

**MCLEOD** SCHOOL OF MOTORING

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LESSON  
PLANNER

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## MIRRORS

The Highway Code tells you the three main times to check your mirrors;

—— 01 ——

Check mirrors before you signal

—— 02 ——

Check mirrors before a change of direction

—— 03 ——

Check mirrors before a change of speed

The main mirror is the interior mirror. If you are moving from a left position to a right position consider the right exterior mirror.

If you are moving from a right position to a left position consider the left exterior mirror. A lifesaver is a mirror check just before a left or right turn.

## SIGNAL

Signals are normally indicators and they are used to benefit other road users.

Signals are used for a change of direction and for road junctions.

A change of direction could be moving out from the side of the road, moving out to pass obstructions or turning at road junctions.

Signals for slowing down are primarily brake lights.

## MANOUVRE

A manoeuvre is a change of direction and or speed.

- 01 Controls
- 02 Road Junctions
- 03 Roundabouts
- 04 Hill Starts
- 05 Clutch Control
- 06 Turning in the Road
- 07 Pedestrian Crossings
- 08 Left Turns Taking 2nd Openings
- 09 Slip Roads
- 10 Right Turns Taking 2nd Opening
- 11 Turning Right at a Bend
- 12 Staggered Junctions
- 13 Traffic Lights
- 14 Reversing Into an Opening
- 15 Oncoming Vehicles at Junctions

# 01 CONTROLS CHECKS ON ENTERING A VEHICLE

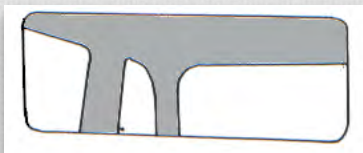
**DOORS** Make sure the door is closed properly.

**SEAT** You should adjust the seat correctly. To do this push down the clutch pedal, your leg should be slightly bent without stretching. Being too close will affect the use of pedals.

**STEERING** With your hands at the 10 to 2 position on the wheel your arms should be bent at the elbows. You should be able to reach the 12 position on the wheel without stretching.

**SEATBELT** Seatbelts should be fastened to fit neatly without kinks in the webbing.

**MIRRORS** Your mirrors need to be adjusted properly.

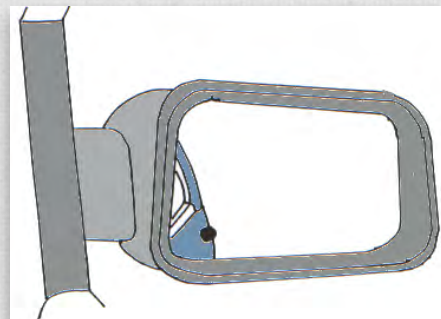


INCORRECT

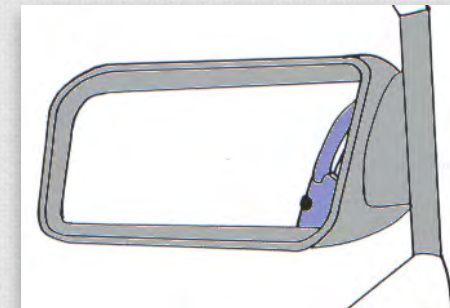


CORRECT

INCORRECT



CORRECT



# 01 CONTROLS

## MOVING OFF AND STOPPING

### BEFORE YOU DRIVE

Read these paragraphs from the highway code:

1. Before you drive: paragraphs 72 - 74
2. Seatbelts: paragraphs 75 - 78
3. Driving along: paragraphs 85 - 96

### MOVING OFF

1. Select gear.
2. If you think there is a suitable gap in the traffic flow set the GAS, then bring the clutch up to the BITING POINT, and be prepared to release the HANDBRAKE.
3. Then do an all round check:
  - Check the rear view mirror
  - Check ahead
  - Check door mirrors
  - Check over your shoulder to check blind spots in the mirrors
4. Signal to other road users that you intend to move away from the side of the road. Remember road users include other vehicles, pedestrians and cyclists.
5. If it is safe and clear to go release the handbrake.

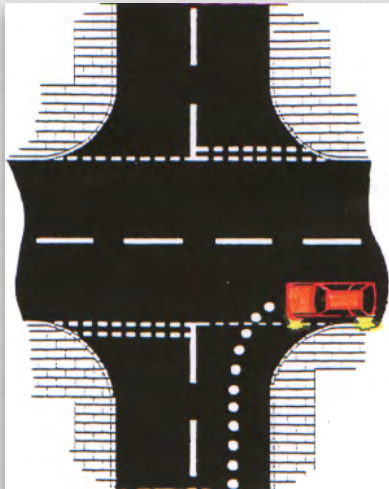
### STOPPING

1. Check mirrors.
2. Signal to other road users that you intend to stop at the side of the road. Remember road users include other vehicles, pedestrians and cyclists.
3. Brake to slow the vehicle, then select a lower gear (usually 2nd gear) to manoeuvre into the chosen position at slow speed.
4. Apply the handbrake.
5. Select neutral.

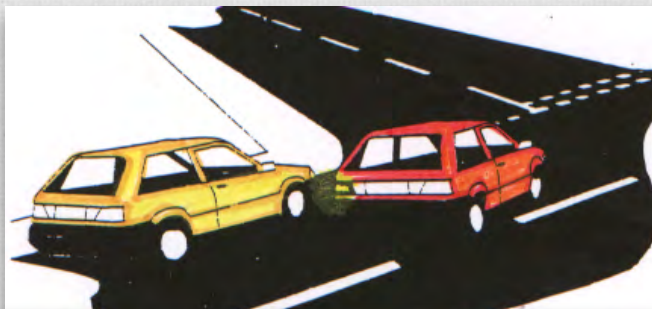
**Now Read Highwaycode paragraphs 213-214**

# 02 ROAD JUNCTIONS TURNING LEFT OFF A MAJOR ROAD

## APPROACH



As you approach the left turn: Check your **mirrors** as you have to know the movements of other road users. Make your left **signal** as you have to let other road users know your intention is to turn left. Do your **manoeuvre** by positioning to the left in the road and slow down.



Take up position to the left in the road about 1 metre from the kerb or 1 metre from any parked cars or obstructions.

## CHECKS

Before you turn into the opening look and check for obstructions or hazards. Consider checking your left mirror before turning as cyclists can move up on the inside of your vehicle as you slow down to turn.



Check into the opening as pedestrians may already be crossing the road. If pedestrians have already started to cross you will have to stop and wait until they are clear of the opening before you proceed.

## AVOID

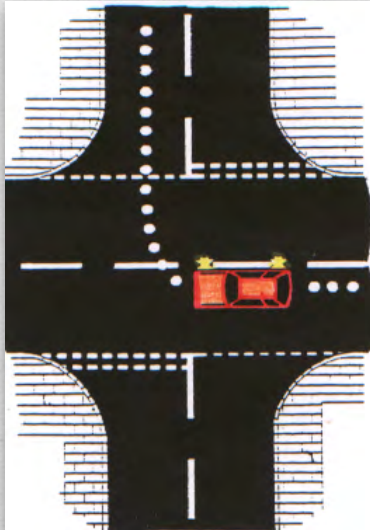
You should avoid getting too close to the kerb as you turn.



Avoid getting too close to the kerb as you do not want to hit it. The rear wheels of your vehicle will get closer to the kerb than the front.

# 02 ROAD JUNCTIONS TURNING RIGHT OFF A MAJOR ROAD

## APPROACH



As you approach the right turn; Check your **mirrors** as you have to know the movements of other road users. Make your **signal** as you have to let other road users know your intention is to turn right. Do your **manoeuvre** by positioning to the right in the road and slow down.

## CHECKS

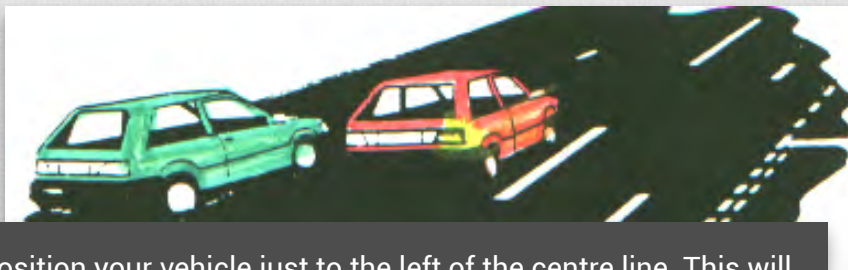
You will have to give priority to oncoming vehicles as you are crossing their path. Check the opening as you approach so you know where to stop if it is necessary



If pedestrians are already crossing you will have to stop and wait until they are clear of the opening before you proceed.

## AVOID

If you have to stop and wait avoid turning the wheels of your vehicle facing towards oncoming traffic.



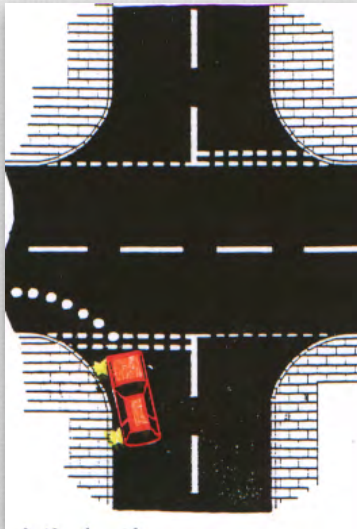
Position your vehicle just to the left of the centre line. This will allow other vehicles to pass safely.



If your wheels are turned facing oncoming traffic the front and rear of your vehicle will protrude into the path of other road users. A rear end shunt will push your vehicle into the path of oncoming vehicles

# 02 ROAD JUNCTIONS TURNING LEFT ONTO A MAJOR ROAD

## APPROACH



As you approach the junction to turn left; Check the **mirrors** as you have to know the movements of other road users. Make your **signal** as you have to let others know your intention is to turn left. Do your by positioning 1 metre from the kerb and slow down. Follow the shape of the kerb and stop the front of your vehicle at the double broken lines.

## CHECKS



Then check to the left. Look for parked vehicles, obstructions and other road users.



Then check to the right again. Vehicles that were previously hidden may now have appeared.

## CHECKS

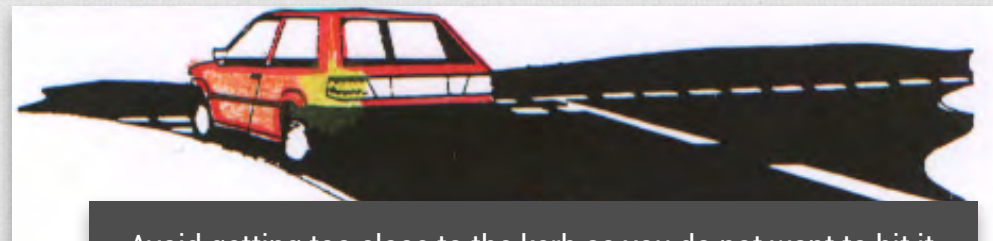
Before you emerge from the junction you must make proper effective observations.



First check to the right as this traffic is closest to you. look for other road users.

## AVOID

Avoid getting too close to the kerb as you follow it round.

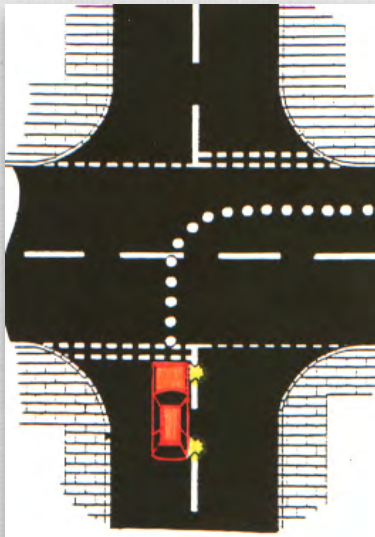


Avoid getting too close to the kerb as you do not want to hit it. The rear wheels of your vehicle will get closer than the front.



# 02 ROAD JUNCTIONS TURNING RIGHT ONTO A MAJOR ROAD

## APPROACH



As you approach the junction to turn right; Check the **mirrors** as you have to know the movements of other road users. Make your **signal** as you have to let others know your intention is to turn right. Do your **manoeuvre** by positioning just to the left of the centre lines and slow down.



If your side of the road is wide enough for two vehicles take up position just left of the centre line. This will allow following vehicles adequate space to approach the double broken lines.

## CHECKS

Before you emerge from the junction you must make proper and effective observation.



First check to the right. Look for parked vehicles, obstructions and other road users.



Check to the left. Look for other parked vehicles, obstructions and other road users.

## AVOID

Avoid emerging from the junction before proper and effective observations have been made.



Having done your checks you find you cannot see into the major road. Bend forward to look into the road. If you still cannot see move your vehicle forward until you can see and then check again.

# 02 ROAD JUNCTIONS SIGNS AND ROAD MARKINGS

## GIVE WAY

The double broken lines at the junction are give way lines.

You need to make effective observations before you cross the double broken lines.



The approach to the junction is marked with five hazard warning lines in the centre of the road.

## GIVE WAY

One side of the crossroads is marked only with white lines. The other has a give way sign and a triangle on the road. This could mean vehicles on the other side of the crossroads have a better view onto the major road than you.



The give way sign and the give way triangle indicate the junction is more severe and more care is required.

## STOP

The single solid line is a stop line. You must stop at the solid white line to make effective observations.



The stop sign and the solid line indicate the junction is severe. You must stop and check.

## SIGNS



The stop sign marks a stop junction.



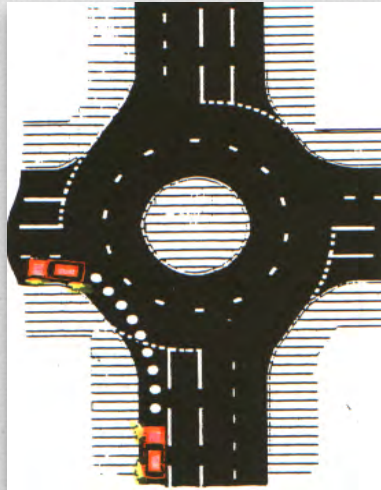
The give way sign marks the give way junction.



The give way sign at the junction is presently hidden but is 50 yards away.

# 03 ROUNDABOUTS TURNING LEFT AT A ROUNDABOUT

## APPROACH



As you approach the roundabout to turn left; Check the **mirrors** as you have to know the movements of other road users. Make your left **signal** as you have to let others know your intention is to turn left. Do your **manoeuvre** by positioning in the left lane and slow down.



As you are turning left you should approach the roundabout in the left lane.

## CHECKS

You should give priority to vehicles coming from the right. Check to the right for vehicles that are approaching from the right or that are already using the roundabout. Remember to check ahead as well as to the right as vehicles approaching the roundabout ahead of you may have to stop.



If there are no vehicles coming from the right you can proceed onto the roundabout.

## AVOID

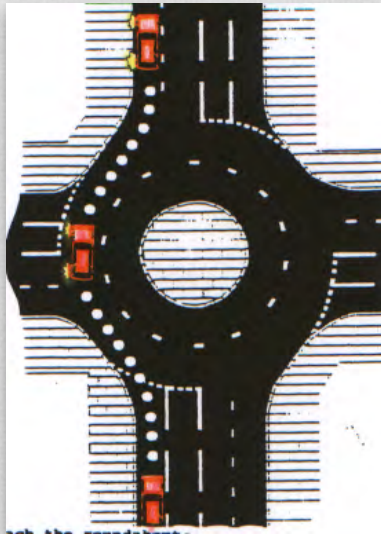
Always avoid approaching the roundabout in the wrong lane.



On approach to the roundabout make effective observations by checking ahead and to the right. Avoid emerging onto the roundabout before effective observations are made.

# 03 ROUNDABOUTS GOING AHEAD

## APPROACH



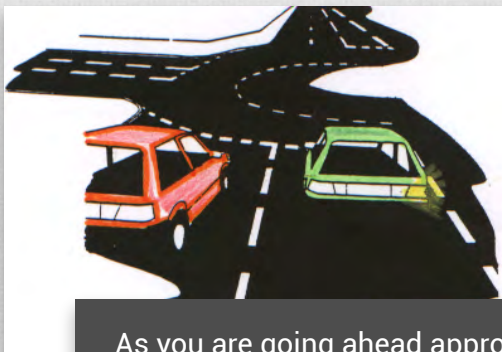
As you approach the roundabout to go straight ahead; Check the mirrors as you have to know the movements of other road users. There is no need to signal as you are going straight ahead. Do your manoeuvre by positioning in the left lane and slow down.

## CHECKS

You should give priority to vehicles coming from the right.



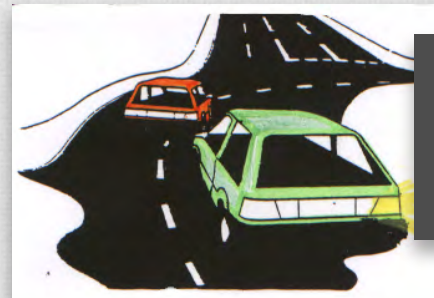
You have to give priority to vehicles already using the roundabout. If you have to stop you should stop the front of your vehicle at or before the broken white line.



As you are going ahead approach in the left lane.

## AVOID

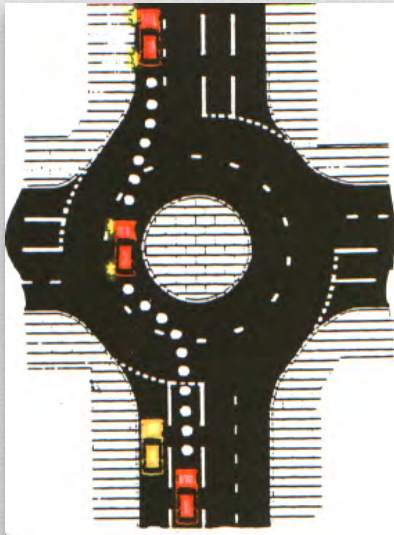
Avoid approaching the roundabout in the wrong lane.



Once you are in a lane try to stay in it. Avoid your vehicle moving between lanes as you negotiate the roundabout.

# 03 ROUNDABOUTS GOING AHEAD WITH OBSTRUCTION ON THE LEFT

## APPROACH



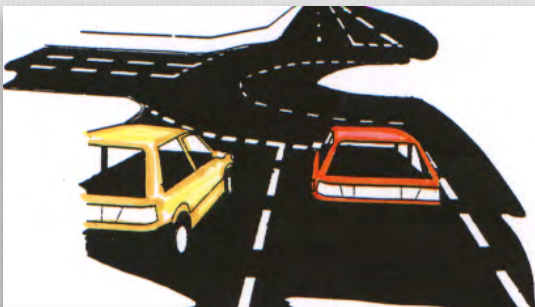
As you approach the roundabout to go straight ahead with an obstruction in the left lane; Check the **mirrors** as you have to know the movements of other road users. There is **no need to signal** as you are going straight ahead. Do your **manoeuvre** by positioning in the right lane because of the obstruction.

## CHECKS

As you pass the opening before your exit; Check the mirrors as you have to know the movements of other road users. Make your left signal as you have to let others know your intention is to take the next exit.



Do your manoeuvre by leaving in the left lane if it is clear.



If you do not have time to get back into the left lane stay in the right lane as you negotiate the roundabout. Always try to leave in the left lane if it is clear.

## AVOID

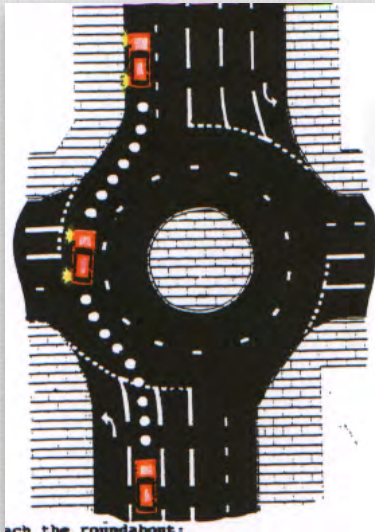
Always try to leave the roundabout in the correct lane.



Avoid getting too close to the kerb as you leave the roundabout.

# 03 ROUNDABOUTS GOING AHEAD AT A THREE LANE ROUNDABOUT

## APPROACH



As you approach the three lane roundabout going straight ahead; Check the **mirrors** as you have to know the movements of other road users.

There is **no need to signal** as you are going straight ahead.

Do your **manoeuvre** by positioning in the middle lane of the three approach lanes.



Road markings indicate the left lane is for left turns only. The right lane is for turning to the right. As you are going straight ahead you should approach in the middle lane.

## CHECKS

There are three lanes on approach to the roundabout but only two lanes on the roundabout. You should keep to the left lane as you go around the roundabout. As you pass the opening before your exit; Check the **mirrors** as you have to know the movements of other road users. Make your left **signal** as you have to let others know your intention is to leave at the next exit.

Do your **manoeuvre** by leaving in the left lane if it is clear.

As you leave the roundabout check for parked vehicles, obstructions or pedestrians as you may have to leave in the right lane.



## AVOID

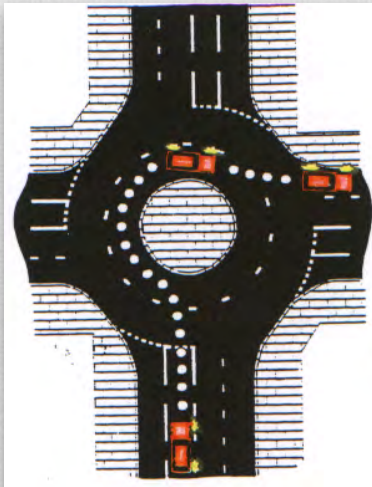
Avoid leaving your manoeuvre too late as you may not be able to get into the correct lane.



Avoid approaching the roundabout in the wrong lane.

# 03 ROUNDABOUTS TURNING RIGHT AT A ROUNDABOUT

## APPROACH



As you approach the roundabout to turn right; Check the **mirrors** as you have to know the movements of other road users. Make your right **signal** as you have to let others know your intention is to turn right. Do your **manoeuvre** by positioning in the right lane and slow down.

## CHECKS

You should give priority to vehicles coming from the right.



If you have to give priority to vehicles from the right stop the front of the vehicle at the broken white line.

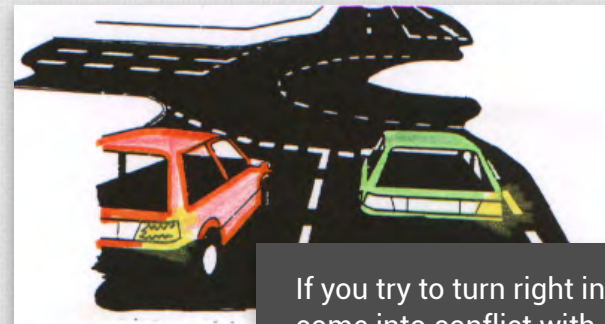
If you have to wait longer than a few seconds apply the handbrake and be prepared to go as soon as it is safe to do so.



As you are turning to the right you should approach in the right lane.

## AVOID

Avoid approaching the roundabout in the wrong lane.



If you try to turn right in the left lane you will come into conflict with other vehicles that are leaving the roundabout from the correct lane.

# 04 HILL STARTS

## UPHILL & DOWNHILL STARTS

### UPHILL

- 01 Select gear.
- 02 Do an all round check;  
Check ahead  
Check rear view mirror  
Check door mirror  
Check over your shoulder for any blind spots in the mirrors
- 03 If a suitable gap in the traffic is available;  
Set the gas, then set extra gas because you are starting on a hill. This will give the engine extra power to move the vehicle away on the hill.  
Get the biting point, then get a little extra bite until the rear of the vehicle sits down slightly. It is the extra bite that prevents the vehicle rolling back on the hill.
- 04 Signal if it benefits other road users.  
This includes vehicles, pedestrians and cyclists.
- 05 Make a final check in the mirror and blind spot and if it is clear release the handbrake.

### DOWNHILL

- 01 Select gear.
- 02 Apply the footbrake and be prepared to release the handbrake.
- 03 Do an all round check;  
Check ahead  
Check rear view mirror  
Check door mirror  
Check over your shoulder for any blind spots in the mirrors
- 04 Signal if it benefits other road users.  
This includes vehicles, pedestrians and cyclists.
- 05 Make a final check in the mirror and blind spot.
- 06 If it is clear and safe to go release the handbrake.  
You will now be holding the vehicle on the footbrake.  
Ease off the footbrake a little at a time to allow the vehicle to roll forward under control. Once the vehicle starts to move ease up the clutch.



# 05 CLUTCH CONTROL

## CLUTCH CONTROL AT JUNCTIONS

### UPHILL JUNCTION

When you come to an uphill junction your main aim is to prevent the vehicle rolling back from the junction. You need to hold the vehicle stationary while you do your checks.

You could stop the vehicle and apply the handbrake momentarily until your checks are done or you could use clutch control.

Clutch control is the ability to hold the vehicle stationary on an incline by accurate use of the accelerator and clutch pedals.

### CLUTCH CONTROL

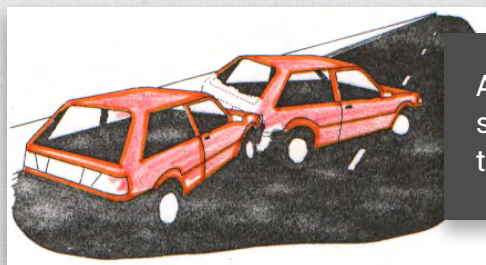
As you approach the uphill junction; Check the mirrors, make your signal and then do the manoeuvre.

- 01 Brake gently on approach.
- 02 As you brake push the clutch down and select first gear.
- 03 Keep the clutch down.
- 04 Just before the vehicle comes to a stop ease off the brake and then set the gas.
- 05 Be prepared to bring the clutch up to the biting point when it is needed to prevent the vehicle rolling back from the junction.

# 06 TURNING IN THE ROAD

## 1ST MANOEUVRE

Select 1st gear and then make an all round observation.  
 If there are approaching vehicles or pedestrians very close to you give them priority.  
 If it is safe to go, release the handbrake. Make the vehicle move smoothly and under control.



As your vehicle moves steer to the right. Try to get full lock.

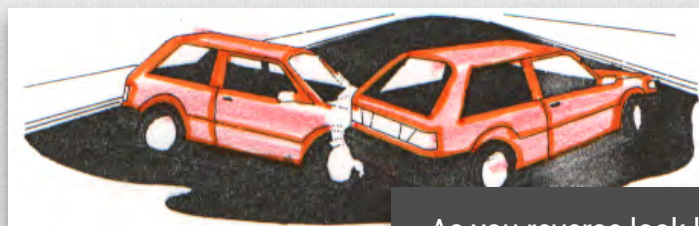


Keep full lock until the front of the vehicle is approximately three quarters of the way over the road. This is when to steer left.  
 If you are in a very narrow road you may have to wait until a little closer to the kerb before steering left.

Because of the camber on the road be prepared to brake to stop the vehicle just before you reach the kerb.

## 2ND MANOEUVRE

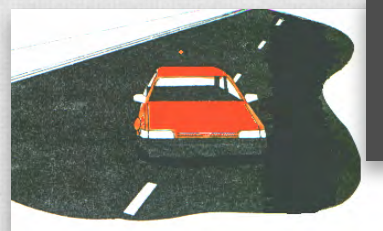
As you reverse look left and steer left. When you see the rear of the vehicle swing over into the opposite direct look to the right and steer to the right. Look for the kerb.



As you reverse look left and steer left. When you see the rear of the vehicle swing over into the opposite direct look to the right and steer to the right. Look for the kerb.

## 3RD MANOEUVRE

Select 1st gear and make an all round observation.  
 If there are closely approaching vehicles or pedestrians give them priority. If approaching vehicles wait for you take advantage of the situation and proceed with the manoeuvre.



As your vehicle moves steer to the right and drive off in the opposite direction to that you started in.

# 07 PEDESTRIAN CROSSINGS ZEBRA, PELICON, TOUCAN, PUFFIN

## ZEBRA CROSSING



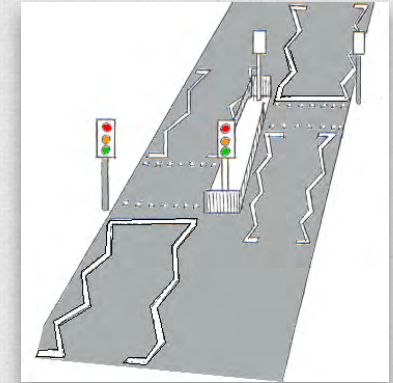
If a pedestrian steps onto a zebra crossing you have to stop. The yellow flashing lights are called Bolisha beacons.

## PELICON



A pedestrian light controlled crossing is activated when pedestrians push a button. When the lights change from green you have to stop. Flashing amber follows red and means you have to give priority to pedestrians already using the crossing.

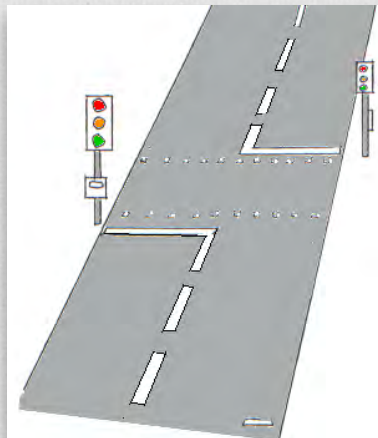
## STAGGERED PELICON



On a wide road there could be two crossings. This is called a staggered pedestrian light controlled crossing.

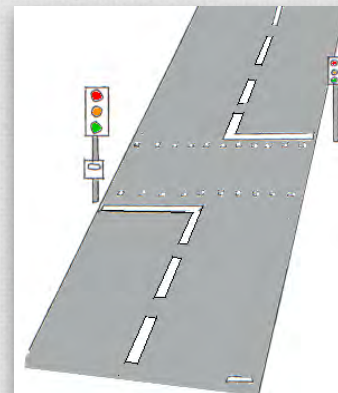
## PUFFIN

A pedestrian user friendly crossing is activated when pedestrians push a button. The light sequence is the same as traffic lights. The lights will last longer on red when more pedestrians are crossing.



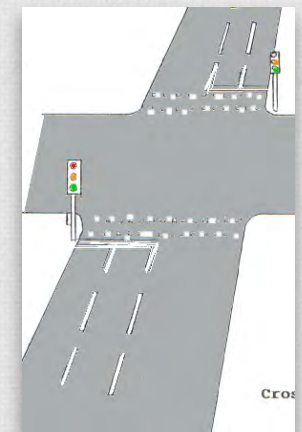
## TOUCAN

Pedestrians and cyclists use a toucan crossing. The light sequence is the same as traffic lights.



## TRAFFIC LIGHTS

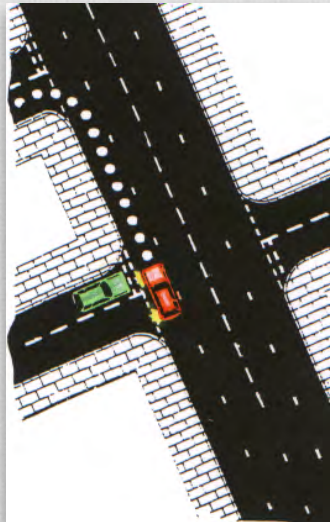
Pedestrian crossings can be incorporated into traffic lights. The pedestrian crossing only enters the light phasing when pedestrians push a button.



# 08 LEFT TURN TAKING 2ND OPENING

## LEFT TURN TAKING A 2ND OPENINGS

### APPROACH



As you approach the opening; Check the mirrors as you have to know the movements of other road users. As you are taking the 2nd opening to the left wait until you are passing the 1st opening and then signal. Do your manoeuvre by positioning in the lane and slow down.



Take up position to the left in the road about one metre from the kerb.

### CHECKS

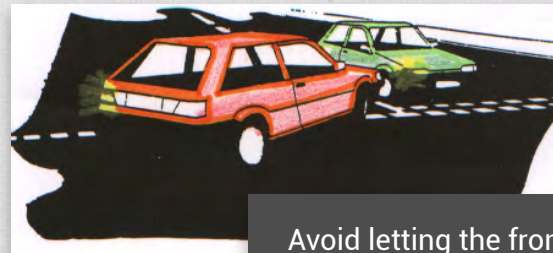
Before turning into the opening try to check for parked vehicles or obstructions.



If parked vehicles or obstructions are on your side of the road then you should be prepared to give priority to other vehicles approaching the junction.

### AVOID

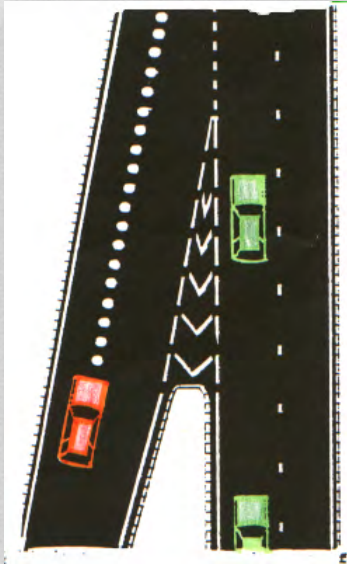
There could be other vehicles approaching the junction.



Avoid letting the front of your vehicle swing out to the other side of the road as you turn into the opening.

# 09 SLIP ROADS ACCELERATION LANES

## APPROACH

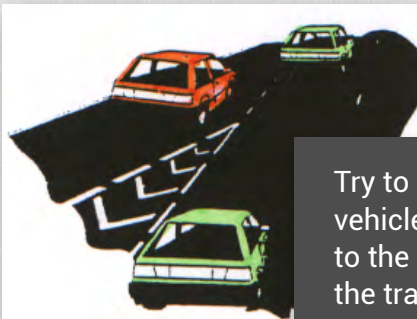


As you are joining a dual carriageway from a slip road (acceleration lane) you should try to accelerate to the same speed as the vehicles already using the carriageway.

Check the mirrors as you have to know the movements of other road users.

Make your right signal as you have to let others know your intention is to join the carriageway.

Do your manoeuvre by positioning to join the carriageway at the single broken line.



Try to accelerate to the same speed as the vehicles already using the carriageway. Keep to the acceleration lane until you find a gap in the traffic and then filter in.

## CHECKS

As you approach the carriageway check the mirrors so you know the movements of other road users.

You will be checking your mirrors as you approach the carriageway. Before you cross the single broken line look over your shoulder to check for any vehicles in your blind spot.

## AVOID

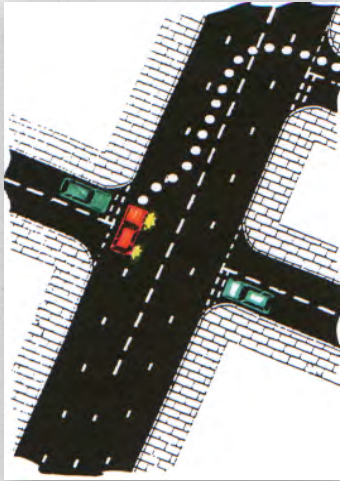
When you check over your shoulder into the blind spot avoid looking for too long and too often as you will be travelling forward at speed.



Avoid crossing any chevron or hatched line markings. Wait until you reach the single broken line before you attempt to join the carriageway. This allows you time to observe the traffic on the carriageway and gives them time to see you.

# 10 RIGHT TURNS TAKING 2ND OPENING RIGHT TURNINGS TAKING 2ND OPENING

## APPROACH



As you approach the opening to turn right;  
Check the mirrors as you have to know the movements of other road users.  
As you are taking the 2nd opening to the right wait until you are passing the first opening and then make your signal.  
Do your manoeuvre by positioning in the right lane and slow down.



If your side of the road is only wide enough for one vehicle take up position to the left of the centre lines. As the road is narrow following vehicles will not be able to pass in any event.

## CHECKS

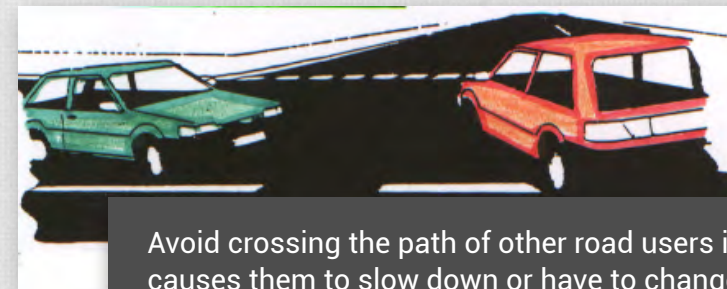
Before turning into the opening check for parked vehicles and obstructions.



If parked vehicles or obstructions are on your side as you turn into the road you should give priority to other vehicles approaching the junction.

## AVOID

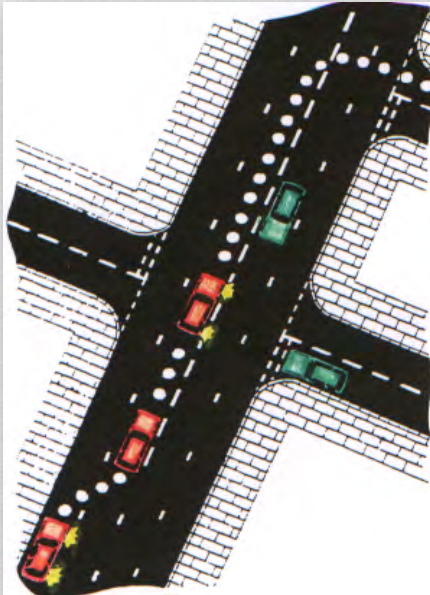
Avoid signalling too early as other road users may think you are taking the first opening.



Avoid crossing the path of other road users if it causes them to slow down or have to change direction.

# 10 RIGHT TURNS TAKING 2ND OPENING RIGHT TURN 2ND OPENING WITH FOLLOWING VEHICLES

## APPROACH



As you approach the opening to turn right; Check the mirrors as you have to know the movements of other road users. If there are closely following vehicles you may have to move into position early.

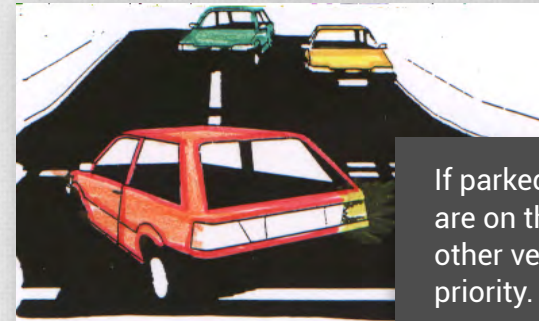
Make your signal, move into the right lane early to take up position just left of the centre line, then cancel the signal.

As you are taking the 2nd opening to the right wait until you are passing the first opening and the signal to the right again.

Do your manoeuvre by slowing down to turn into the opening.

## CHECKS

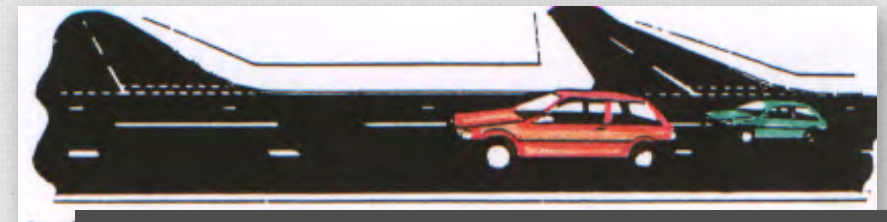
Before you turn into the opening check for parked vehicles and obstructions.



If parked vehicles or obstructions are on the opposite side of the road other vehicles should give you priority.

## AVOID

If you do have closely following vehicle avoid leaving your manoeuvre too late.



If you leave your manoeuvre too late you may miss the opportunity to move into position to complete the right turn.

# 11 TURNING RIGHT AT A BEND TURNING RIGHT AT A BEND

## APPROACH



As you approach the opening to turn right;  
 Check the mirrors as you have to know the movements of other road users.  
 Make your right signal as you have to let others know your intention is to turn right.  
 Do your manoeuvre by positioning in the right lane and slow down.

## CHECKS

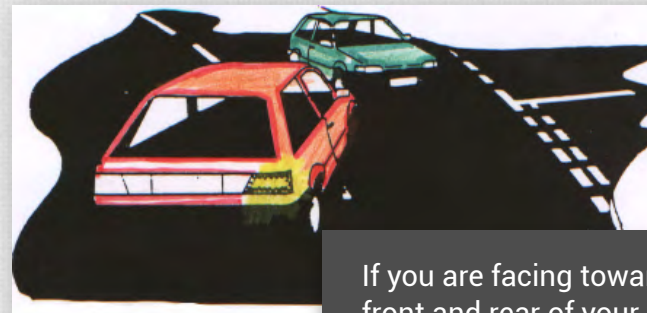
The bend could make it difficult to see oncoming traffic.



As you are turning right on a bend follow the shape of the bend.

## AVOID

If you have to stop on the bend to give priority to oncoming vehicles avoid stopping with the wheels of your vehicle facing towards oncoming traffic.

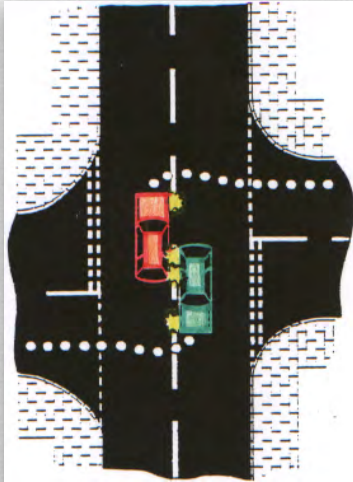


If you are facing towards oncoming traffic the front and rear of your vehicle will protrude into the path of other road users and you may hamper traffic flow..



# 12 STAGGERED JUNCTIONS TURNING RIGHT AT A STAGGERED JUNCTION

## APPROACH



As you approach the opening;  
Check the mirrors as you have to know the movements of other road users.  
Make your right signal as you have to let others know your intention is to turn right.  
Do your manoeuvre by positioning in the right lane and slow down

Observe the way the junction is shaped and staggered.

## CHECKS

You will have to give priority to oncoming vehicles as you are crossing their path



There could be oncoming vehicles turning to their right. As the crossroads is staggered it is practical to pass behind the other vehicle. This is known as right side to right side passing

## AVOID

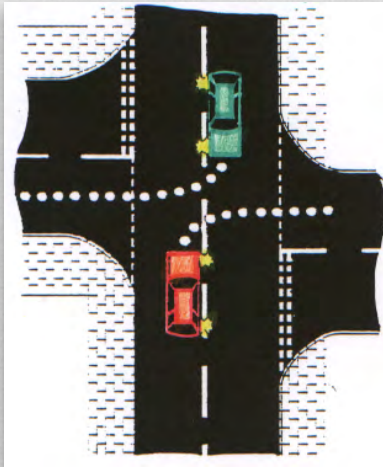
Avoid turning into the opening too late.



Avoid turning into the opening too late as you may get too close to the kerb.

# 12 STAGGERED JUNCTIONS TURNING RIGHT AT A STAGGERED JUNCTION

## APPROACH



As you approach the opening; Check the mirrors as you have to know the movements of other road users. Make your right signal as you have to let others know your intention is to turn right. Do your manoeuvre by positioning in the right lane and slow down

Observe the way the junction is shaped and staggered.

## CHECKS

You will have to give priority to oncoming vehicles as you are crossing their path



There could be oncoming vehicles turning to their right. As the junction is staggered it is practical to pass in front of the other vehicle. This is known as left side to left side passing

## AVOID

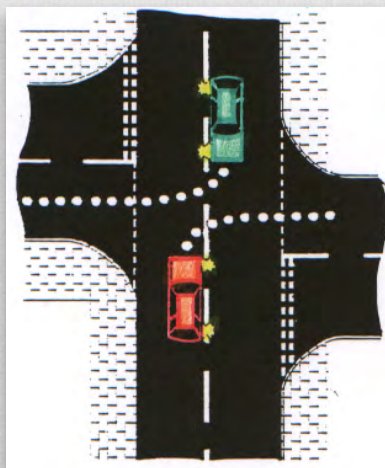
Avoid turning into the opening too late.



There could be other vehicles approaching the give way junction as you make your turn.

# 12 STAGGERED JUNCTIONS TURNING RIGHT AT A STAGGERED JUNCTION

## APPROACH

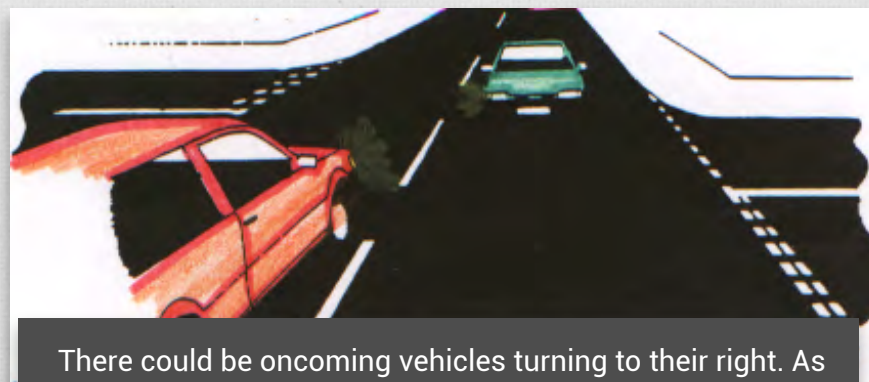


As you approach the opening; Check the mirrors as you have to know the movements of other road users. Make your right signal as you have to let others know your intention is to turn right. Do your manoeuvre by positioning in the right lane and slow down

Observe the way the junction is shaped and staggered.

## CHECKS

You will have to give priority to oncoming vehicles as you are crossing their path



There could be oncoming vehicles turning to their right. As the junction is staggered it is practical to pass in front of the other vehicle. This is known as left side to left side passing

## AVOID

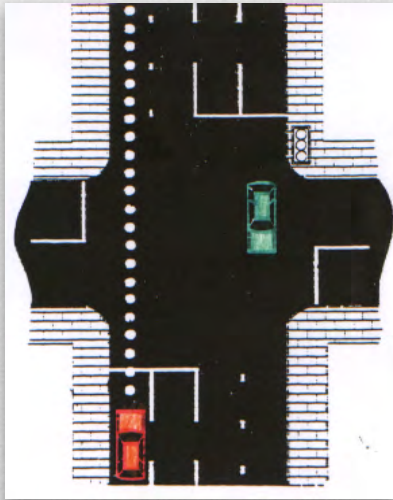
Avoid turning into the opening too late.



There could be other vehicles approaching the give way junction as you make your turn.

# 13 TRAFFIC LIGHTS GOING AHEAD AT LIGHT CONTROLLED CROSSROADS

## APPROACH



As you approach the crossroads;  
Check the mirrors as you have to know the movements of other road users.  
There is no need to signal as you are going ahead.  
Do your manoeuvre by positioning in the left lane and slow down

## CHECKS

Keep checking the lights as they may change.



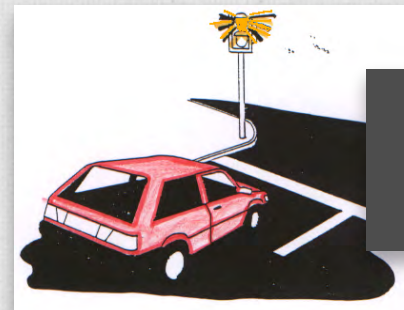
If the lights change from green to amber stop, unless you are already over the white line or stopping would cause an accident.



If the lights are green you may proceed, but only if it is safe to do so.

## AVOID

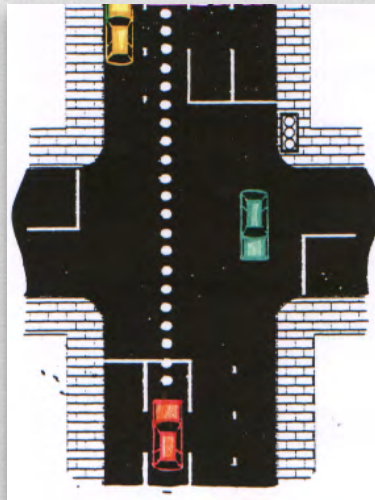
Avoid going over the white line and through the crossroads if the lights are amber.



Avoid going through the crossroads when the lights are amber.

# 13 TRAFFIC LIGHTS GOING AHEAD AT LIGHT CONTROLLED CROSSROADS

## APPROACH



As you approach the crossroads;  
Check the mirrors as you have to know the movements of other road users.  
As you are going ahead do not signal.  
Do your manoeuvre by positioning in the right lane and slow down.

## CHECKS

Keep checking the lights as they may change.



If the lights change from green to amber stop, unless you are already over the white line or if stopping suddenly would cause an accident.



As there is an obstruction on the other side of the crossroads approach in the right lane.

## AVOID

Avoid going over the white line and through the crossroads if the lights are amber.



Avoid going through the crossroads when the lights are amber.

# 13 TRAFFIC LIGHTS TURNING RIGHT AT LIGHT CONTROLLED CROSSROADS

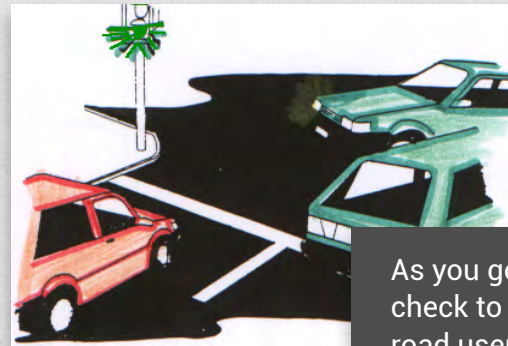
## APPROACH



As you approach the crossroads;  
Check the mirrors as you have to know the movements of other road users.  
As you are going ahead do not signal.  
Do your manoeuvre by positioning in the left lane and slow down

## CHECKS

Keep checking the lights as they may change.



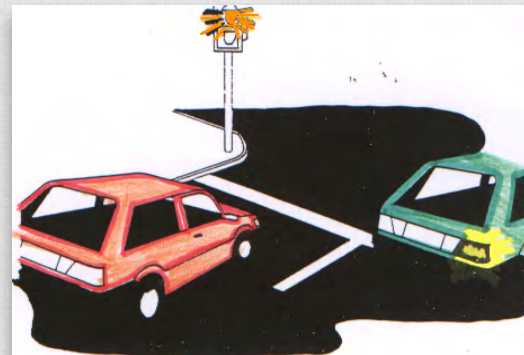
As you go through the crossroads check to the right and left for other road users. Other road users may have mistaken the light signals or may not have seen you.

## AVOID

Avoid going through the crossroads when the lights are amber.



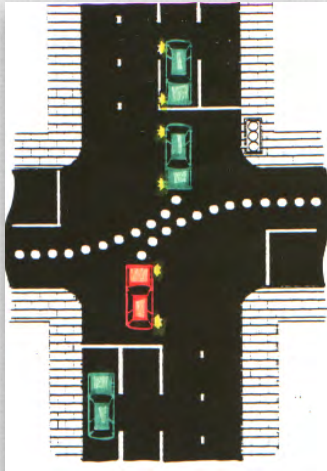
There may be vehicles ahead of you turning to the right. Approach in the left lane. As there is an obstruction on the other side of the crossroads take up the right lane as soon as it is safe to do so.



Avoid going through the crossroads when the lights are amber.

# 13 TRAFFIC LIGHTS TURNING RIGHT AT LIGHT CONTROLLED CROSSROADS

## APPROACH



As you approach the crossroads; Check the mirrors as you have to know the movements of other road users. Make your right signal as you have to let others know your intention is to turn right. Do your manoeuvre by positioning in the right lane and slow down



As you are turning right approach in the right lane. If the lights are green you can enter the crossroads to turn right

## CHECKS

Check ahead as you will have to give priority to oncoming vehicles.



There could be oncoming vehicles turning to their right. If they go approximately one quarter into the crossroads and you go approximately one quarter into the crossroads both of you will be able to turn left side to left side.

Because of traffic density, where more than one vehicle may be turning right, most drivers will want to turn left side to left side.

If the road positioning of other vehicles or road markings make this impractical then turn right side to right side. Look for a gap in oncoming traffic to complete your right turn. You have to keep checking the lights once you have entered the crossroads. When the lights change from green to amber, oncoming vehicles will have to stop. This is your opportunity to turn right

## AVOID

Avoid entering the crossroads when the lights are amber.

# 14 ONCOMING VEHICLES AT JUNCTIONS REVERSING INTO AN OPENING ON THE LEFT

## STARTING POSITION



Pull up past the opening. Try to keep approximately half a metre from the kerb and stop when you see the kerb in your interior mirror. If you have to let other road users know your intention is to stop after the opening signal half way past the opening.

Avoid signalling too early as other road users may think you are turning into the opening.

## AS YOU REVERSE



Before you steer into the opening you must make an all round observation. You do not want the front of your vehicle to swing out into the path of other road users.

Select reverse gear then make an all round observation. If there are approaching vehicles or pedestrians close by give them priority. If it is clear reverse slowly under control.

## AS YOU STEER INTO THE OPENING

Steer into to opening by following the kerb, how much you steer depends on the contours of the kerb.



Avoid steering into the opening before an all round observation is made. You do not want the front of your vehicle to swing out into the path of other road users.

## AVOID

Once you have steered into the opening there comes a stage when you will have to straighten up the wheels.

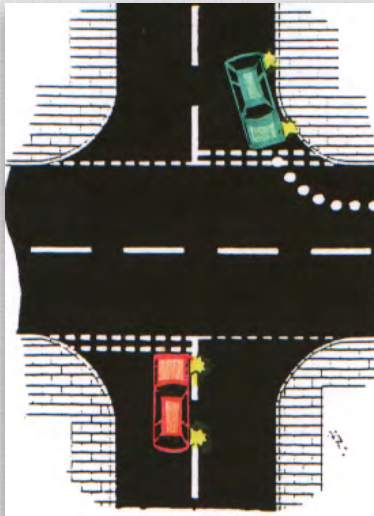


You should think about straightening up the wheels when you see the kerb appear in the rear window. Try to have the wheels straight when the vehicle is parallel with the kerb



# 15 ONCOMING VEHICLES AT JUNCTIONS TURNING RIGHT WITH ONCOMING VEHICLE TURNING LEFT

## APPROACH



As you approach the junction; Check the mirrors as you have to know the movements of other road users. Make your right signal as you have to let others know your intention is to turn right. Do your manoeuvre by positioning in the right lane and slow down.



If your side of the road is only wide enough for one vehicle position to the left in the road. Your position to the left will allow other vehicles entering the opening a little extra room to manoeuvre.

## CHECKS

Oncoming vehicles may arrive at the other side of the crossroads at the same time as you.



The oncoming vehicles may be turning to their left. As you are crossing their path you should give them priority.

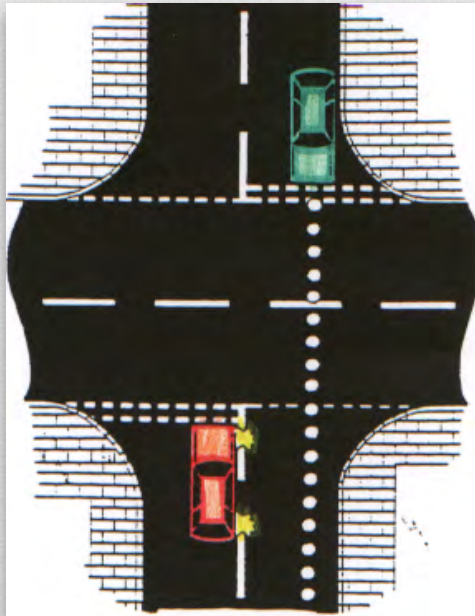
## AVOID

Avoid emerging onto the major road before effective observations are made.

Avoid emerging before the intentions of other road users is known.

# 15 ONCOMING VEHICLES AT JUNCTIONS TURNING RIGHT WITH ONCOMING VEHICLES GOING AHEAD

## APPROACH



As you approach the junction;  
Check the mirrors as you have to know the movements of other road users.  
Make your right signal as you have to let others know your intention is to turn right.  
Do your manoeuvre by positioning in the right lane and slow down.

## CHECKS

Oncoming vehicles may arrive at the other side of the crossroads at the same time as you.



The oncoming vehicles may be going straight ahead. As you are crossing their path you should give them priority.

## AVOID

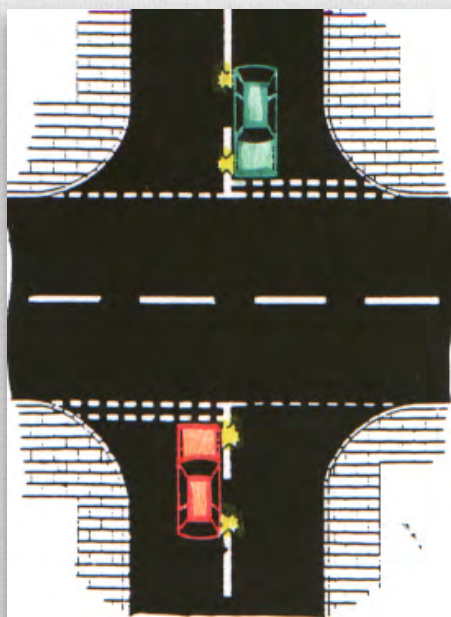
If your side of the road is only wide enough for one vehicle avoid positioning just left of the centre line.



This road positioning may not allow other vehicle adequate space to enter the opening safely.

# 15 ONCOMING VEHICLES AT JUNCTIONS TURNING RIGHT WITH ONCOMING VEHICLES ALSO TURNING RIGHT

## APPROACH



As you approach the junction;  
Check the mirrors as you have to know the movements of other road users.  
Make your right signal as you have to let others know your intention is to turn right.  
Do your manoeuvre by positioning in the right lane and slow down.

## CHECKS

Oncoming vehicles may arrive at the other side of the crossroads at the same time as you. The oncoming vehicles may also be turning to the right.



As both vehicles are turning to the right it is classed as equal priority. Road situation may allow one vehicle to go before the other. One vehicle may be able to join the road without causing other road users to slow down where the other may not.

## AVOID

Avoid emerging before effective observations are made.



Avoid emerging before the intentions of other vehicles is known.

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PLANNER

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