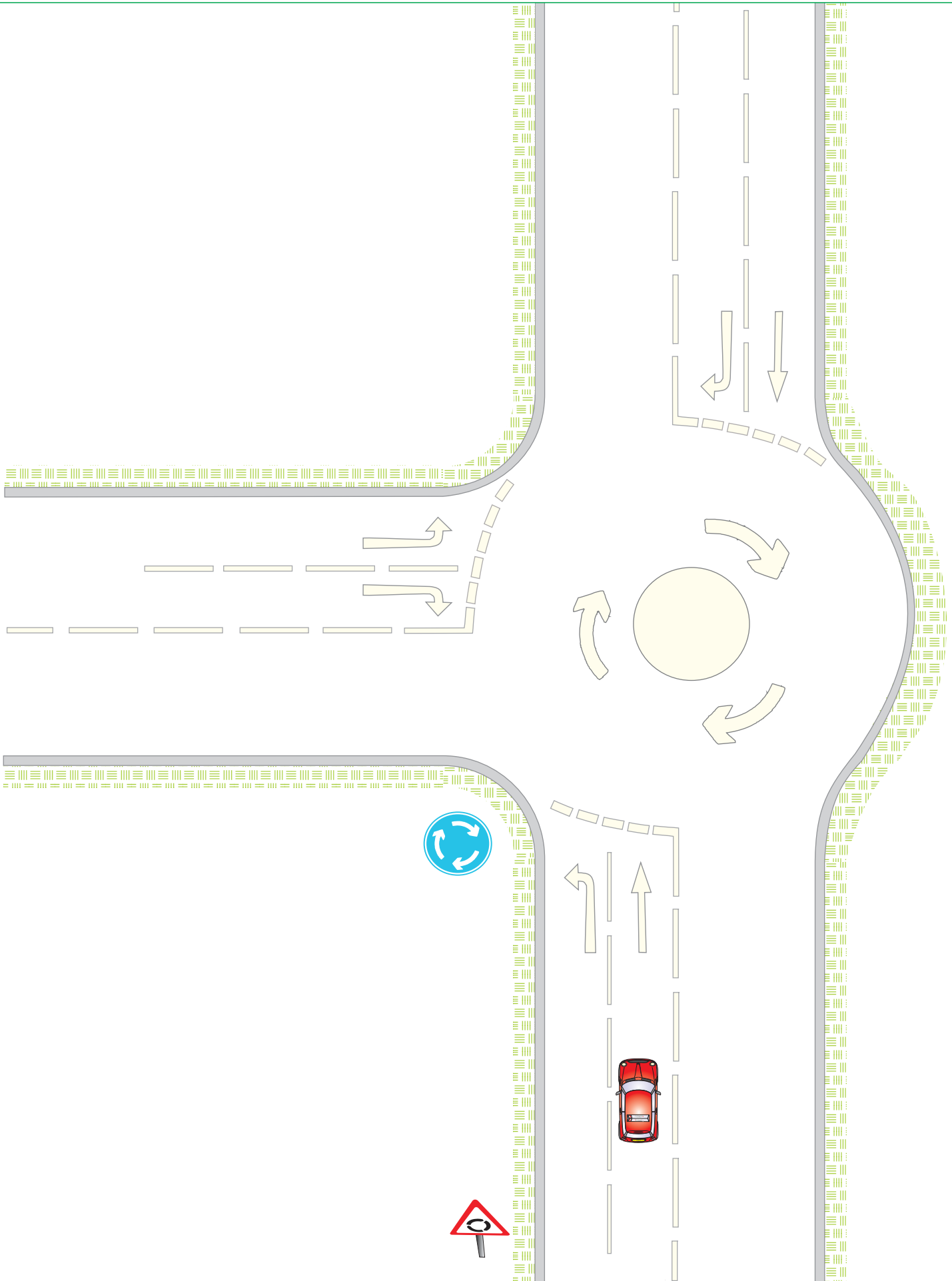
- No signal on approach
- Keep to left-hand lane
- (Mirrors) Signal left as you pass the exit before the one you want

Turning right

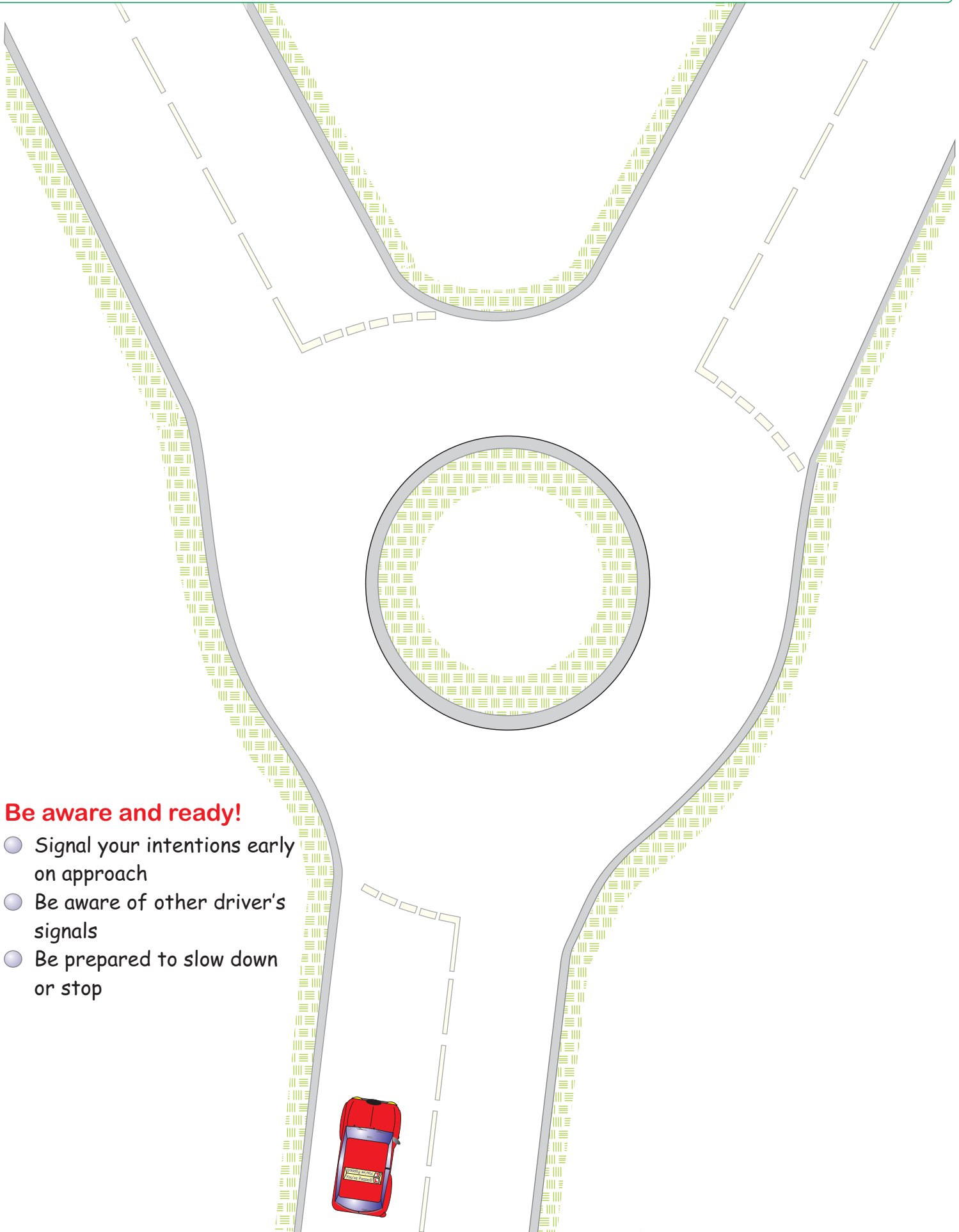
- Signal right on approach
- Use the right-hand lane
- (Mirrors) Signal left as you pass the exit before the one you want
- Take special care when changing lanes
- If you miss your exit, go round again



Mini roundabout



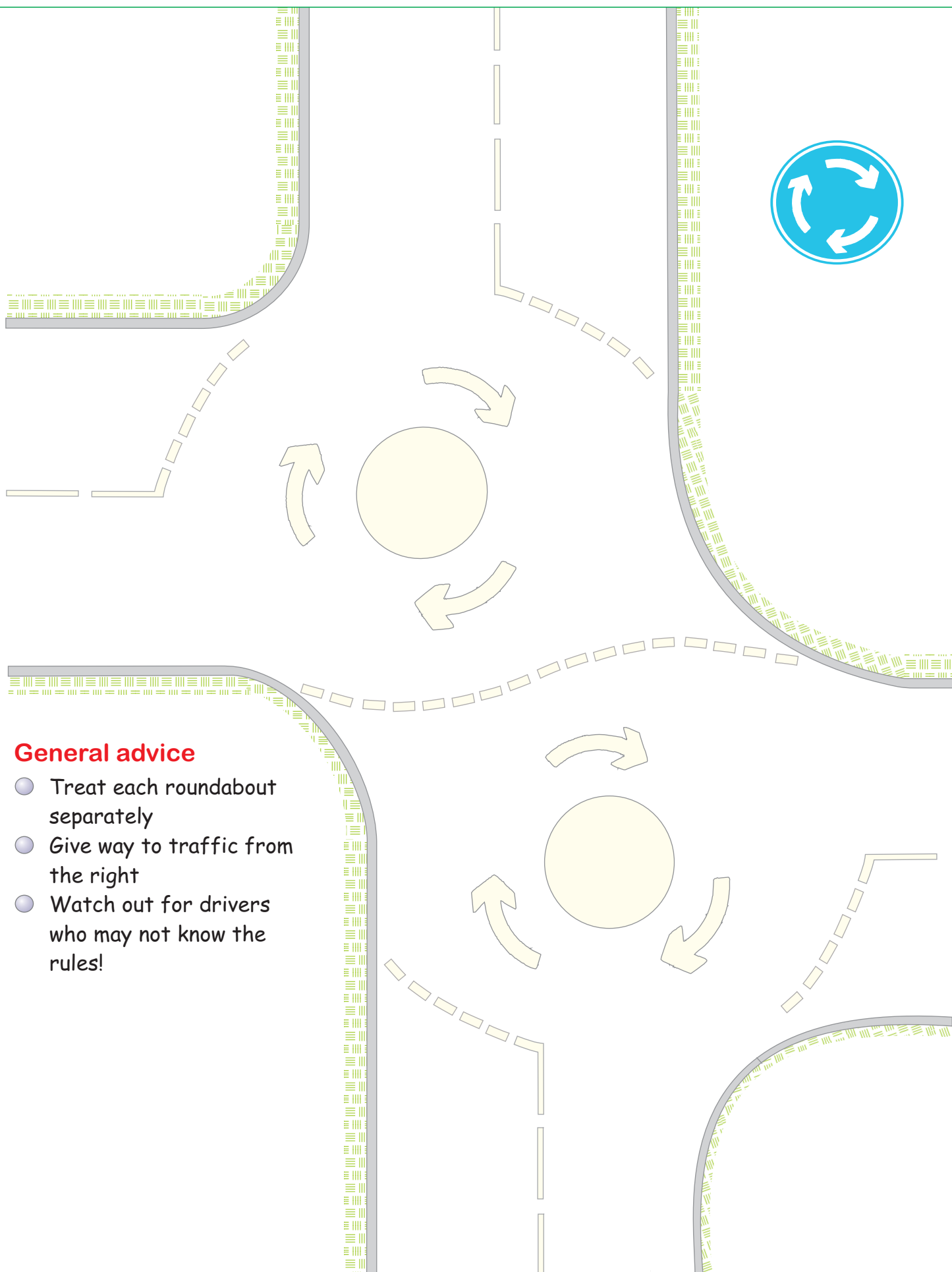
Roundabout



Be aware and ready!

- Signal your intentions early on approach
- Be aware of other driver's signals
- Be prepared to slow down or stop

Double mini roundabout



General advice

- Treat each roundabout separately
- Give way to traffic from the right
- Watch out for drivers who may not know the rules!

Pedestrian crossings

Approaching

- Look for pedestrians on or near the crossing
- MSM - Early mirror check
- Slow enough to stop safely
- No parking or overtaking on the zig-zag lines

At the crossing

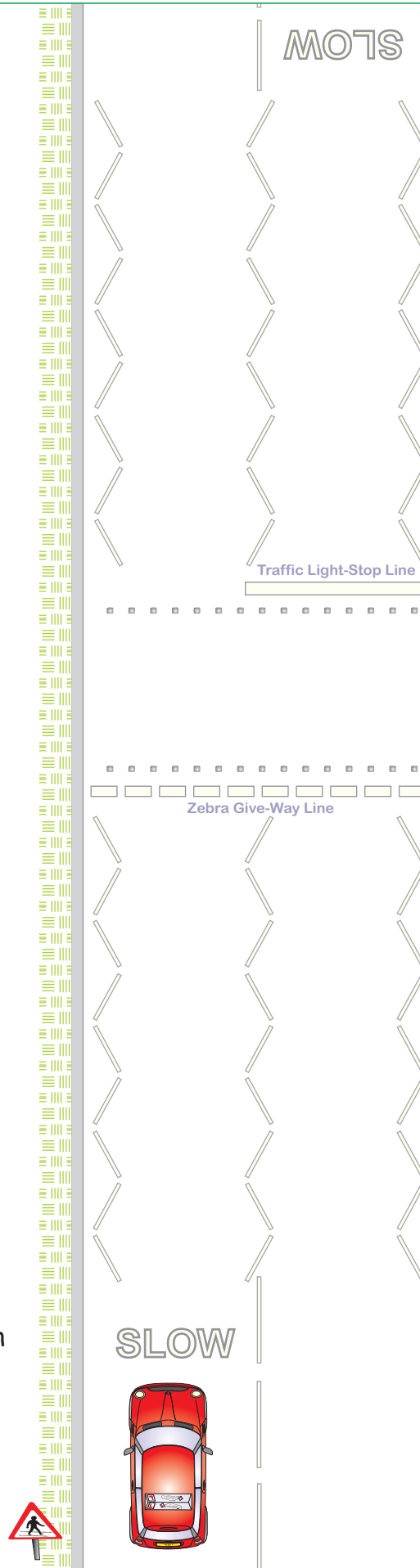
- Wait behind Give Way/Stop line
- Secure the car
- **It is dangerous to beckon pedestrians to cross the road**

Proceeding

- Check blind spots - someone may run onto the crossing
- Keep crossings clear in traffic queues
- **Zebra:** proceed when safe
- **Pelican:** proceed when safe at flashing amber or green light
- **Puffin/Toucan/Pegasus/Combined:** proceed when safe on green light
- **School/Police controlled:** proceed when signalled to do so if safe

Crossings with islands

- **Straight pelicans, puffins, toucans:** treat as one crossing
- **Straight zebras:** treat as two crossings but with extreme caution
- **Staggered crossings:** treat as two crossings - watch for pedestrians who are not following the rules!



Controlled



Pelican crossing



Equestrian

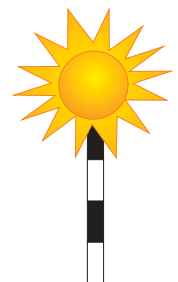
Toucan

Puffin/Toucan/Equestrian or Combined road junction and crossing



School crossing patrol

Uncontrolled



Zebra crossing

Approaching

- Look for pedestrians on or near the crossing
- MSM - Early mirror check
- Slow enough to stop safely
- No parking or overtaking on the zig-zag lines
- Where there is a central island treat the crossing as two separate crossings
- Beware - pedestrians might not know the rules!

At the crossing

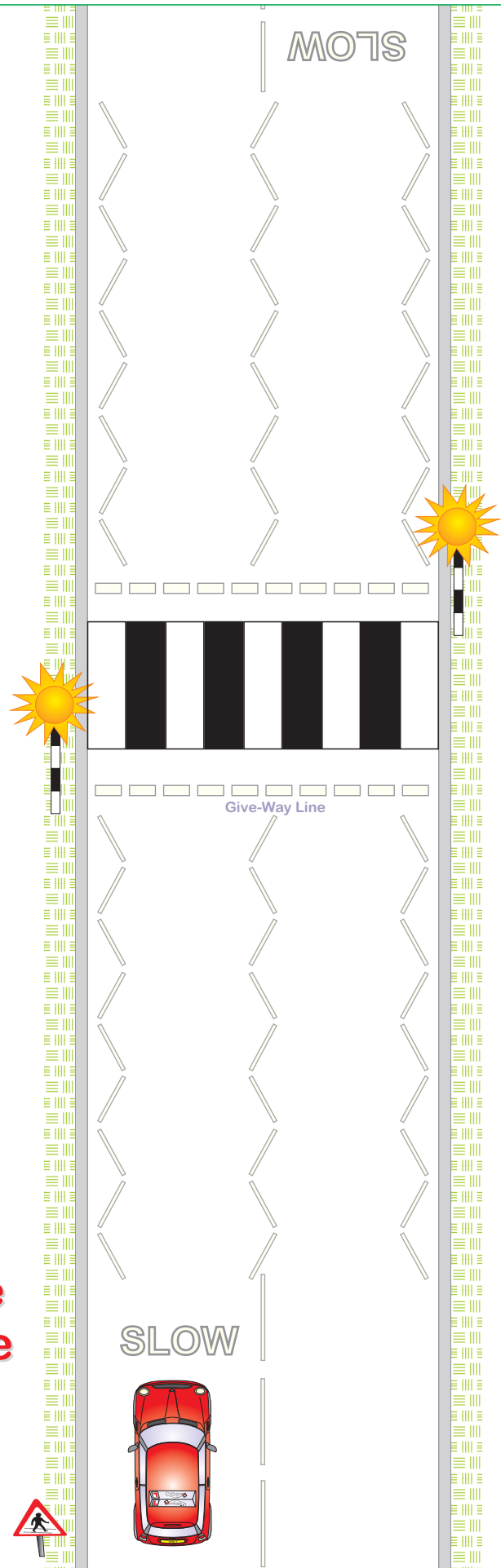
- Wait behind Give Way/Stop line
- Secure the car
- It is dangerous to beckon pedestrians to cross the road

Proceeding

- Proceed when the crossing is clear and it is 100% safe
- Check blind spots - someone may run onto the crossing
- Keep crossings clear in traffic queues
- School/Police controlled: proceed when signalled to do so if safe



Take special care when children are crossing



Light controlled crossings

Approaching

- Look for pedestrians on or near the crossing
- MSM - Early mirror check
- Slow enough to stop safely
- No parking or overtaking on the zig-zag lines

At the crossing

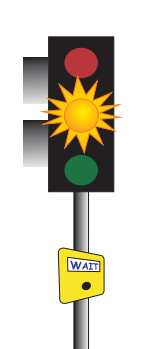
- Wait behind Give Way/Stop line
- Secure the car
- It is dangerous to beckon pedestrians to cross the road

Proceeding

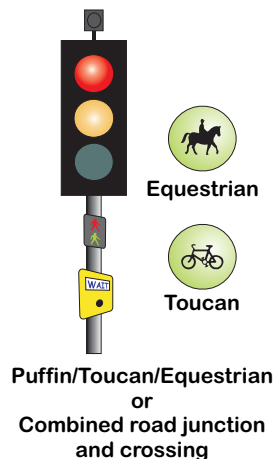
- Check blind spots - someone may run onto the crossing
- Keep crossings clear in traffic queues
- Pelican: proceed when safe at flashing amber or green light
- Puffin/Toucan/Pegasus/Combined junction and crossing: proceed when safe on green light

Crossings with islands

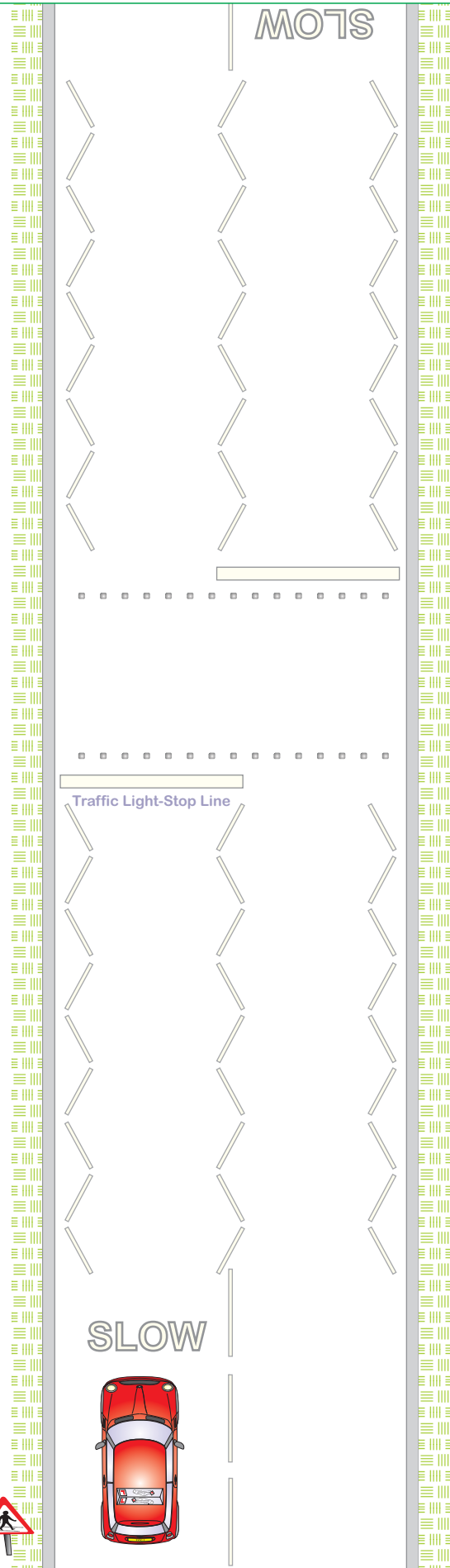
- Straight pelicans, puffins, toucans: treat as one crossing
- Staggered crossings: treat as two crossings - watch for pedestrians who are not following the rules!



Pelican crossing



Puffin/Toucan/Equestrian
or
Combined road junction
and crossing



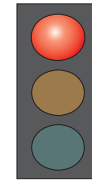
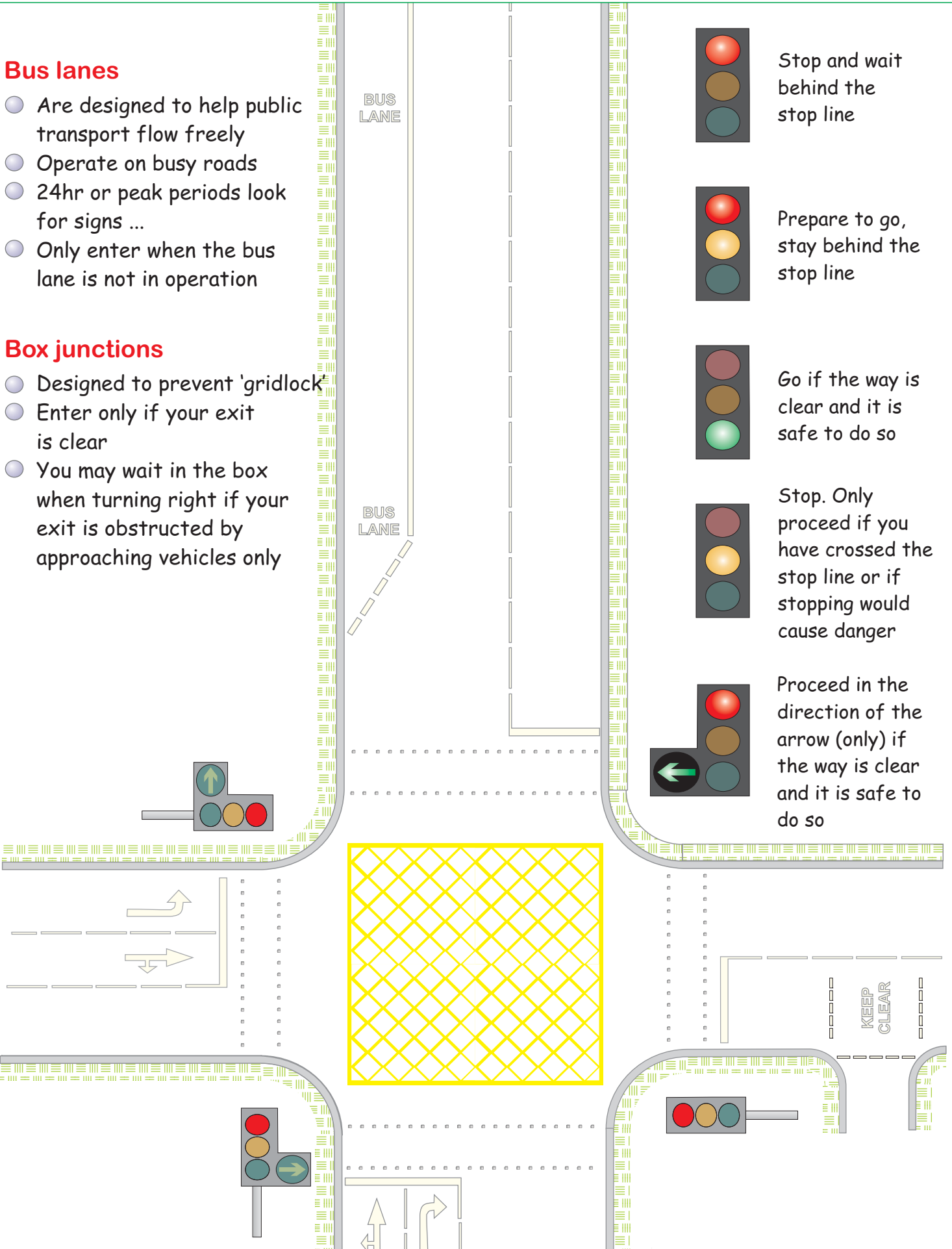
Bus lanes and traffic lights

Bus lanes

- Are designed to help public transport flow freely
- Operate on busy roads
- 24hr or peak periods look for signs ...
- Only enter when the bus lane is not in operation

Box junctions

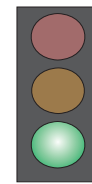
- Designed to prevent 'gridlock'
- Enter only if your exit is clear
- You may wait in the box when turning right if your exit is obstructed by approaching vehicles only



Stop and wait behind the stop line



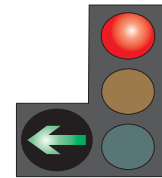
Prepare to go, stay behind the stop line



Go if the way is clear and it is safe to do so

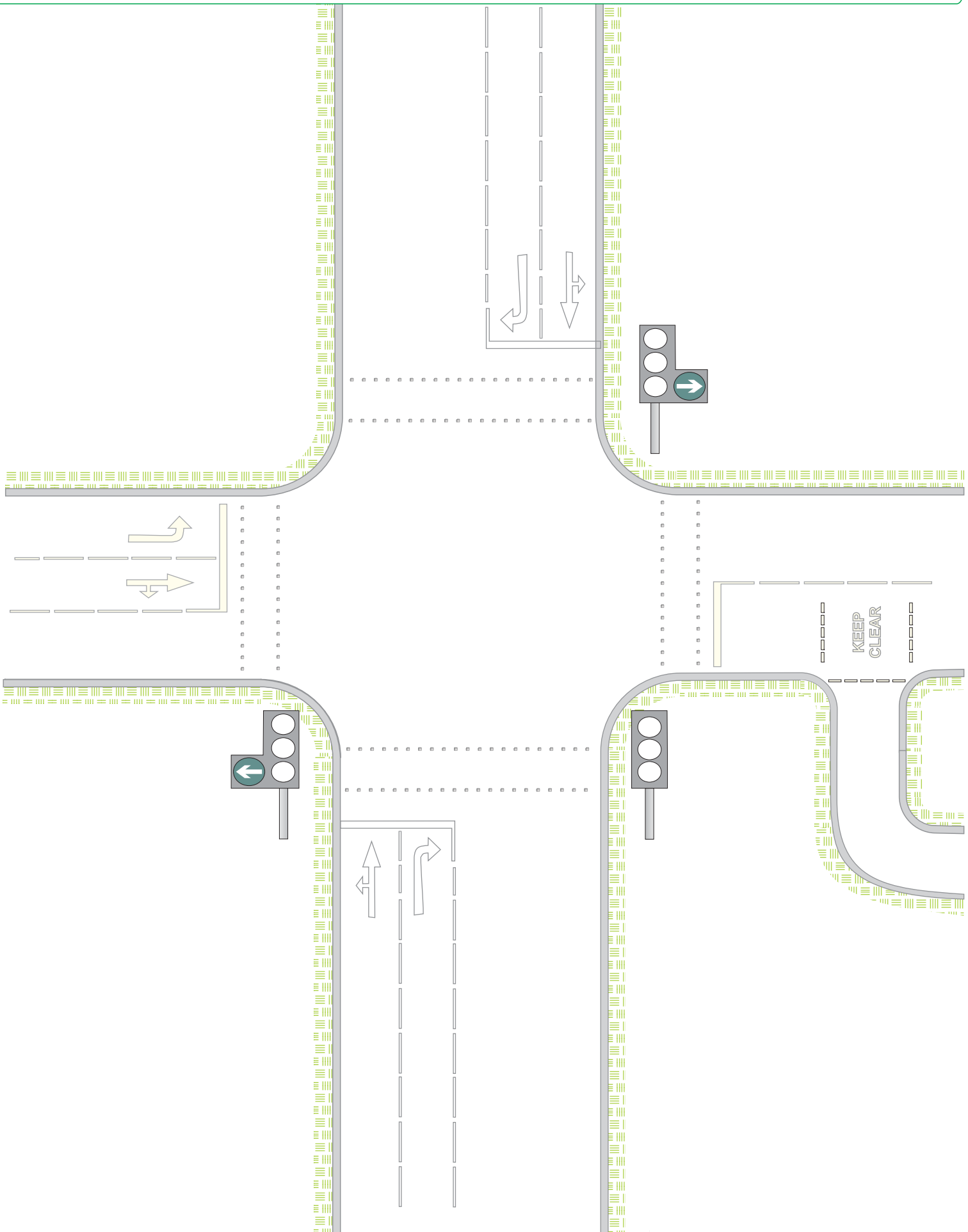


Stop. Only proceed if you have crossed the stop line or if stopping would cause danger

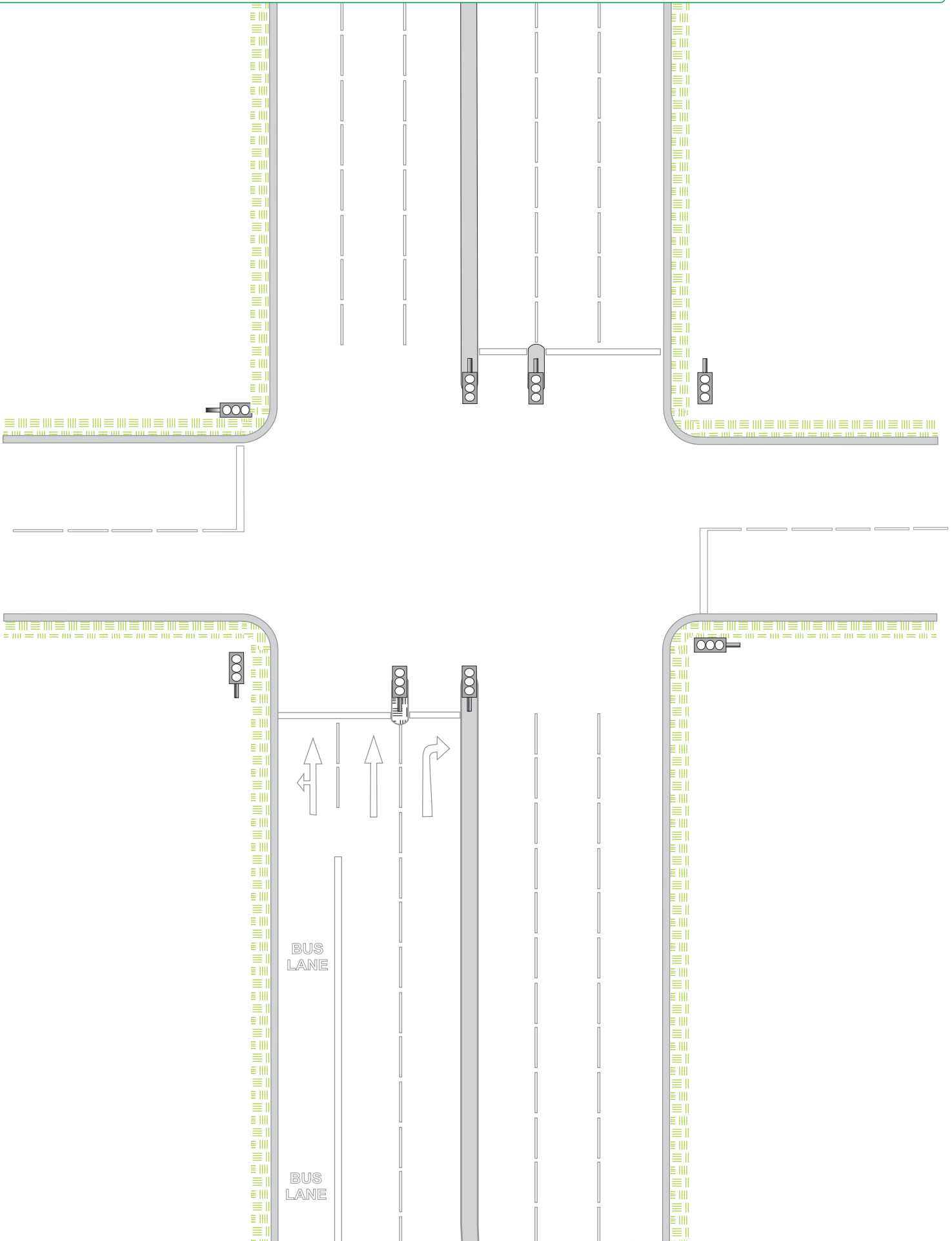


Proceed in the direction of the arrow (only) if the way is clear and it is safe to do so

Filter lanes and traffic lights



Filter lanes and traffic lights



Crossing other traffic

Where?

- Anywhere that you pass in front of other vehicles
- Turning right
- Entering gateways

Approach

- MSM - PSL
- Time your approach by slowing to fit with gaps in traffic

Approaching vehicles

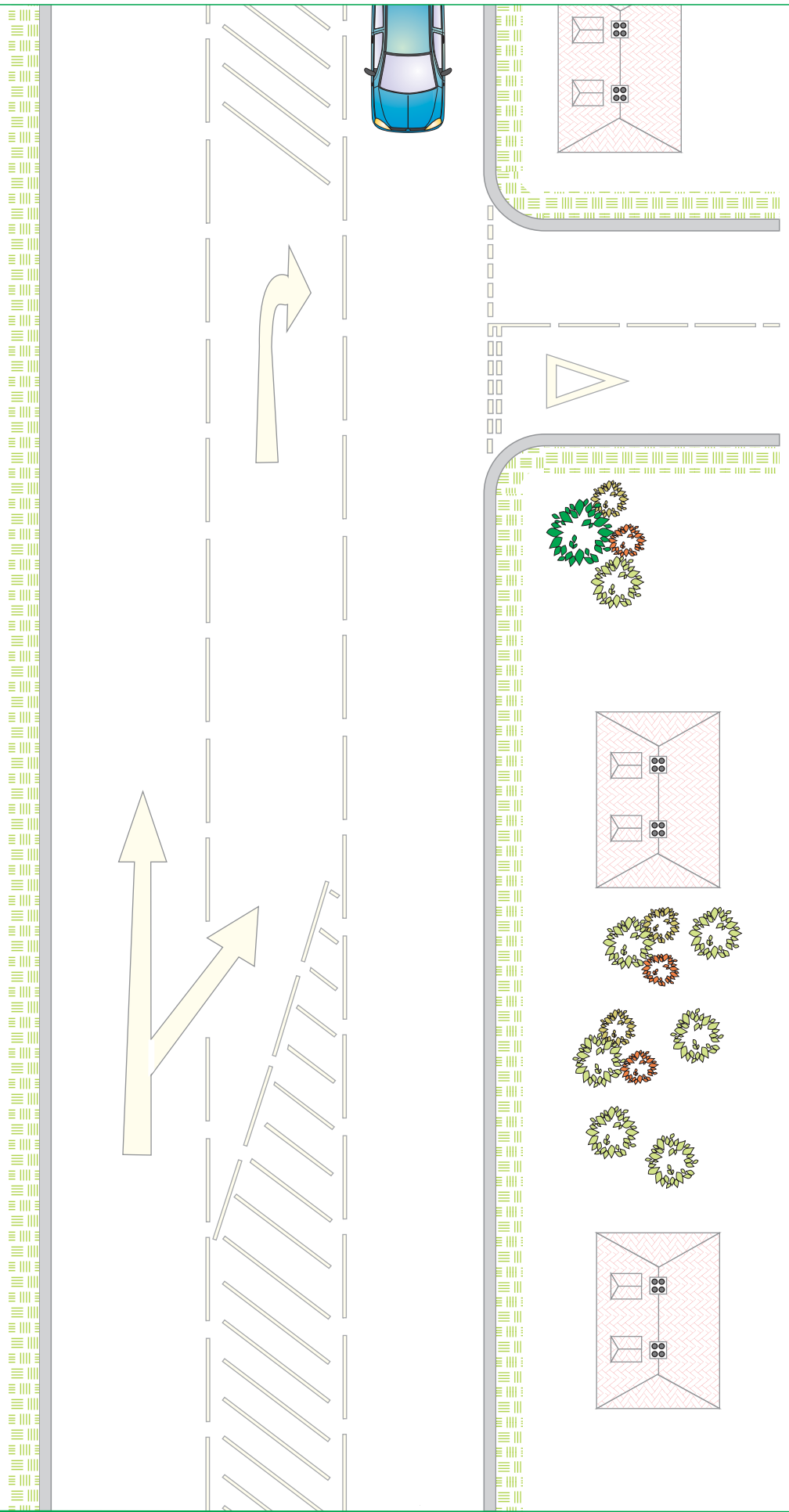
- Have priority
- Should not need to change speed or direction

Decision to proceed

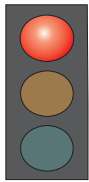
- Could you walk across?
- Is the 'new road' clear of:
 - Pedestrians who are crossing?
 - Obstructions?
 - Queuing vehicles?

Hatched markings

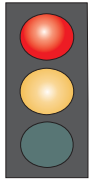
- Separate opposing streams of traffic
- Create 'protective zones'
- Avoid driving on hatched areas
- Only enter areas bounded by a solid line in an emergency



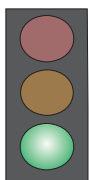
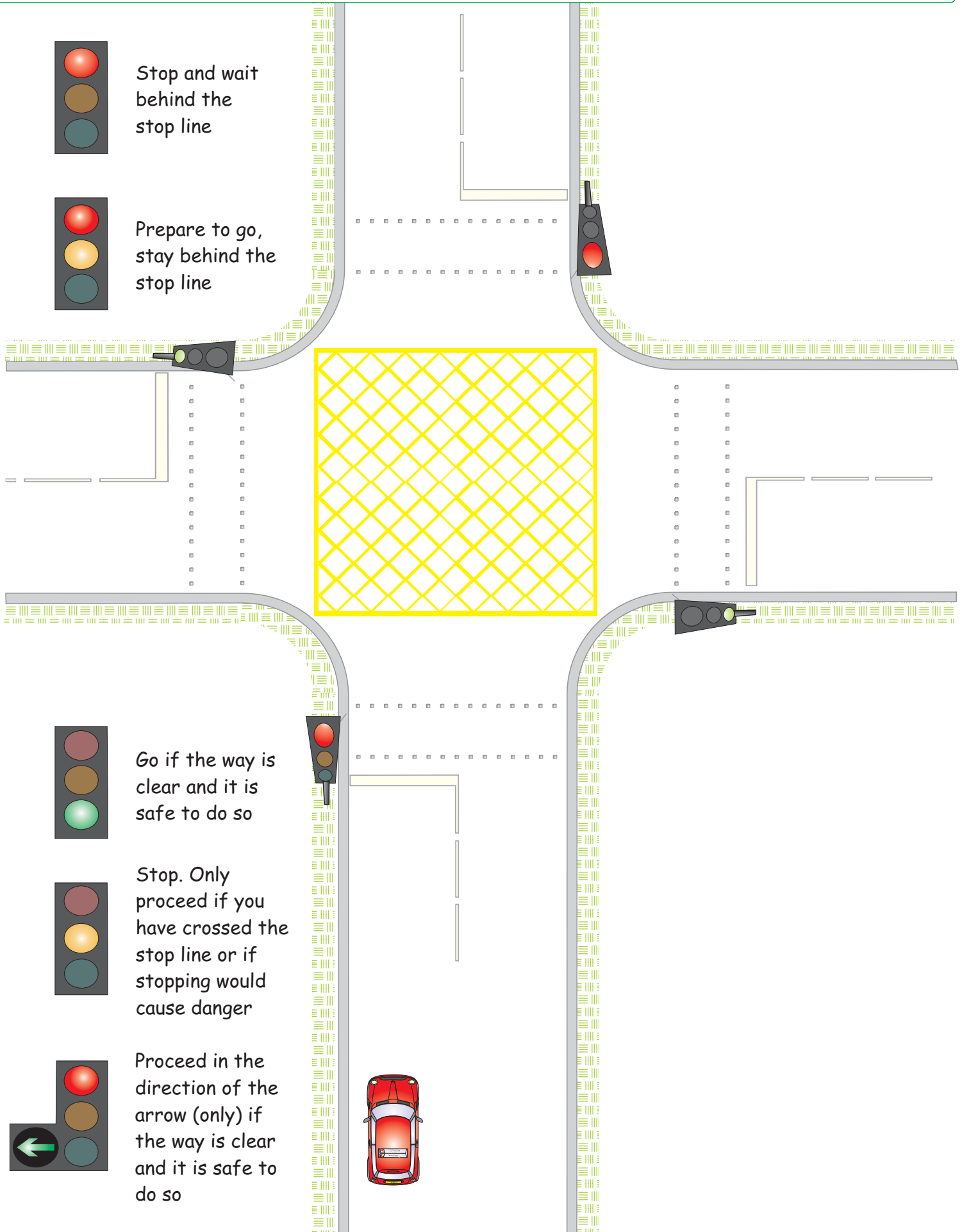
Traffic Lights



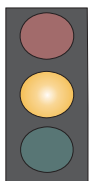
Stop and wait
behind the
stop line



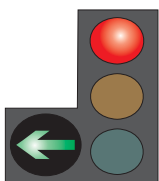
Prepare to go,
stay behind the
stop line



Go if the way is
clear and it is
safe to do so



Stop. Only
proceed if you
have crossed the
stop line or if
stopping would
cause danger



Proceed in the
direction of the
arrow (only) if
the way is clear
and it is safe to
do so

Y shaped junctions

Approaching to emerge

- MSM-PSL
- Early, full observation
- Be aware of stationary vehicles ahead, waiting to emerge

Emerging (POM)

- Make full use of door mirrors
- Be aware of vehicles that might be hidden in blind spots caused by door pillars etc.
- Make sure the vehicle ahead has moved before you move

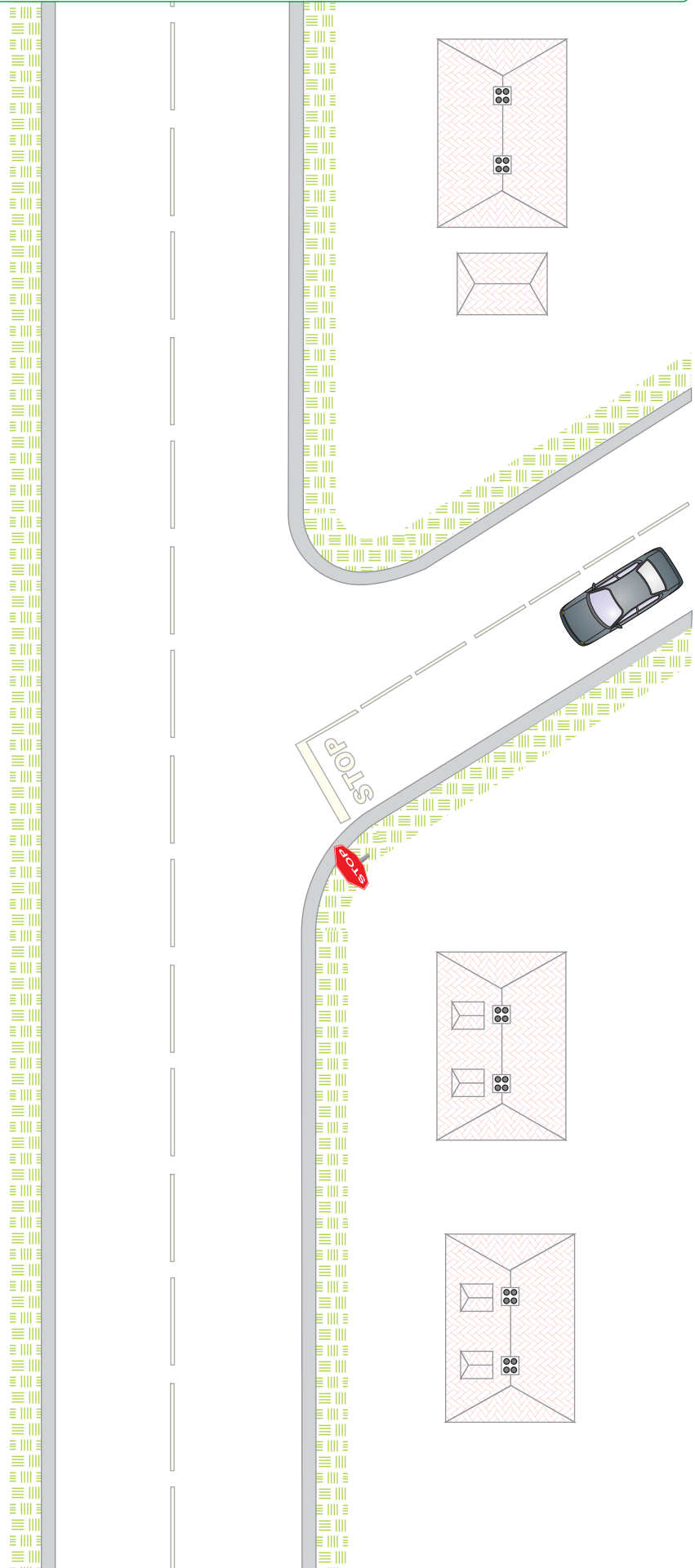
Approaching on the main road

- The drivers of emerging vehicles might not have seen you
- Mirrors early on approach
- Be prepared to slow down or stop

Similar situations

- Petrol station exits
- Merging into one-way systems
- Slip roads entering dual-carriageways

Expect the unexpected ...



Hatched markings

Purpose

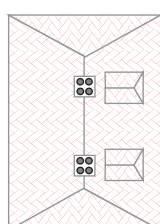
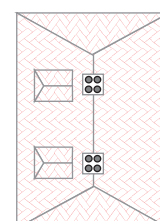
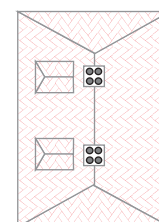
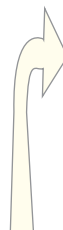
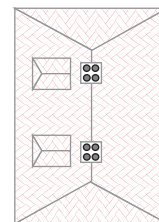
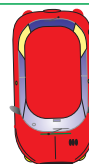
- Separate opposing streams of traffic
- Create 'protective zones'

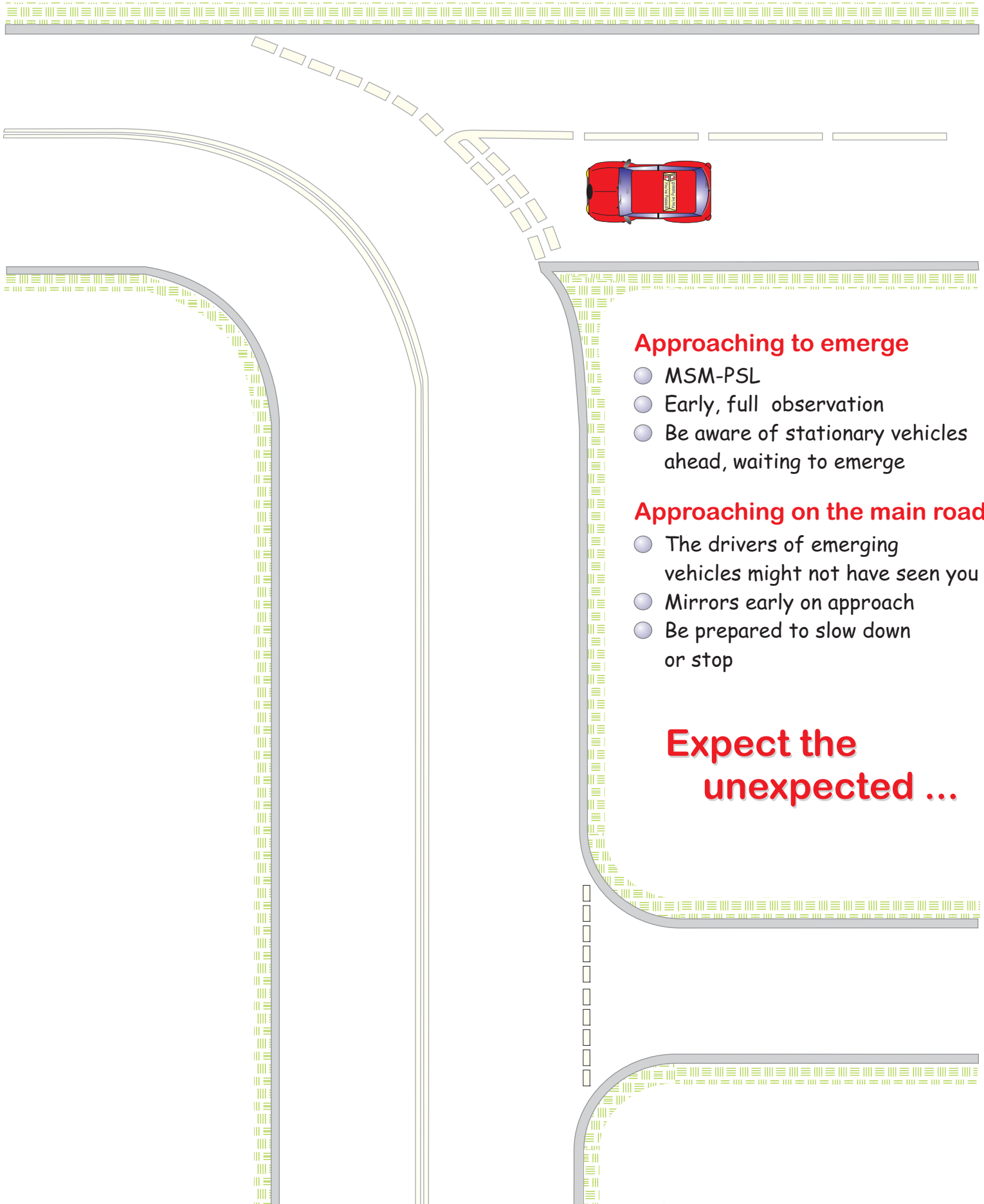
Action

- Avoid driving on hatched areas
- Only enter areas bounded by a solid line in an emergency

Safety

- More paint = More danger
- Be alert, expect others to break the rules!





Approaching to emerge

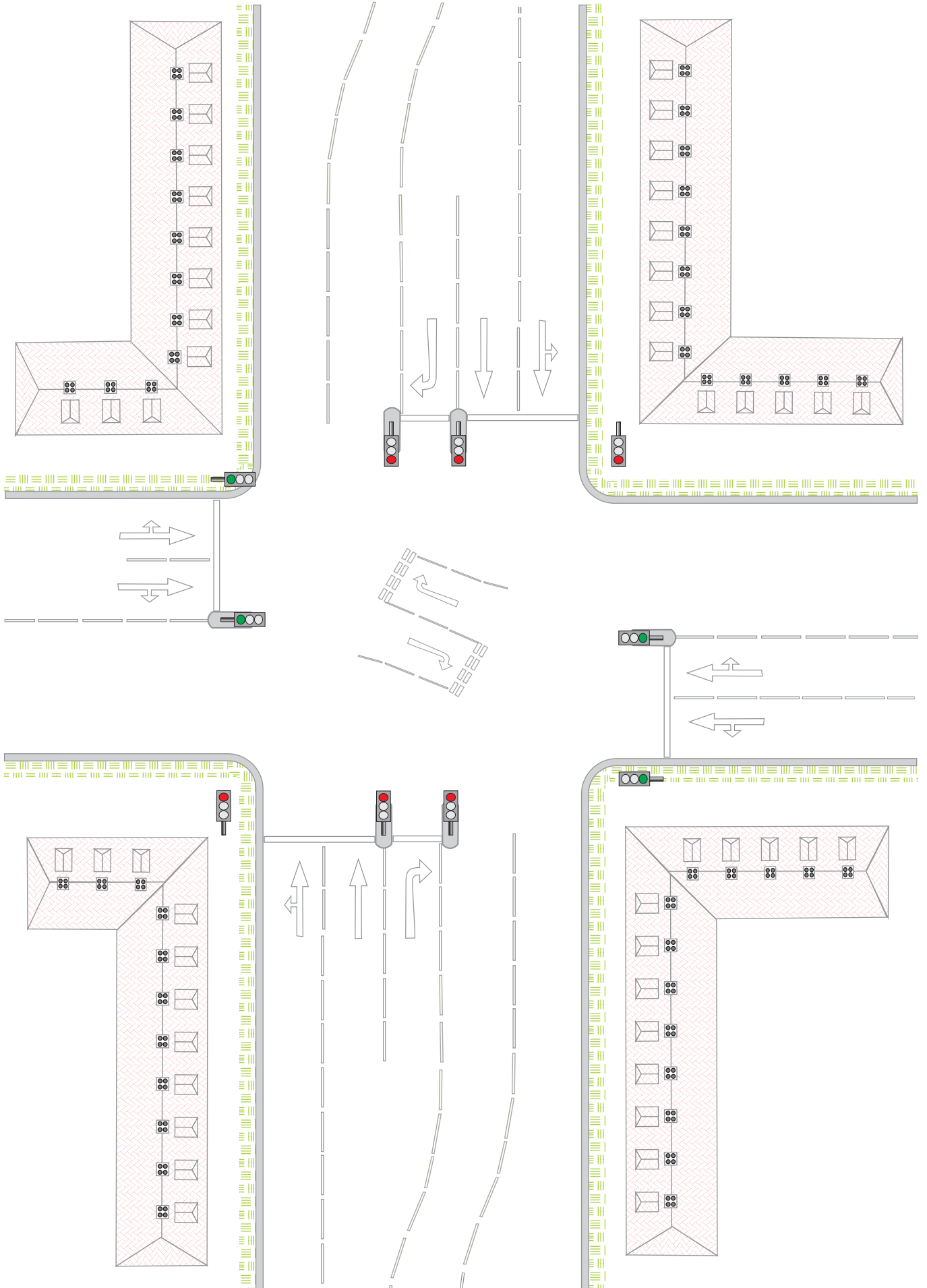
- MSM-PSL
- Early, full observation
- Be aware of stationary vehicles ahead, waiting to emerge

Approaching on the main road

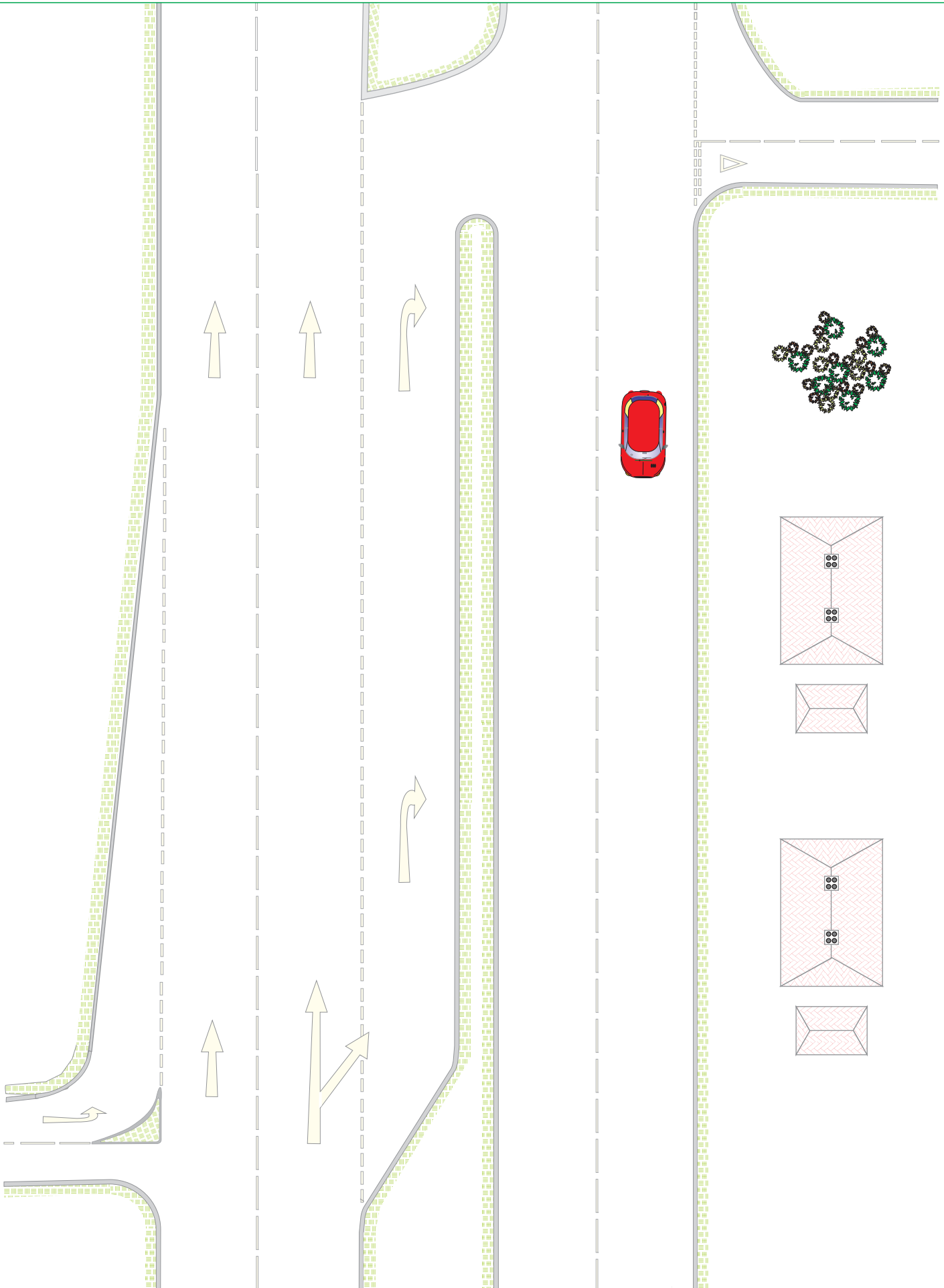
- The drivers of emerging vehicles might not have seen you
- Mirrors early on approach
- Be prepared to slow down or stop

Expect the unexpected ...

Complex traffic lights



Filter lanes



Reverse (parallel) parking

Starting position

- Alongside the 'target' vehicle
- Allow a car door's width clearance
- Select reverse to show warning lights
- Consider using the handbrake

Reversing

- All round observation before moving
- Very slow walking pace
- Keep looking all round while moving
- Reverse to 'point of turn'

Turning in

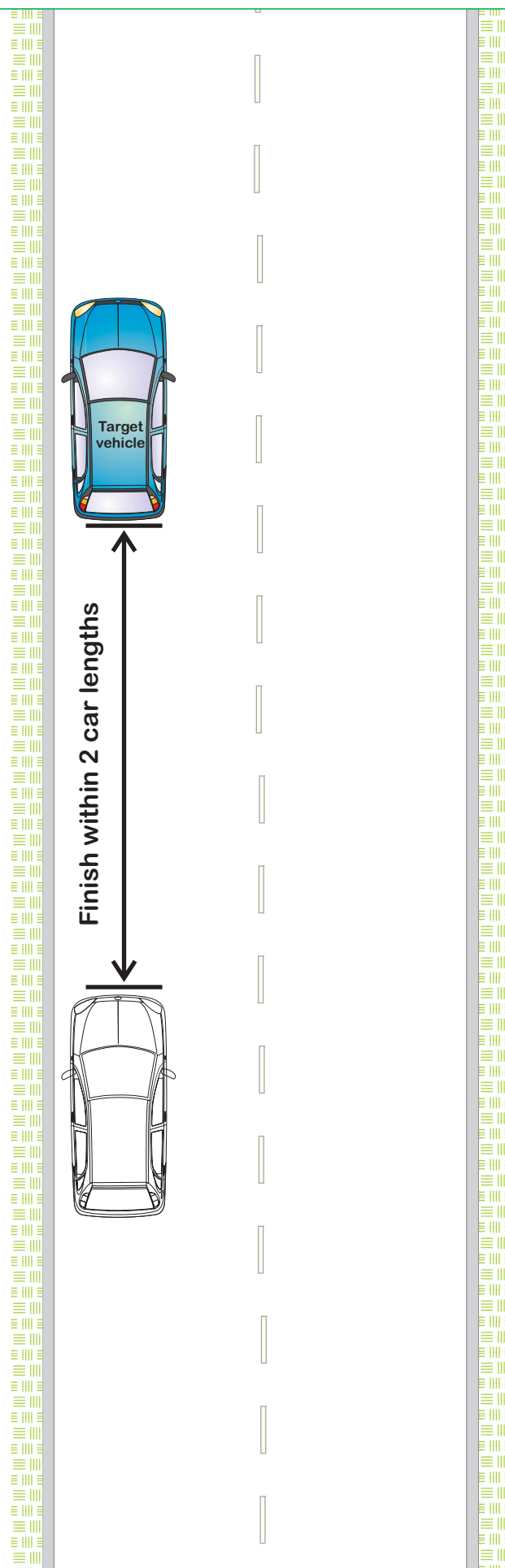
- Check all blind spots
- Steer left
- 45° angle to centre of space
- Keep a look out for vehicles and pedestrians

Straightening up

- Steer right
- Glance to the front to remain aware of your position in relation to the target vehicle

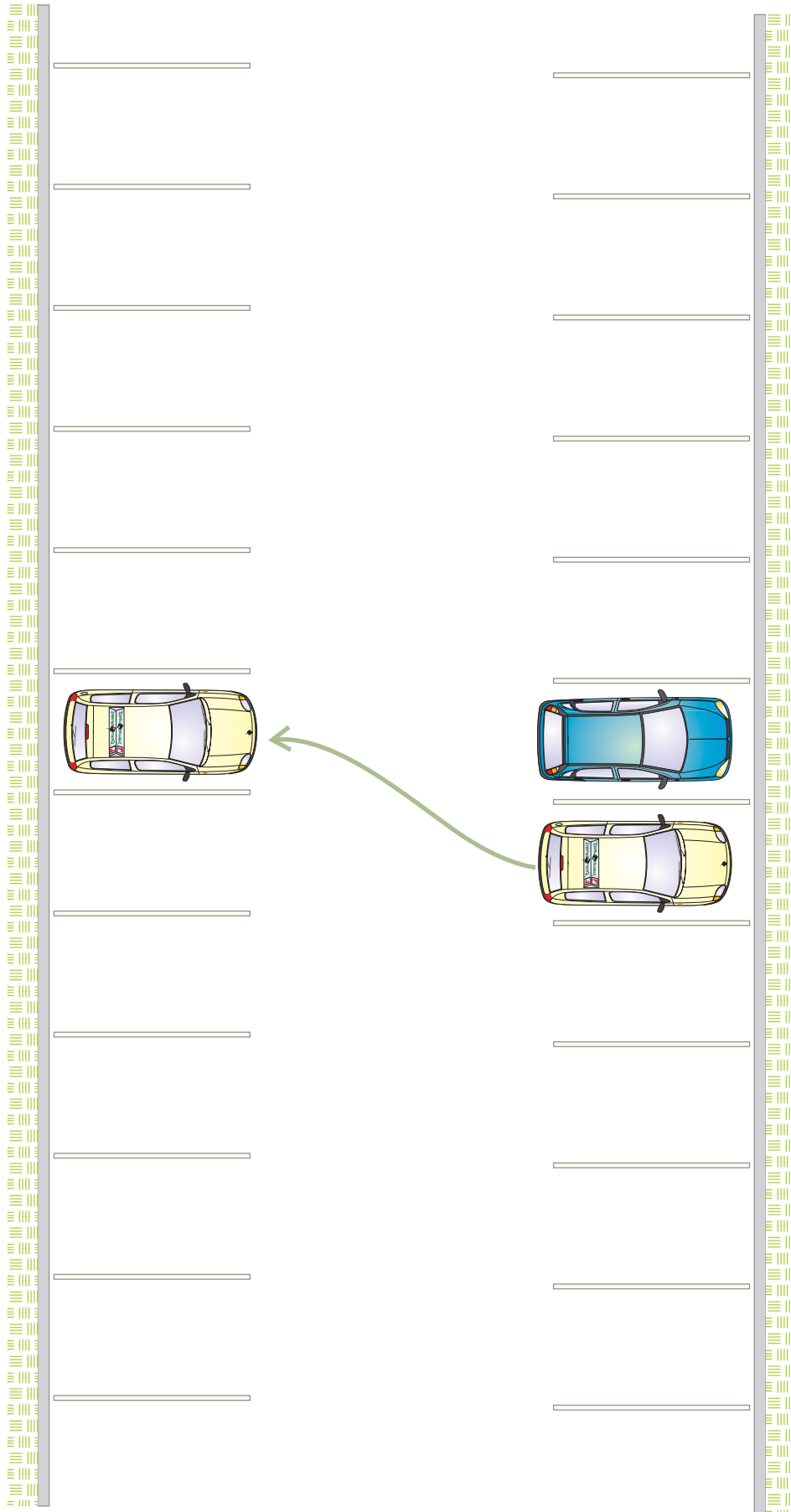
Finishing

- Steer left to straighten wheels
- Aim to finish reasonably close to the kerb within two car lengths of the 'target' vehicle



**Keep a lookout
for traffic ...**

Reverse (parallel) easy-learn



Turn-in-the-road

Location

- Safe ... Legal ...
- Convenient
 - Avoiding, driveways, junctions, etc.
 - Avoiding obstacles on the kerb

Moving off (POM)

- Check all mirrors and blind spots
- No signal required

Driving across

- Clutch-control
- Brisk steering - Slow car!
- Walking speed or slower
- Maintain a look-out for traffic
- Steer left before stopping

Waiting (POM)

- Handbrake, reverse gear
- Effective observation all round
- Eye contact with drivers
- Look over your left shoulder before you start moving

Reversing

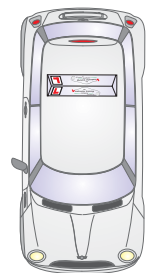
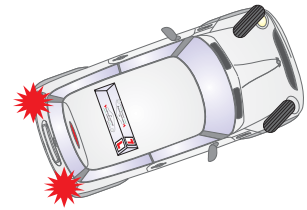
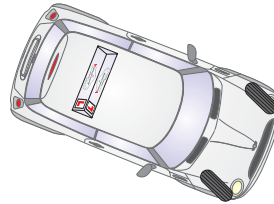
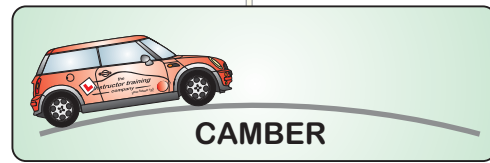
- Walking speed or slower, steering to the left
- Look and steer to the right before stopping

Waiting (POM)

- Secure the car - handbrake, first gear
- Effective observation all round
- Eye contact with drivers

Finishing

- Look out of the driver's door window for accurate steering to the right
- Thank other drivers for waiting



Reversing left and right

Location

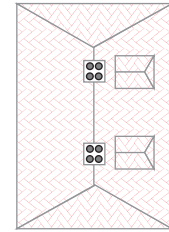
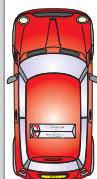
- Safe ... Legal ...
- Convenient
 - Avoiding, schools, busy junctions, crossroads etc.

Approaching

- MSM - PSL
- Is the target road clear?
- Signal alongside the junction (if required)
- Arm signal?
- Stop two to three car lengths beyond the target road
- Allow clearance from the kerb

Reversing to the left

- All round observation (POM) before starting to reverse
- Walking speed or slower
- Look back while reversing with frequent blind-spot checks
- **Caution:** front of car swings out when turning
- Give way to other road users
- Reverse for about three car lengths into the new road



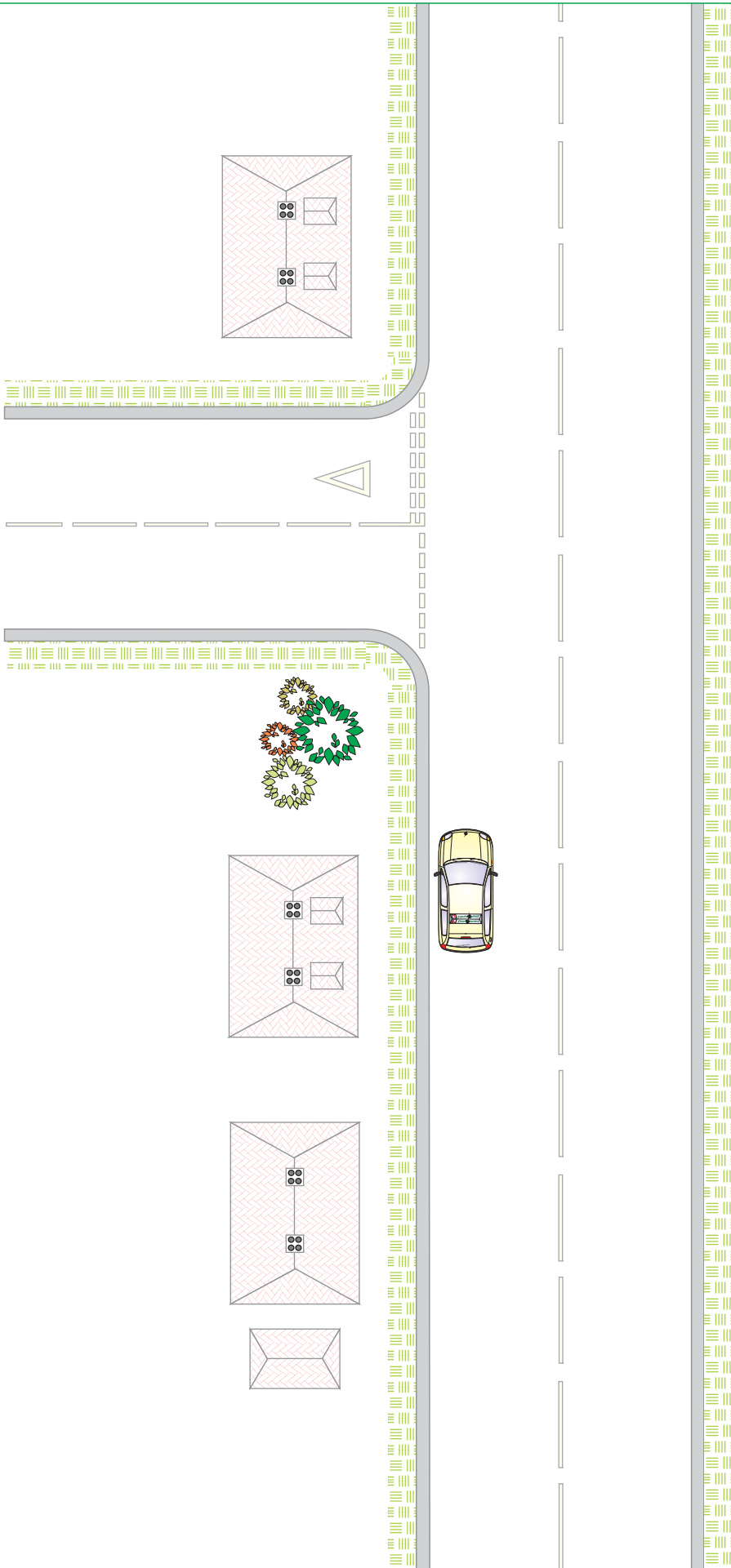
Reversing to the right

- All round observation (POM) before starting to reverse
- Walking speed or slower
- Left shoulder observation while straight-line reversing
- Right shoulder observation when turning the corner
- Frequent blind-spot checks
- Give way to traffic and pedestrians
- Reverse for about six car lengths into the new road

Finish

- All round observation
- Consider signal
- Move back to the left well before the junction

Keep a lookout for traffic and pedestrians



Location

- Safe ... Legal ...
- Convenient
 - Avoiding, schools, busy junctions, crossroads etc.

Approaching

- MSM - PSL
- Is the target road clear?
- Signal alongside the junction (if required)
- Arm signal?
- Stop two to three car lengths beyond the target road
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Reversing right

Location

- Safe ... Legal ...
- Convenient
 - Avoiding, schools, busy junctions, crossroads etc.

Approaching

- MSM - PSL
- Is the target road clear?
- Signal alongside the junction (if required)
- Arm signal?
- Stop two to three car lengths beyond the target road
- Allow clearance from the kerb

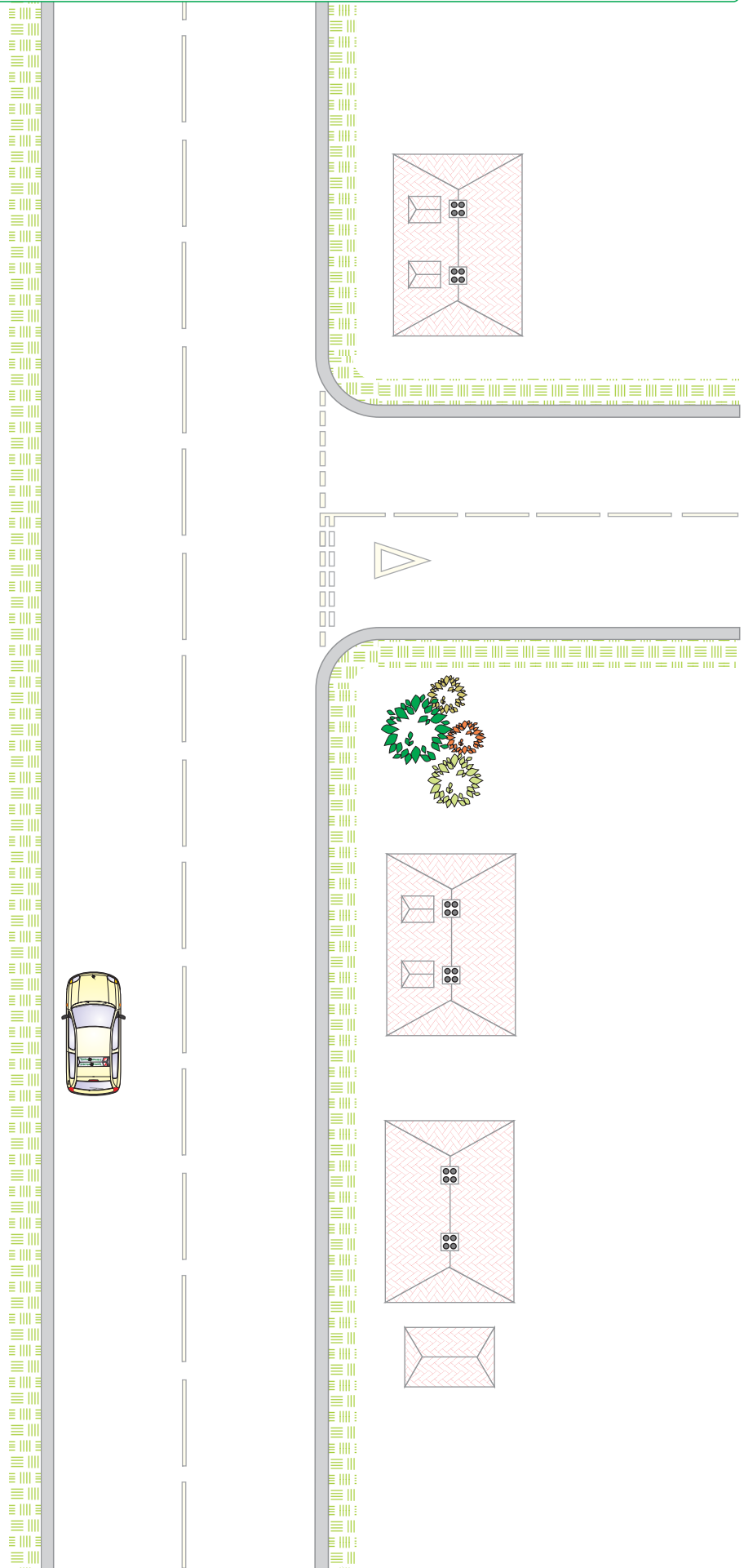
Reversing

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- Frequent blind-spot checks
- Give way to traffic and pedestrians
- Reverse for about six car lengths into the new road

Finish

- All round observation
- Consider signal
- Move back to the left well before the junction

**Keep a lookout
for traffic and
pedestrians**



General

- Watch out for pedestrians, especially children
- Drive slowly, less than 4 m.p.h.
- Follow direction arrows
- Use dipped headlights in multi-storey and underground car parks
- Display a valid ticket in pay-and-display car parks
- Lock your car and secure your valuable items in the boot

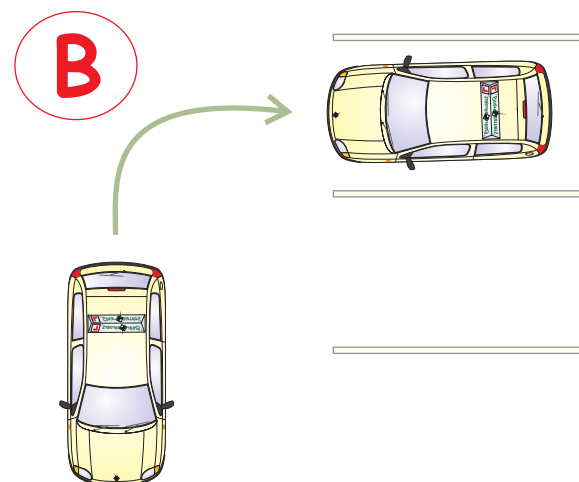
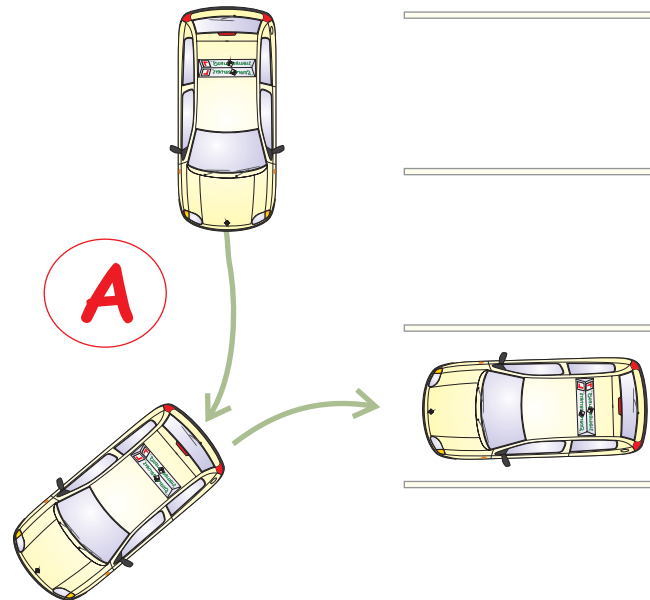
Choosing a space

- Whenever possible, find a 'drive through' space
- Always park so that you can drive out forwards
- In busy car parks watch for people returning to their cars, they might free up a space
- For personal security, park near to exits when travelling alone

Parking

- Signal to following drivers
- Maintain all around observation throughout the manoeuvre
- Position to get the best angle for reversing in (A)
- In narrow car parks reverse from a parallel position (B)
- Reversing to the right will normally give the best view
- Park in the centre of the space, allowing room for doors to open

The cars shown in this diagram are reversing to the left, the manoeuvres can also be done to the right



General

- Watch out for pedestrians, especially children
- Drive slowly, less than 4 m.p.h.
- Follow direction arrows
- Use dipped headlights in multi-storey and underground car parks
- Display a valid ticket in pay-and-display car parks
- Lock your car and secure your valuable items in the boot

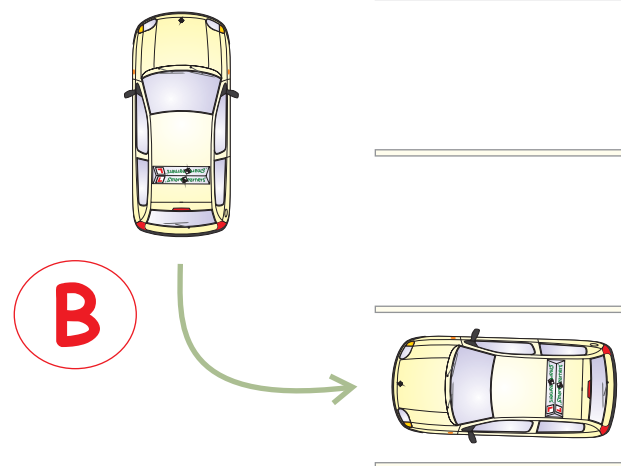
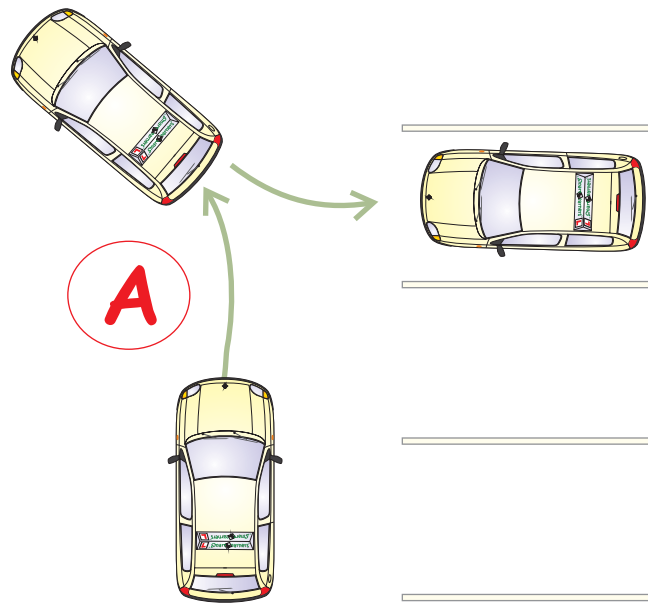
Choosing a space

- Whenever possible, find a 'drive through' space
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Parking

- Signal to following drivers
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- Park in the centre of the space, allowing room for doors to open

The cars shown in this diagram are reversing to the right, the manoeuvres can also be done to the left



Allowing clearance

Parked vehicles

- Minimum gap - allow enough space for a car door to open
- Reduced space? Reduce speed ...
- Look for hidden dangers

Other road users

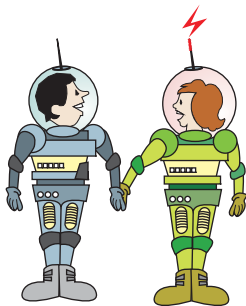
- Allow cyclists room to wobble - a minimum of six feet clearance
- Give pedestrians a wide berth
- Expect surprises!

Space to the front

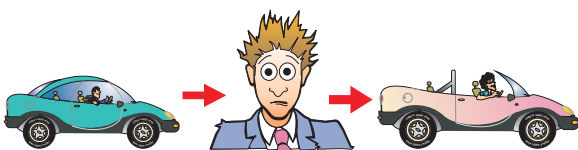
- Enough room to stop safely
- At least double in the wet

Space to the rear

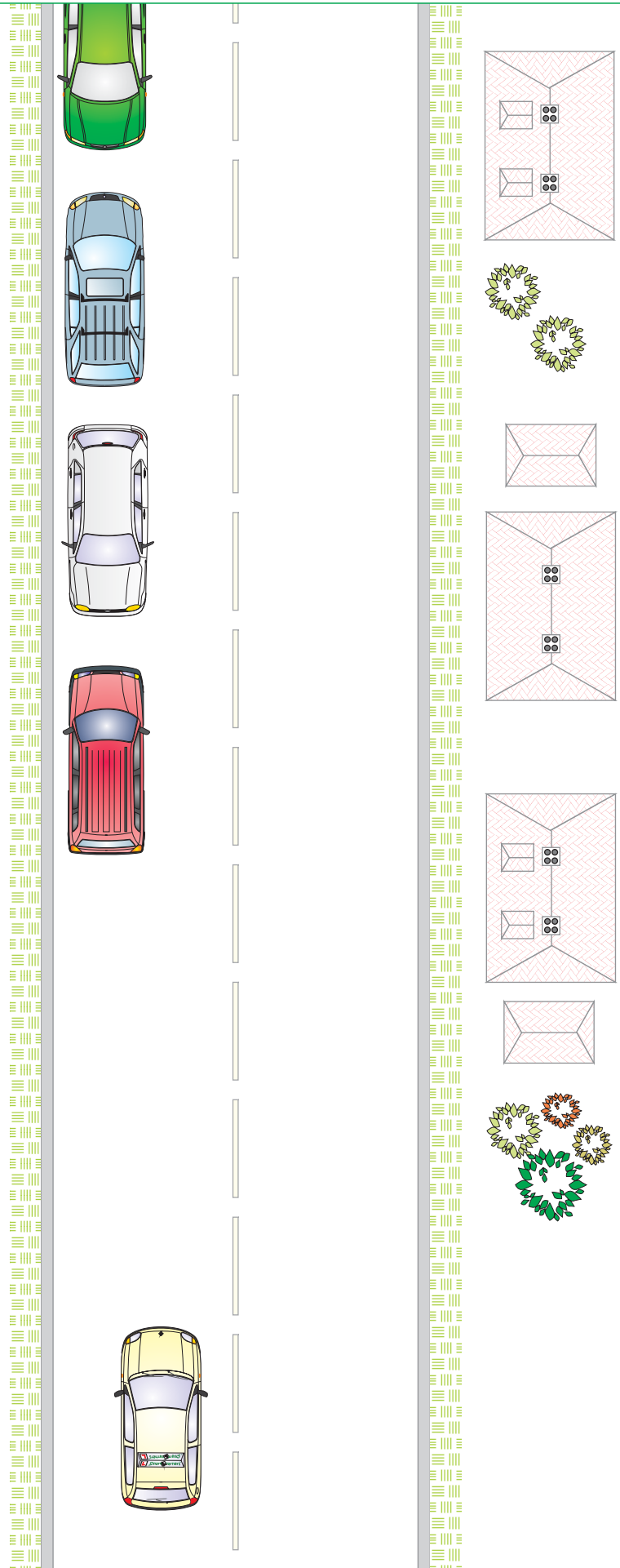
- Gently slow down for tailgaters
- Allow more space to the front when being followed closely



Be a space-person!
Keep a 'safety bubble'
around you at all times



Only a fool breaks
the 'Two-Second' rule



Where?

- Anywhere where the road width is restricted
 - Parked vehicles
 - Road works
 - Traffic calming schemes

Approach

- Decide who has priority
- **MSM**
- Time your approach by slowing down to fit with gaps in traffic
- Decide: **Wait, go or 'don't know'?**

Arrival

- **If you don't know, don't go**
- Take up 'holdback' position when waiting
- Handbrake?

While waiting

- Be alert for traffic movement all around
- Keep looking for safe gap

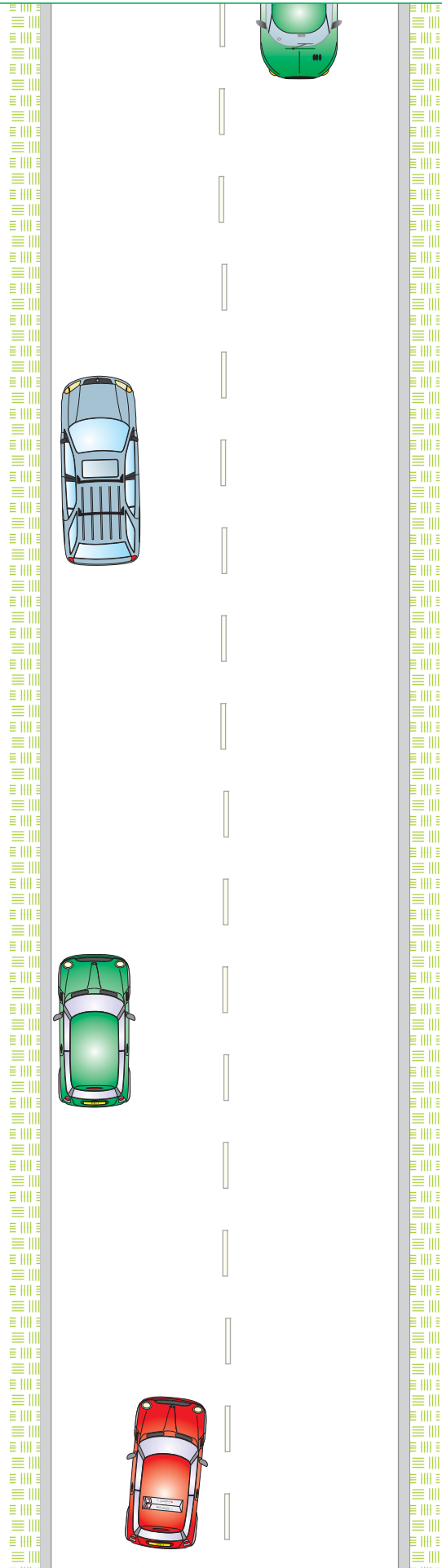
Proceeding

- **'POM'** routine - with special attention to blind spots because of waiting position
- Anticipate dangers around the obstruction
- Allow adequate clearance when passing the obstruction

General

- Flashing headlamps only indicate presence - make your own decision
- Thank other drivers when appropriate
- Cancel signals after use

**If in doubt
wait ...**



Crossing & Allowing clearance

Where?

- Anywhere you pass in front of other vehicles
 - Turning right
 - Ahead at crossroads

Approach

- MSM - PSL
- Time your approach by slowing down to fit with gaps in traffic

Approaching vehicles

- Have priority
- Should not need to change speed or direction

Decision to proceed

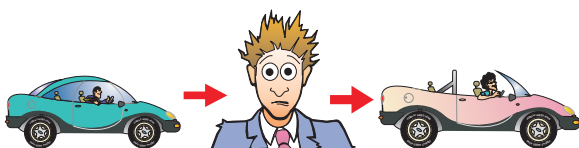
- Could you walk across?
- Is the 'new road' clear of:
 - Pedestrians who are crossing?
 - Obstructions?
 - Queuing vehicles?

Clearance from parked vehicles

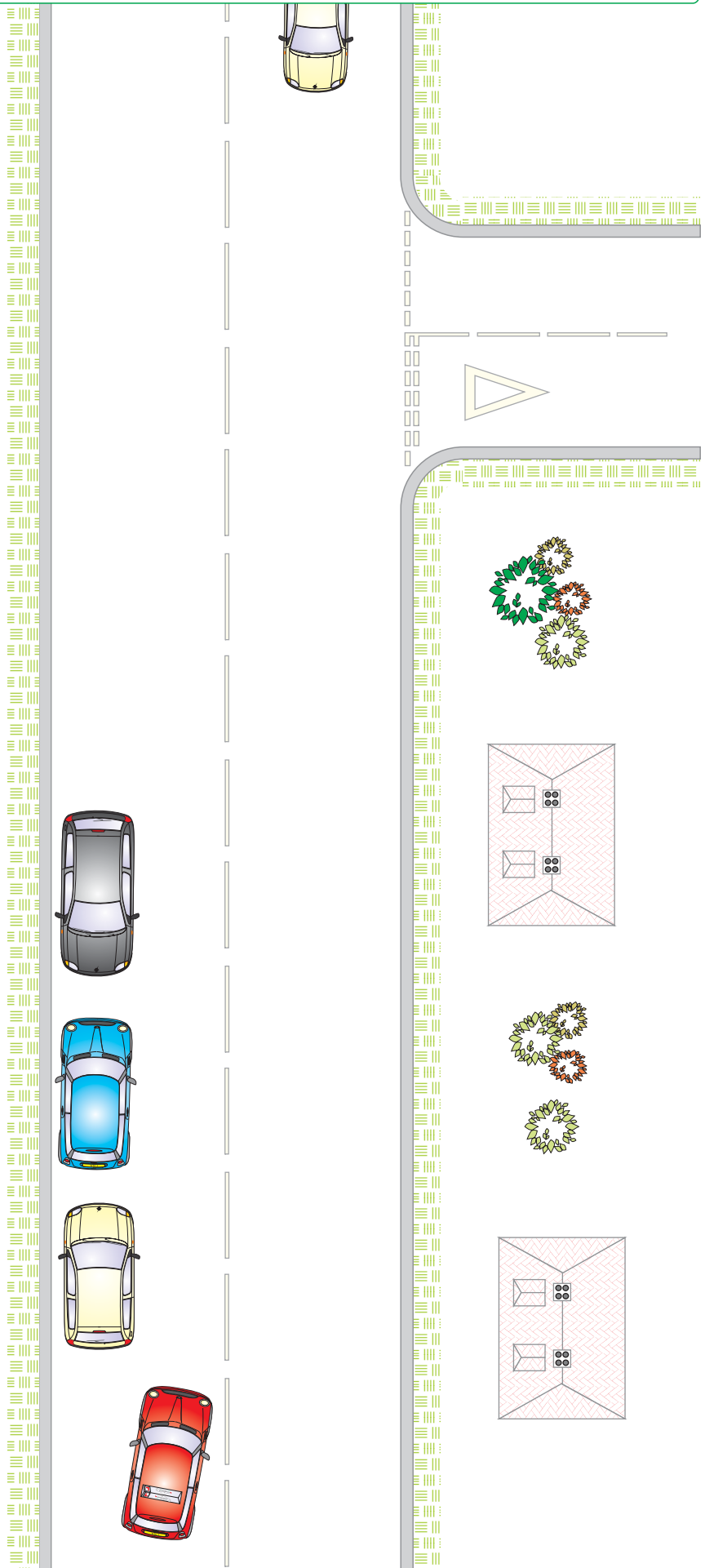
- Minimum of 1 car door's width
- Reduced space? Reduce speed ...
- Look for hidden dangers

Clearance for other road users

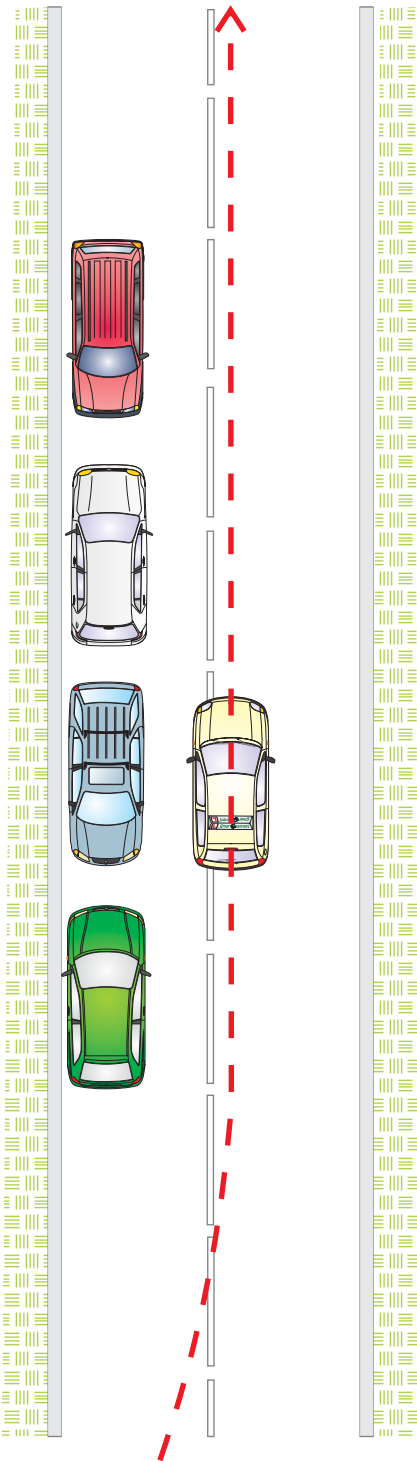
- Allow cyclists room to wobble - a minimum of two metres clearance
- Give pedestrians a wide berth
- Expect surprises!



Only a fool breaks the 'Two-Second' rule



The 'safety line'

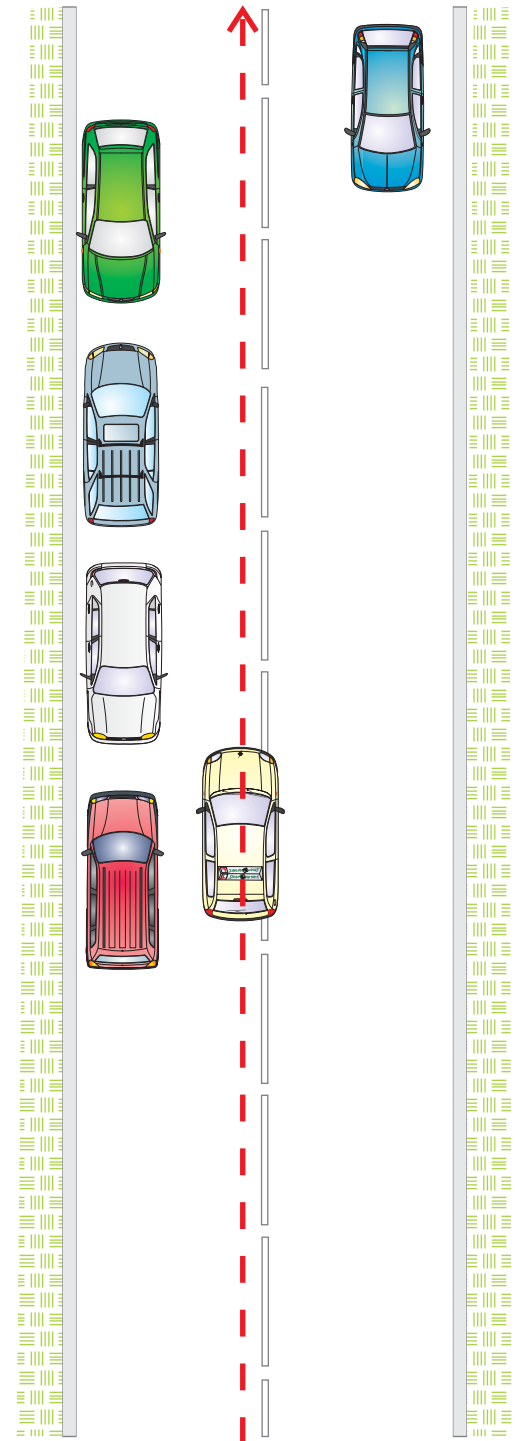


Safe distance

- About a door width from the kerb or other obstructions
- Sufficient room for a door to open
- A minimum of 1 metres at 30 m.p.h.
- Allow double width for cyclists

Speed related

- Less space, less speed
- Only half a metre? Speed down to at least 10 m.p.h.



If in doubt ... Stop!

Overtaking

Ask yourself

- Do I need to overtake?
- Is it legal?
- Can I see clearly?
- Is it safe?
- Are there any hidden dips or blind areas?
- Am I 100% sure?

Approaching

- Mirrors, position, speed - hang-back
- Which gear?
- Mirrors, signal, move out, accelerate


Passing

- Allow a **minimum** of 1.5 metres clearance
- Look well ahead
- Be prepared to drop back in an emergency

Moving back in

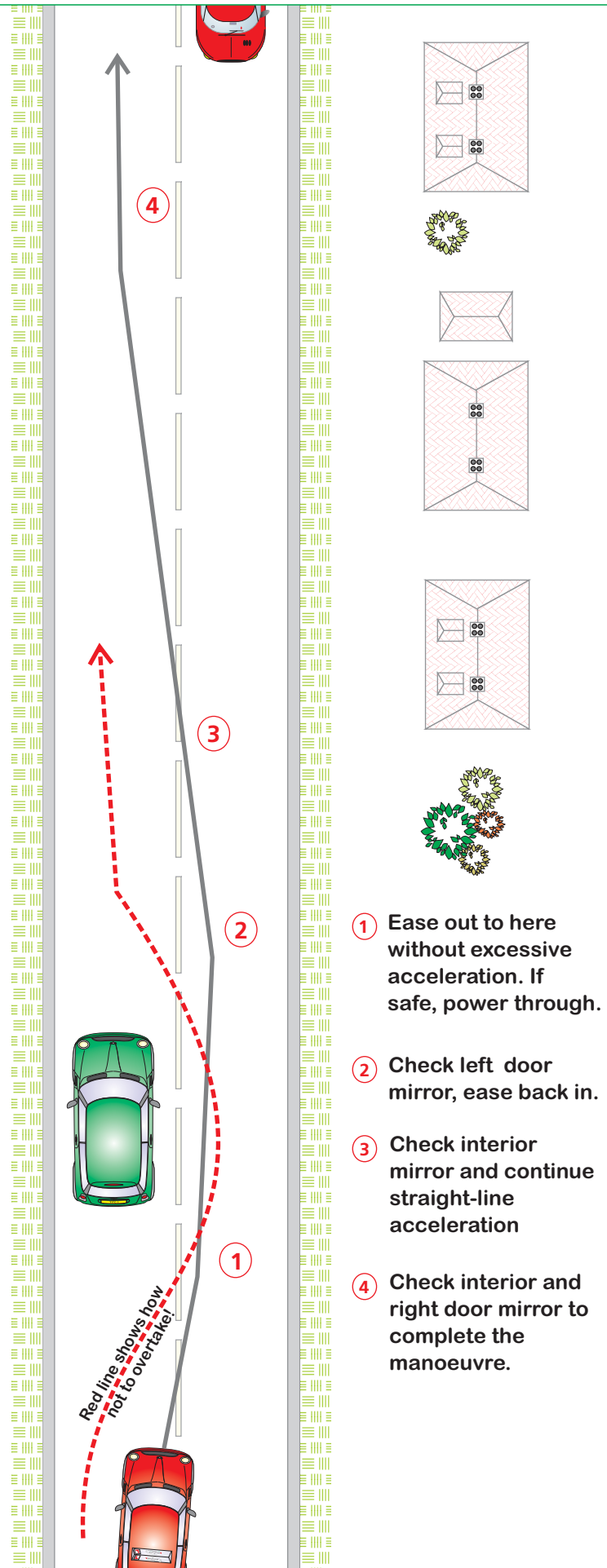
- Use your mirrors effectively
- Maintain or increase your speed
- Consider a signal
- Maintain an almost straight course to move in gradually

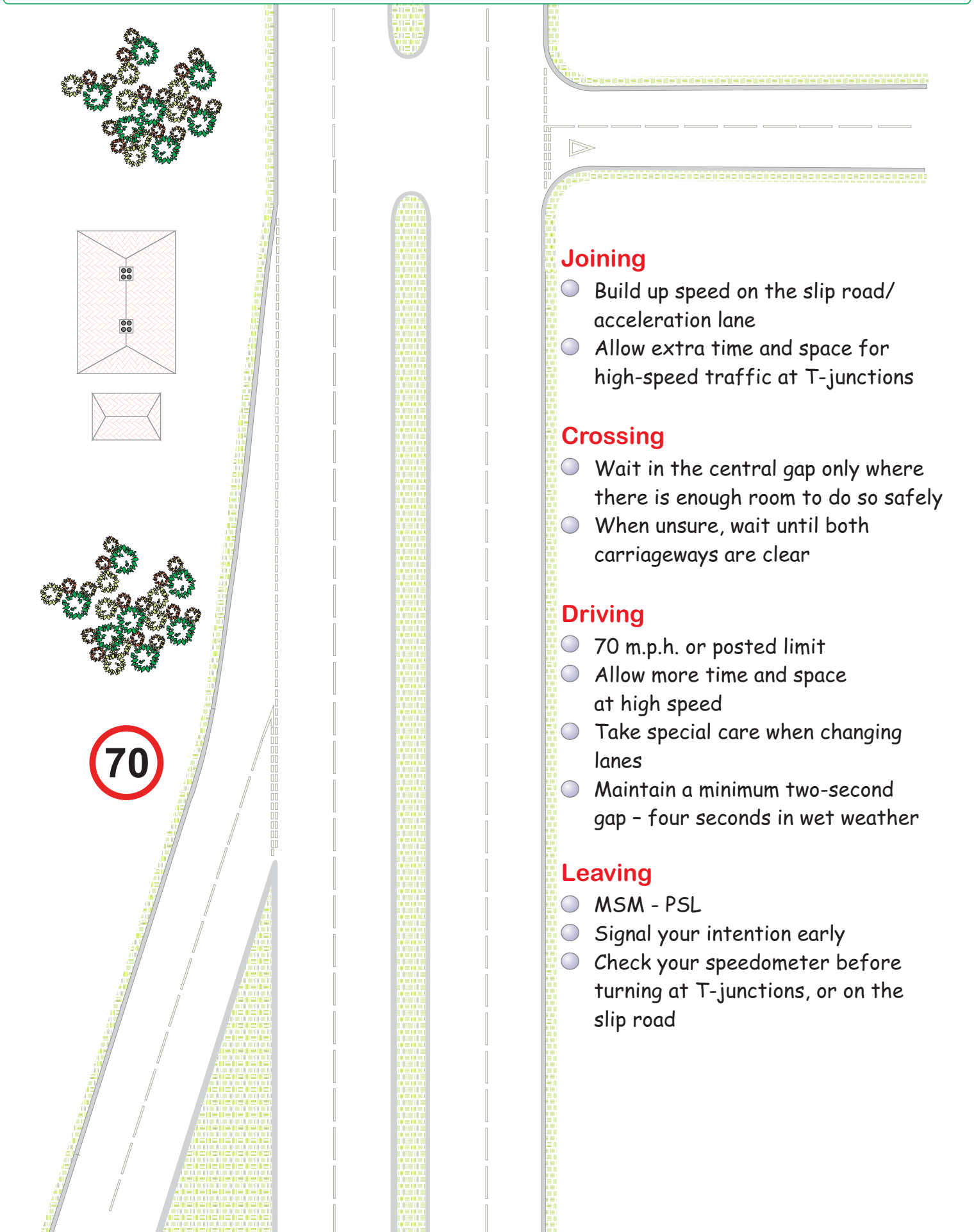
45 m.p.h. 55 m.p.h.



Closing speed $45+55 = 100$ m.p.h
Approximately 48 metres per second

If in doubt ...
Don't overtake ...





Joining

- Build up speed on the slip road/ acceleration lane
- Allow extra time and space for high-speed traffic at T-junctions

Crossing

- Wait in the central gap only where there is enough room to do so safely
- When unsure, wait until both carriageways are clear

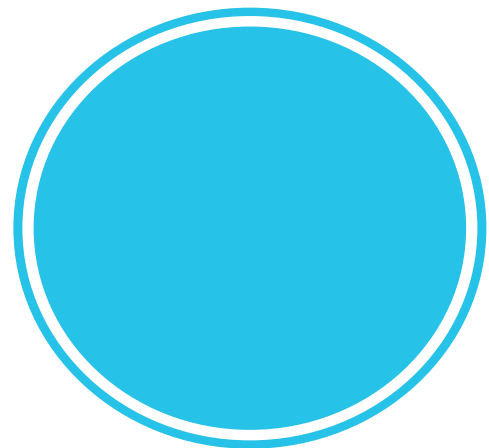
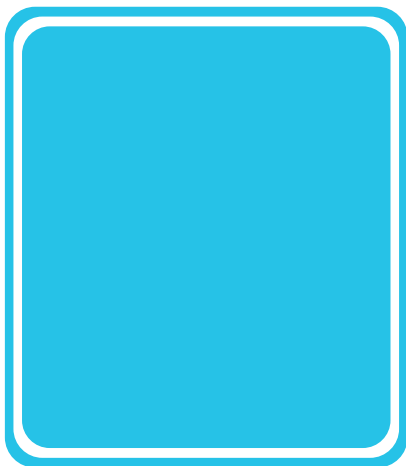
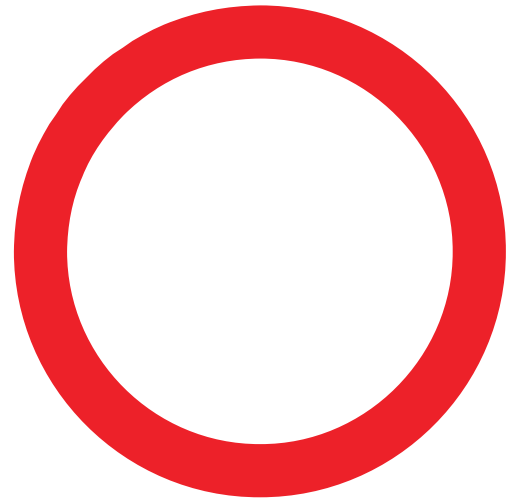
Driving

- 70 m.p.h. or posted limit
- Allow more time and space at high speed
- Take special care when changing lanes
- Maintain a minimum two-second gap - four seconds in wet weather

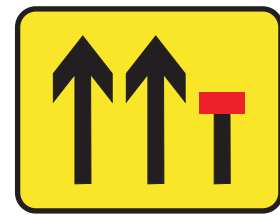
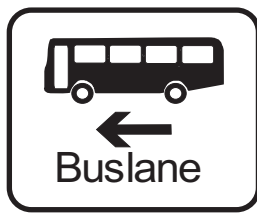
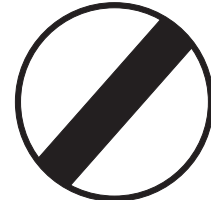
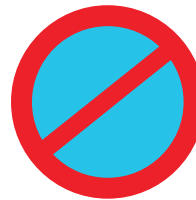
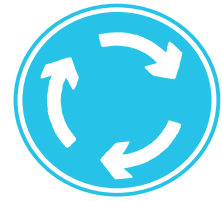
Leaving

- MSM - PSL
- Signal your intention early
- Check your speedometer before turning at T-junctions, or on the slip road

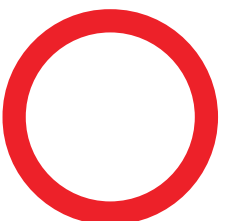
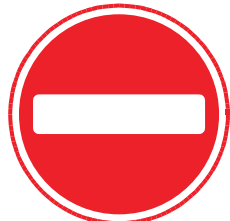
Main sign types



How many do you know?



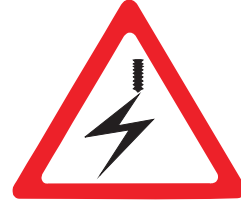
How many do you know?



How many do you know?



How many do you know?



Joining a motorway

Before you set out

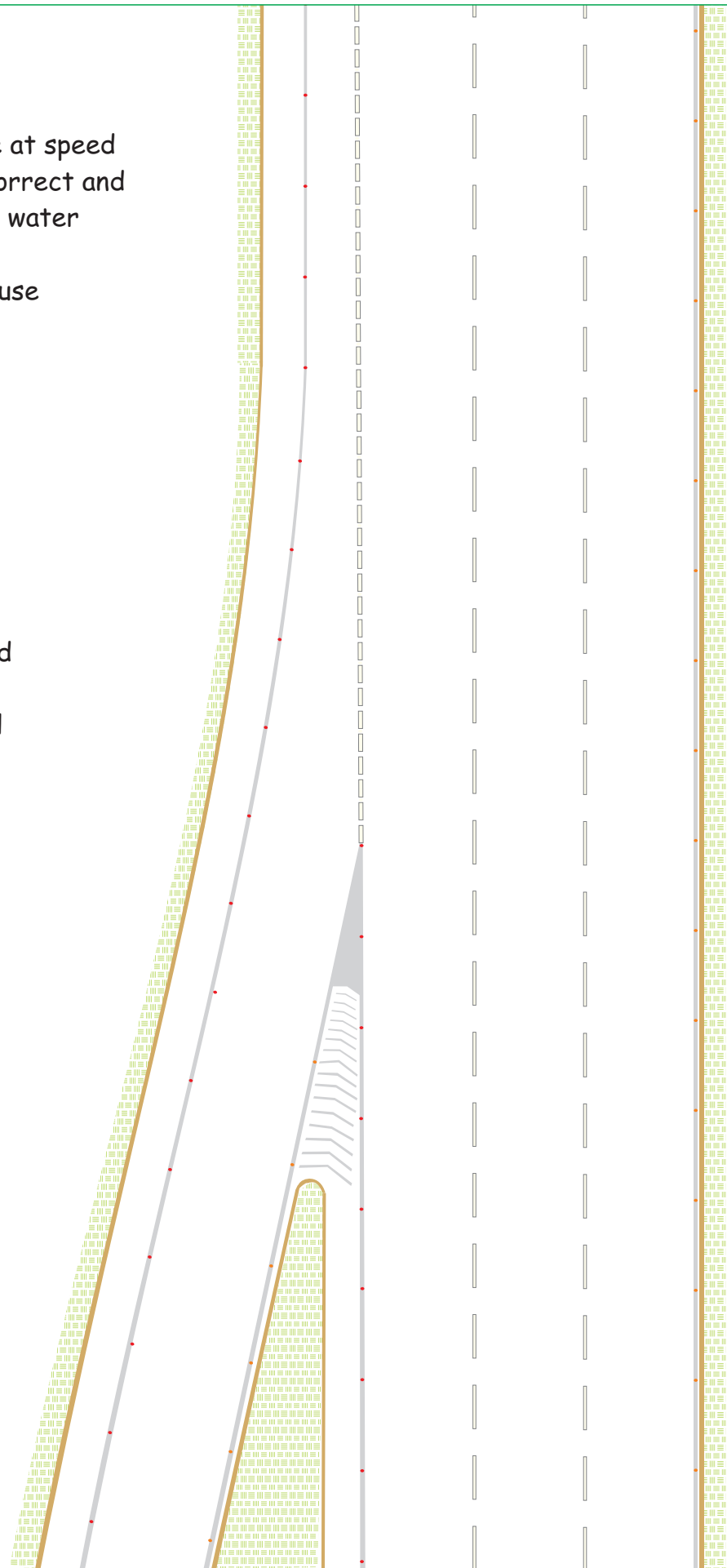
- Your vehicle must be fit to cruise at speed
- Ensure that tyre pressures are correct and that you have enough fuel, oil and water
- Clean windows, mirrors and lights
- You must be awake and alert and use maximum concentration

Entering the motorway (MSM)

- Build up speed on the slip road
- Mirrors, signal, blind spot
- Merge with traffic in lane one

Getting used to the 'flow'

- Mirrors as soon as you have joined
- Cancel your signal
- Hold position in the left lane until you feel comfortable with the higher traffic speeds



Staying safe

- Look well ahead - things happen quickly on motorways
- Keep to the speed limits
- Stay alert - Plenty of fresh air combats drowsiness
- Apply the 'two-second' rule and keep a safe distance

Using lanes wisely

- Use the left-hand lane unless overtaking or following specific direction signs
- Watch out for lane signs at complex junctions - if you miss an exit or lane, carry on ...

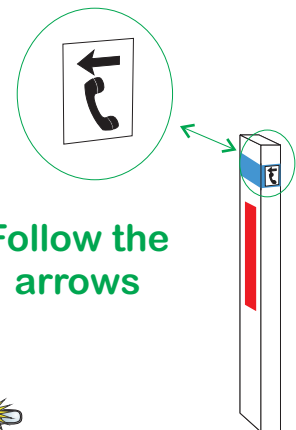
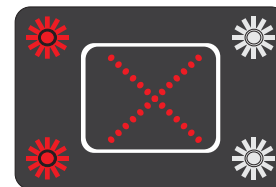
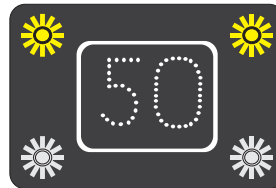
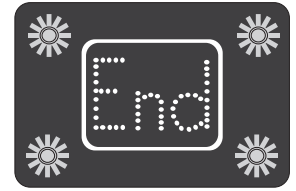
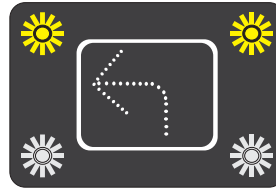
Overtaking safely (MSM)

- Make fullest use of mirrors
- Signal early
- Allow time for drivers to see your signal
- Look well ahead to make sure the road is clear of slow or standing traffic
- Move back to an appropriate lane after overtaking

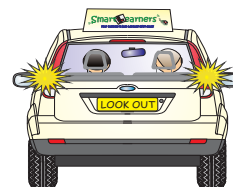
Breaking down safely!

- Use the hard shoulder
- Get out of the passenger door
- Follow marker posts for nearest phone
- Give your vehicle type and colour and number on the phone box
- Wait outside your car
- If changing a wheel take extreme care traffic will be four feet away travelling at 70 m.p.h. (..... 🚗 Whoosh!)

Matrix signs



Follow the arrows



Use hazard lights on the hard-shoulder and when slowing down rapidly

Leaving the motorway

Preparing for the exit (MSM)

- At '1 Mile' sign check exit number
- At '½ Mile' sign select left lane
- Signal at 300 yard marker
- Maintain speed until joining the deceleration lane

Leaving the motorway (PSL)

- Slow down in the deceleration lane making fullest use of mirrors
- Check your speedometer on the slip road 50 m.p.h. might feel like 30 m.p.h.
- Be prepared for sharp curves on slip roads!
- Look well ahead for standing traffic at the junction as you approach



Exit countdown markers

Watch your
speed!



Or less

Driving at night

Preparation

- Clean windows and mirrors
- Check and clean all lights
- Only wear clear, untinted, spectacles or contact lenses
- Give your eyes time to adjust if leaving a brightly lit building

When driving

- Take special care to look for pedestrians
- Use dipped headlights
- Watch your speed
- Dip your lights early to avoid dazzling other road users
- Beware of animals on country roads
- Keep well back to avoid dazzling drivers in front

Stopping

- Stop on the left (except in one-way streets)
- Switch off headlamps
- Use parking lights where there are no street lights
- Park well away from junctions

If dazzled

- Slow down or stop
- Look towards the left-hand kerb
- Keep your lights dipped

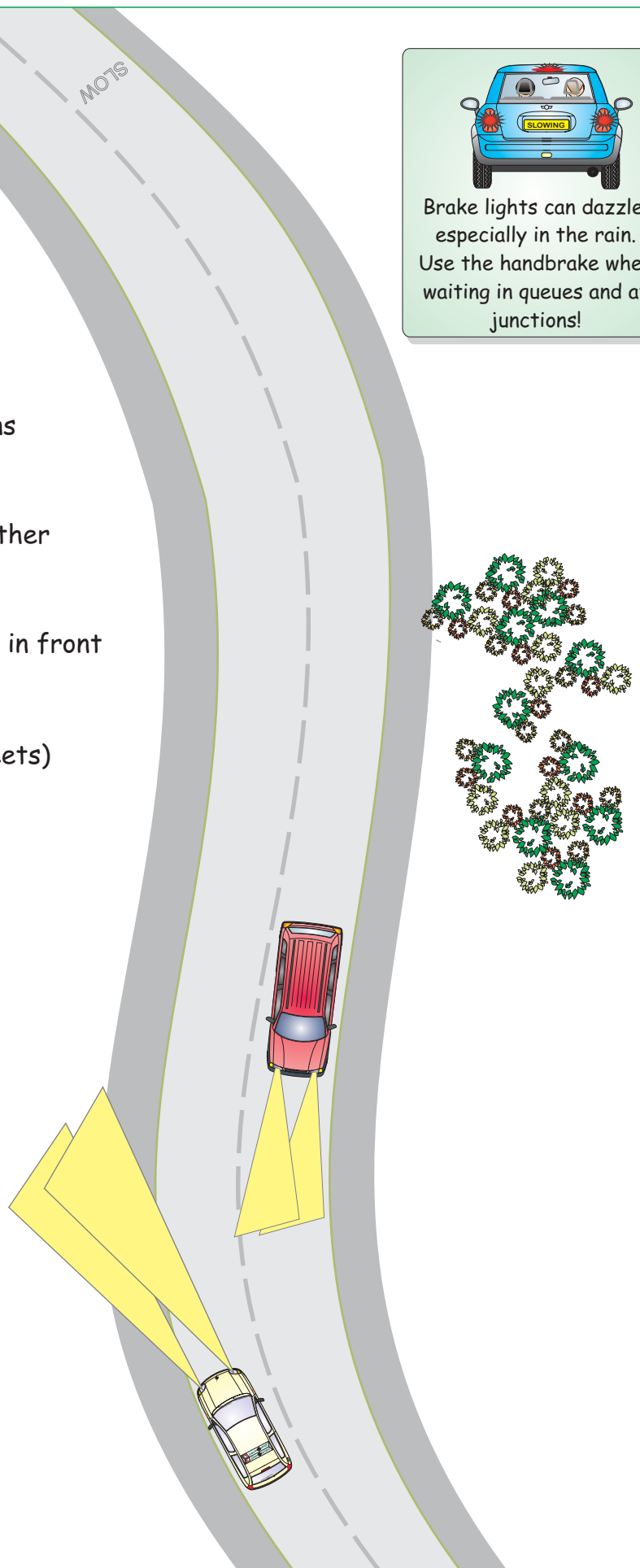
Road edge markers



Red reflectors
on the left



White reflectors
on the right

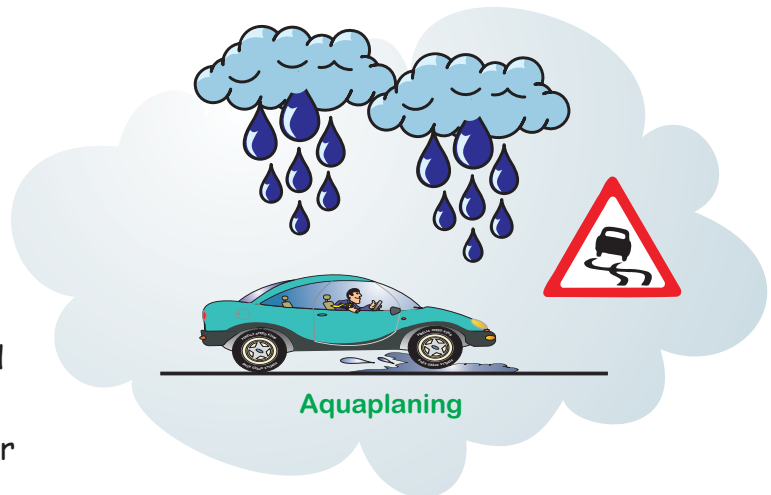


Brake lights can dazzle, especially in the rain. Use the handbrake when waiting in queues and at junctions!

All weather driving

Rain

- Keep windows clean and demisted
- Learn the different wiper settings
- Use dipped headlights
- Rain muffles sound, heater fans make noise - be aware and compensate with extra visual checks!
- Keep tyres in good order - more tread more grip ...
- Beware of light showers in the summer
- Avoid puddles - you don't know what's under the surface!



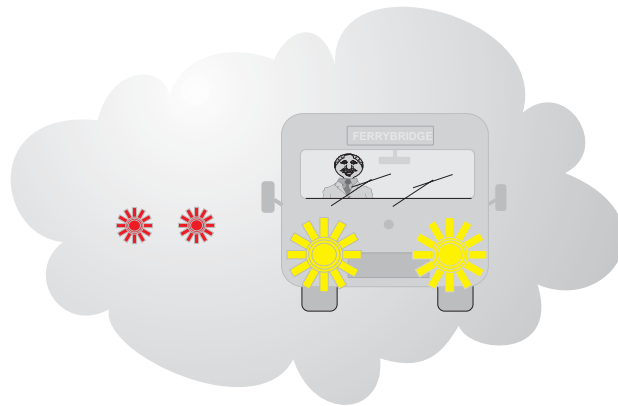
Winter driving

- Prepare your car with a pre-winter service
- Carry a shovel
- Carry extra warm clothing and a torch
- Keep simple foods in the car (nuts etc.)
- Leave larger separation gaps in winter conditions
- Use the highest practical gear on slippery surfaces
- Slow down earlier



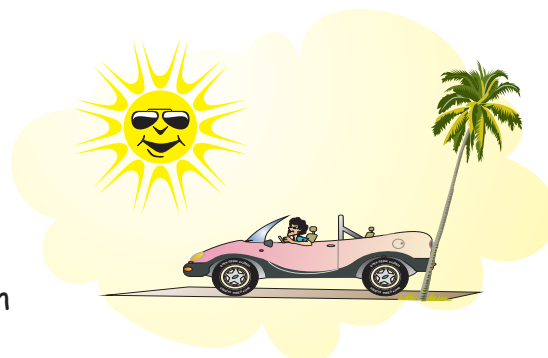
FOG (Foot Off Gas)

- Use headlights and/or front fog-lights
- Use rear fog-lights when visibility is less than 100 metres
- Listen for traffic at junctions
- Use wipers, washers and demisters
- Keep your lights and windows clean



Bright sunlight

- Use sun visors
- Wear sunglasses
- Stop if you are dazzled and can't see
- If the sun is behind you, approaching drivers may not see you
- Take special care in Spring and Autumn when the sun is low



Railway level crossing

Full barriers

- Gates or barriers across all of the road
- Amber flashing advance warning
- Red flashing 'Stop' lights
- Audible warning siren or bell
- Never try to 'beat the barrier'
- If lights continue - another train may approach
- Wait until barriers are up/gates are fully open before proceeding



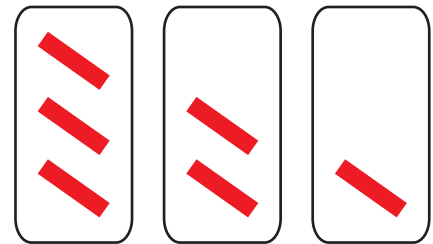
Half-Barriers

- Barriers over half the road only
- Automatic, triggered by the approaching train
- Never zig-zag around the barriers
- Same rules as full barriers



Manual gates

- Open gates on both sides before proceeding
- Read any warning or advisory notices
- Do not linger on the crossing
- Always close gates securely

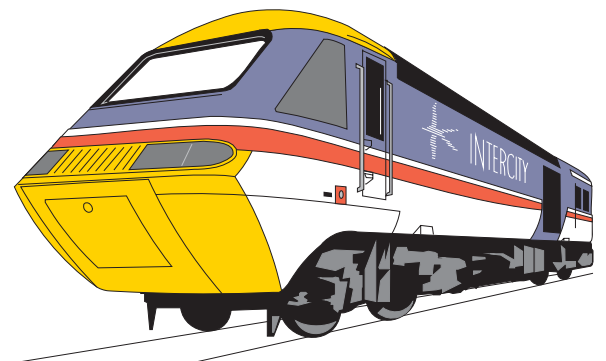


Open crossings

- Can have lights, 'Stop' or 'Give Way' signs
- Stop look and listen
- Trains can approach very quickly
- Trains can take up to a mile to stop!

Breakdowns

- Get passengers out and clear of the crossing
- Phone the signaller
- Move the car if possible, by pushing or using the starter motor
- Stand well clear if lights flash, siren sounds or if you hear a train



Scanning the road

Imminent risks

- Mainly peripheral vision
- Especially important near schools, playgrounds, pedestrian crossings, junctions, parked vehicles, etc.

Mirrors

- Use your mirrors often
- Use mirrors in pairs
- Always check mirrors when you see a hazard ahead
- Allow for actions of following drivers

Middle distance

- Reviewing your driving plan
- Slow down if unsure
- Start action for traffic lights, crossings, junctions, etc.

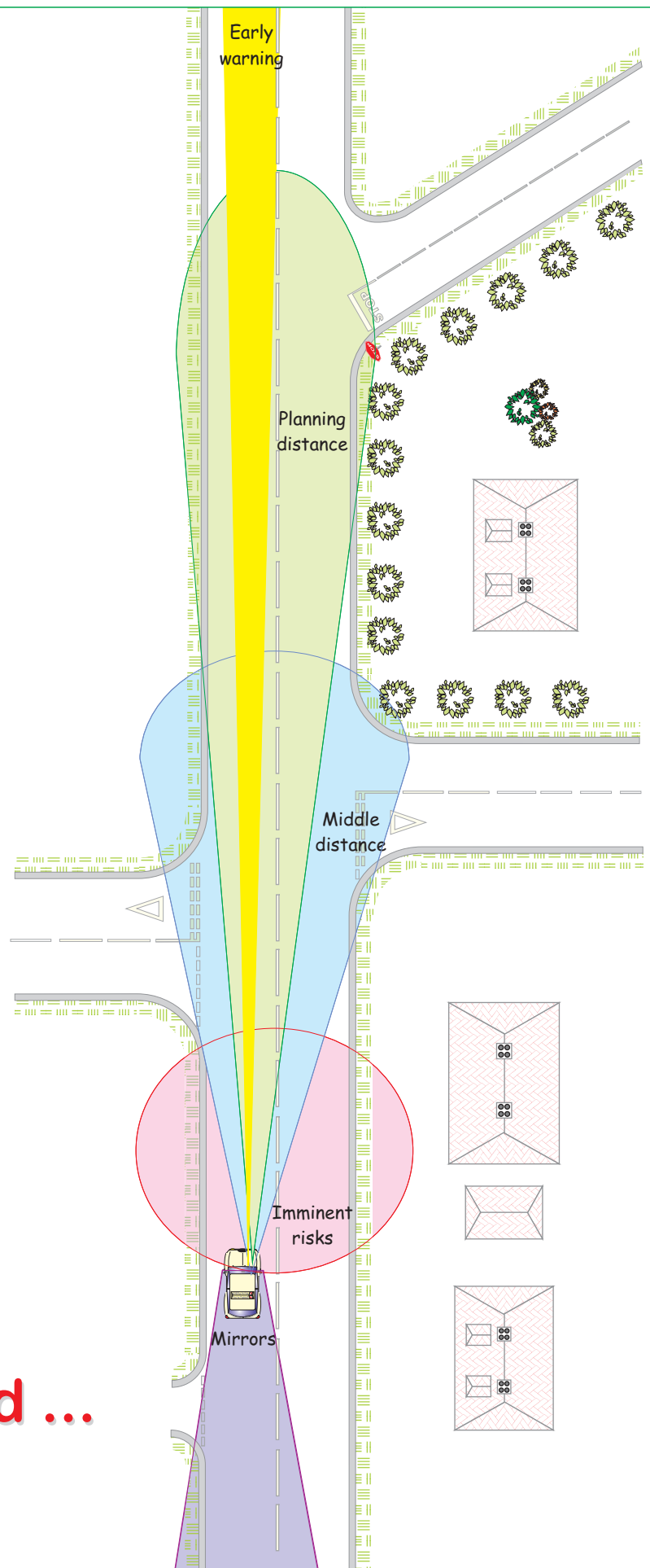
Planning distance

- Allow for 'idiots'
- Determine your course and speed
- Review your current speed

Early warning

- Look for brake lights
- Identify road sign types
- Looking for bends, junctions, etc.

**Expect the
least expected ...**





Dead drunk? Dead easy ...

- 15% Of all UK road deaths are directly related to alcohol
- One drink can mean the difference between life and death
- You can still be over the drink-drive limit the morning after
- Being below the limit doesn't mean that you are safe to drive
- Drinking and driving is a criminal offence

A high to die for...

- Cocaine - leads to risk taking...
- Cannabis - paranoia, over caution, asleep at the wheel...
- Speed - leads to impatience and fast dangerous driving
- Ecstasy - reduced awareness and control
- Drug driving will kill you - and your friends

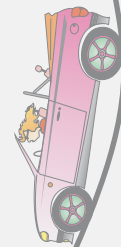
Hidden dips

General

- Known as 'Dead Ground'
- Can hide several vehicles
- Make overtaking extremely dangerous

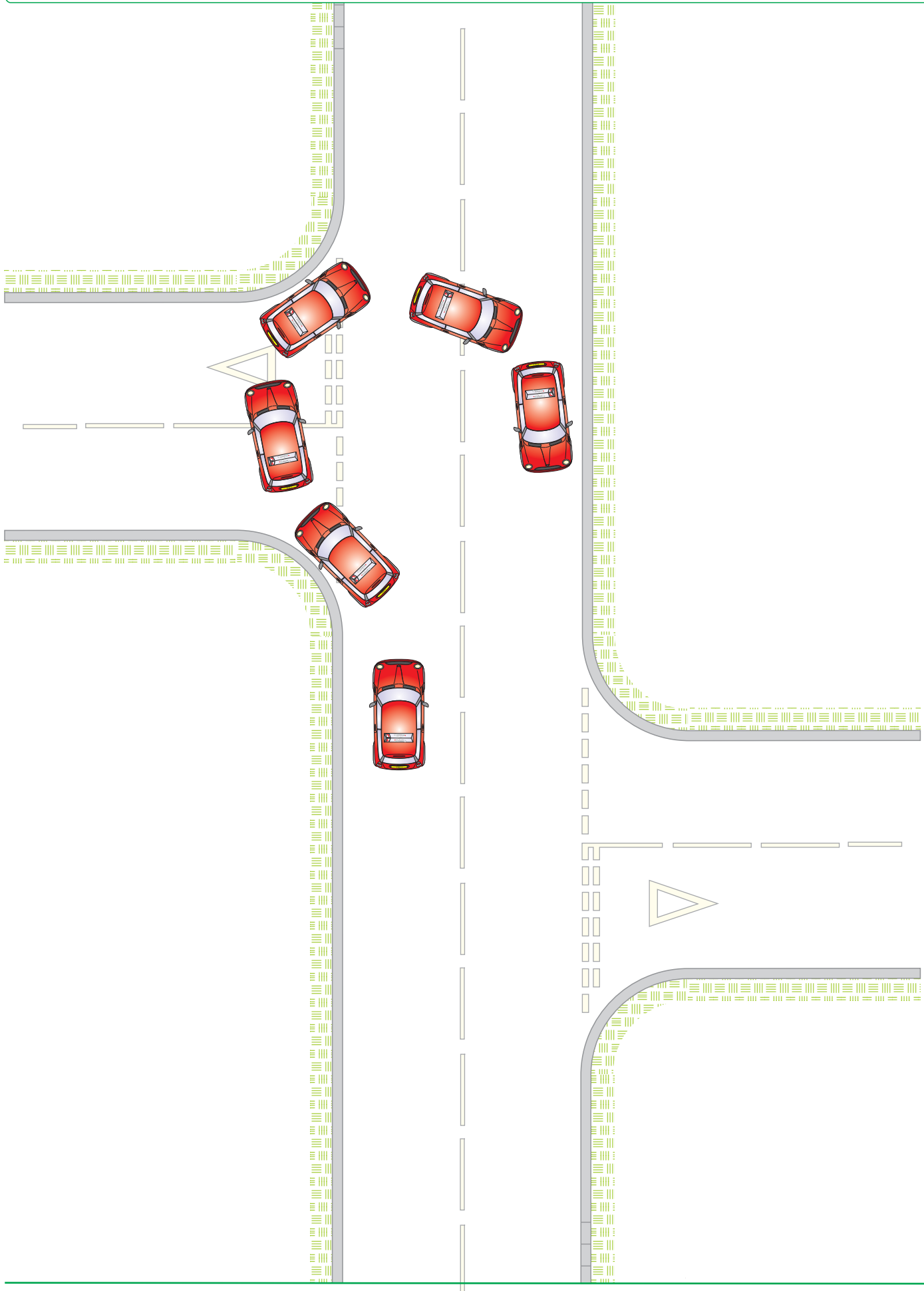
Similar situations

- Overhanging branches can hide vehicles
- In a series of 'S' bends vehicles can be hidden by walls and hedges, etc.

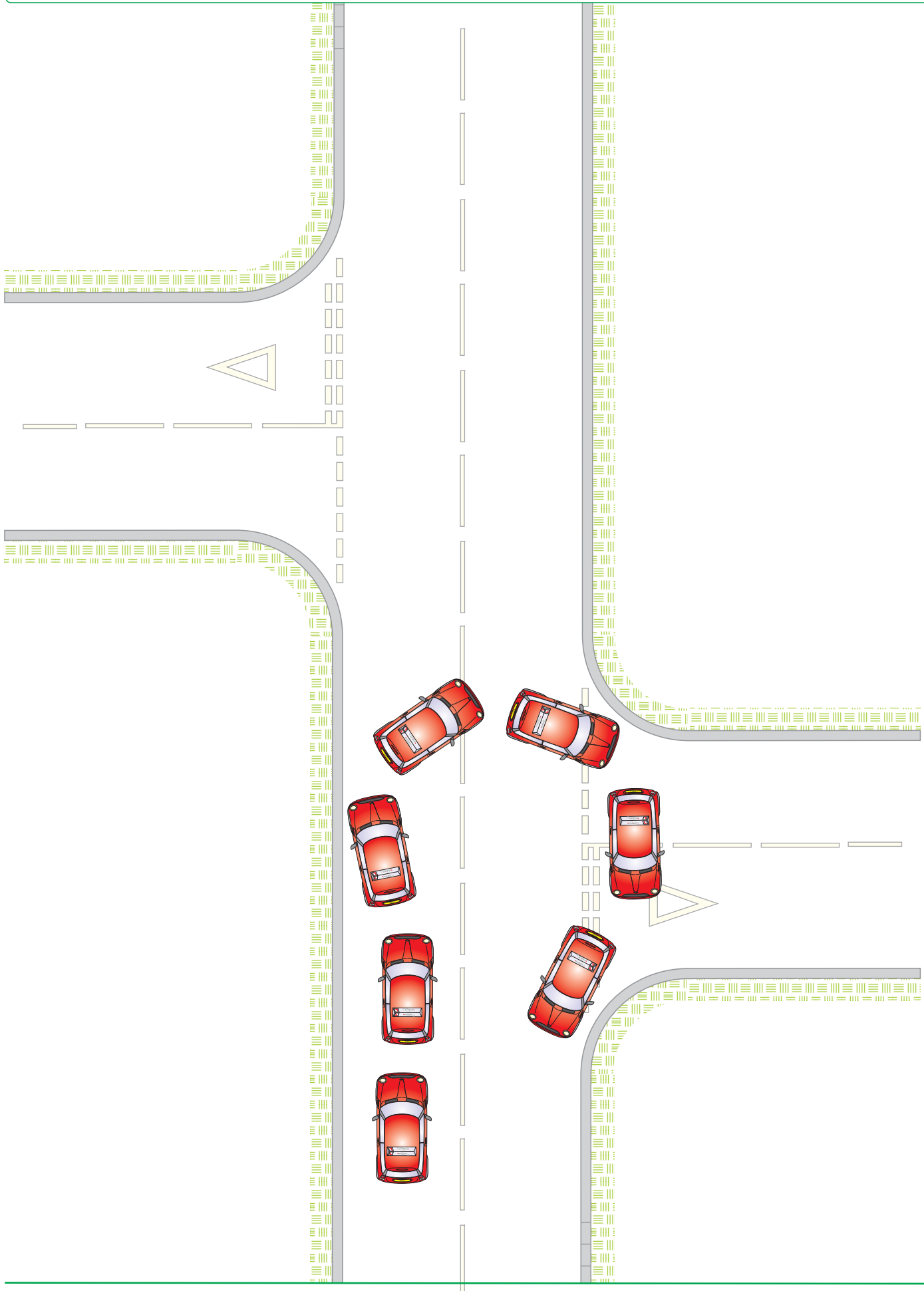


Expect the unexpected ...

Taxi turn - left



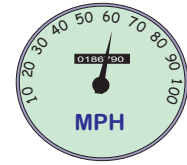
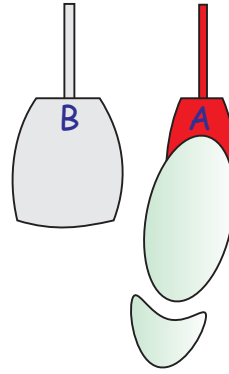
Taxi turn - right



Automatic Transmission

Accelerator

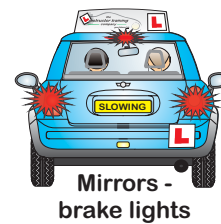
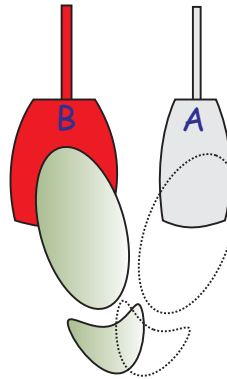
- Known as gas pedal
- Controls fuel flow to the engine
- More fuel, more power
- Operated with right foot
- Gentle use



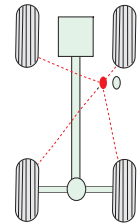
More gas, more power

Footbrake

- Slows and stops the car
- Operates on all four wheels
- Shows the brake lights
- Pivot the right foot
- Use progressively
- Use in conjunction with mirrors
- Can be used for slow-speed manoeuvres



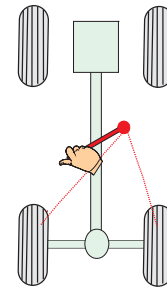
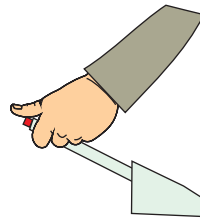
Mirrors -
brake lights



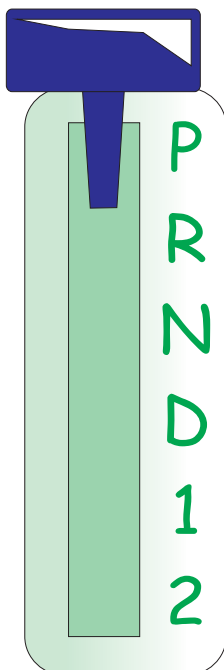
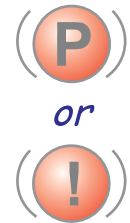
All four
wheels

Handbrake

- Use when waiting or parking
- Works on rear wheels
- Secure by ratchet
- Use button when applying



Rear wheels
only



Gear selector

- P = Park - Locks the transmission
- R = Reverse
- N = Neutral - No gear is selected
- D = Normal forward driving
- 1 & 2 = Held gears
- Some automatics also have a sports or 'sequential manual' option

Modern automatics can have up to six forward gears. 'Held' gears prevent the automatic transmission from changing above the gear selected

How are you feeling?

Relax!

In order to learn to drive safely and efficiently - and to get the best possible value from your driving lessons - you need achieve a 'good learning state' when you are behind the wheel.

A good learning state is one where you have a mix of 'feelings' ranging from "This is easy" through to "OOPS!".

This simple 'Traffic Light' system can help you monitor your own feelings and help you to share those feelings with your instructor - your lesson can then be adjusted for maximum learning efficiency.

The best learning states are in between 'totally relaxed' and 'feeling challenged'. Your instructor will aim to structure your course and your lessons so that there is a balance between relaxed practise and new challenges - this is done by working with you to agree realistic targets for each lesson and providing a secure environment both inside the car and with the routes that are chosen for the lesson.

As a guide you should be in the 'green' state for about 50% to 75% of your lesson time and the 'amber' state for between 25% and 45% of the lesson time. **Red time should be 5% or less!** If you feel 'red' - tell your instructor (who might ask "Green, Amber or Red?" from time to time).

Because your driving instructor needs to concentrate on many things at once (to keep you safe) he/she needs your input so that they know exactly how you are feeling. Remember, feeling comfortable and enjoying your lessons will greatly influence the speed at which you learn.

Make sure that you are always 'up front and honest' about the way you are feeling during your lessons. This will help your instructor to get you ready for test as quickly as possible

I am uncomfortable
I would like to stop
I don't like this
I feel very insecure

I feel OK at the moment
This is stretching me a bit
This is a challenge
This is exciting
I feel slightly insecure

I feel comfortable
I am relaxed
I feel confident with this
I am enjoying this
I feel very secure