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Cockpit Checks

Learning Objectives

To understand:

The importance of entering and leaving the car safely

How to carry out cockpit checks and why they are important

D S S S M

Enter the vehicle safely including awareness of other road users

Check that the parking brake is secured

D Doors - ensuring all doors are closed, opening doors safely

S Seat base adjustment - backwards and forwards, up & down

S Seat back adjustment - including head restraint & steering column

S Seat belt

M Mirrors - adjustment and use

Q & A

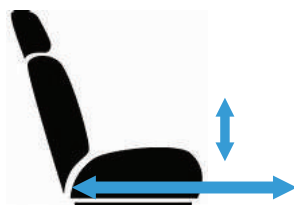
- How can you check that all the doors are properly closed?
- How can you judge that the seat is in the correct position?
- Why should you adjust your mirrors before moving off?
- What might happen if you try to adjust the mirrors while the car is moving?
- Who is legally responsible for passengers wearing seat belts?
- What might happen if a rear passenger is not wearing their seat belt?
- Who is responsible for children wearing the appropriate restraint?
- How can you ensure the wind does not catch your door when opening it?
- Which road users may be particularly at risk if you open your door without looking?

Cockpit Checks

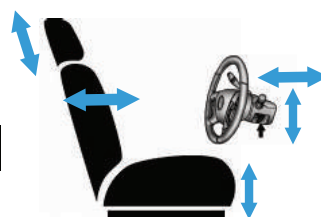
Doors



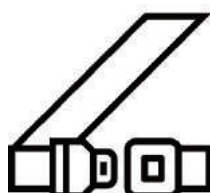
Seat Base



Seat Back/Steering Wheel



Seat Belts



Mirrors



Learning Objectives

To understand the importance of use of mirrors when driving:

Correct adjustment of all mirrors

Understanding the dangers of not using mirrors

Blind spots - where they are and how to deal with them

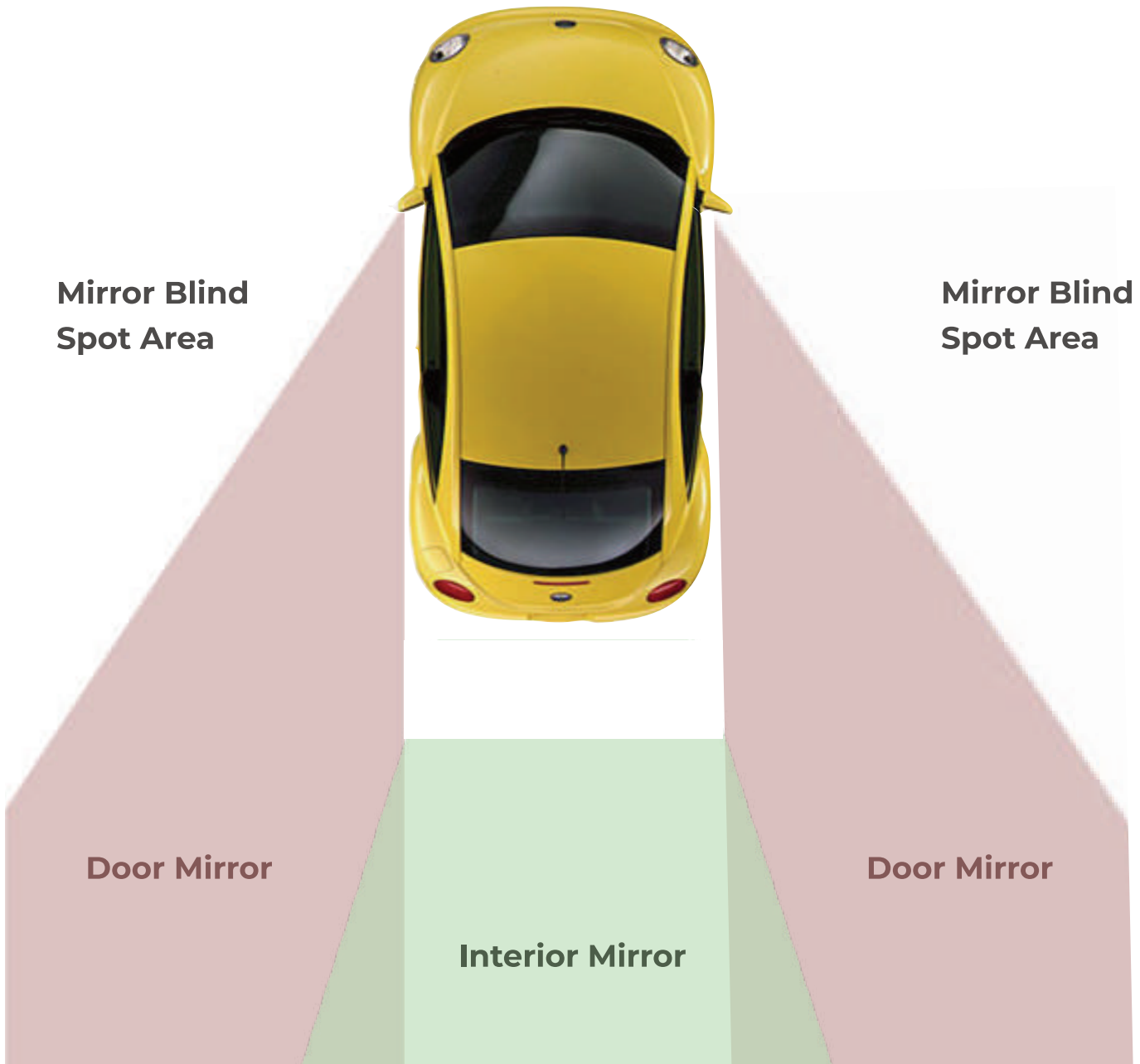
Use of mirrors

- Interior shows true size, exterior makes things look further away
- The importance of frequent use
- What should you look for - Looking and Seeing.
- Acting on what you see
- Use before
 - Changing speed
 - Changing direction
 - Turning left or right
 - Changing lane
 - Overtaking
- Night time and anti-dazzle measures

Q & A

- What does “effective use” of mirrors mean?
- How often do you think you should check the mirrors?
- When must you use the interior mirror?
- When must you use the exterior mirrors?
- Why does using the mirrors come first in the MSPSL routine?
- What are you looking for in the mirrors?
- Give an example when what you see in your mirrors may change what you plan to do
- What value is there in checking mirrors after you have turned a corner?

Mirrors



Mirror Blind Spot Area

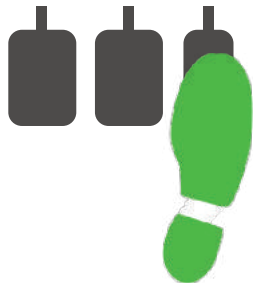
Mirror Blind Spot Area

Door Mirror

Door Mirror

Interior Mirror

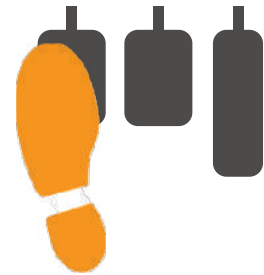
Controls



Accelerator



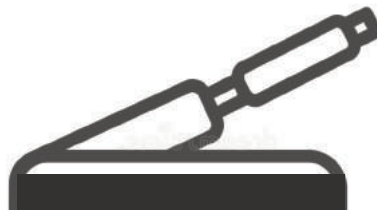
Brake



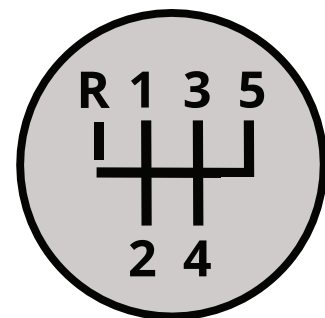
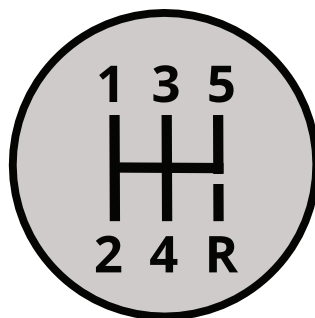
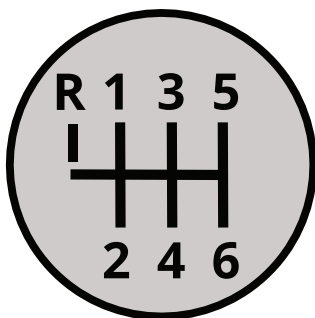
Clutch



Steering Wheel



Parking Brake



Gear Stick

Pedals - Accelerator & Brake

Learning Objectives

- To understand the function of and use of the footbrake and accelerator:
 - Identifying the different pedals
 - Understanding what the accelerator and brake do
 - Understanding how to use them smoothly

Pedals

- **Accelerator**
 - What the accelerator pedal does
 - Use of right foot
 - Using it smoothly
 - The effect of releasing the pedal
- **Footbrake**
 - Use of right foot
 - Braking gently and when to brake more firmly
 - Brake warning lights
 - Progressive braking
 - Easing off before stopping
 - Anti-lock braking system
 - The dangers of harsh braking

Q & A

- What would be the effect of pushing firmly on the accelerator when no gear is engaged?
- What are the reasons for progressive braking?
- Why must you check the mirrors before you accelerate or brake?
- Why should you use the footbrake rather than the parking brake to slow or stop the vehicle?
- In what ways could choice of footwear affect your control of the vehicle?
- Why could driving barefoot be less safe?

Learning Objectives

To understand the function of the clutch pedal and how to use it:

- Why the clutch is needed
- How the clutch works
- How to operate the clutch pedal
- Bringing the clutch to the biting point

Using the Clutch

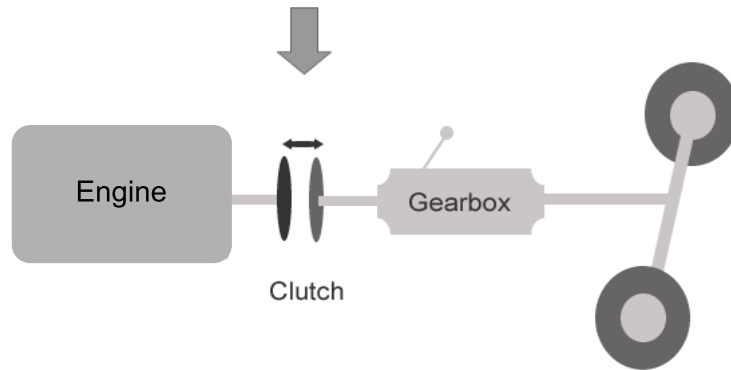
- How the clutch works
 - Understanding the biting point
- Operation
 - Use of left foot only
 - Depressing the clutch pedal fully
 - Resting the left foot away from the clutch pedal
 - Avoiding coasting
 - What to do if you stall
- Used for
 - Selecting/changing gear
 - When pulling away
 - When stopping
 - Controlling the car at slow speeds

Q & A

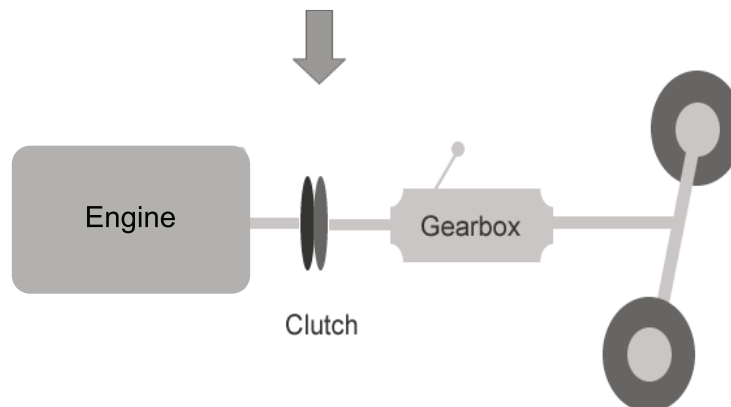
- How do you know when you are at the biting point?
- What does “riding the clutch” mean?
- What is “coasting” and why can it be unsafe?
- What will happen if you release the clutch too quickly?
- What is “stalling” and why does it happen?
- What dangers can be caused by stalling?
- What should you do if you stall?
- Why is it bad for the clutch to rest your foot on the clutch pedal?

Pedals - Clutch

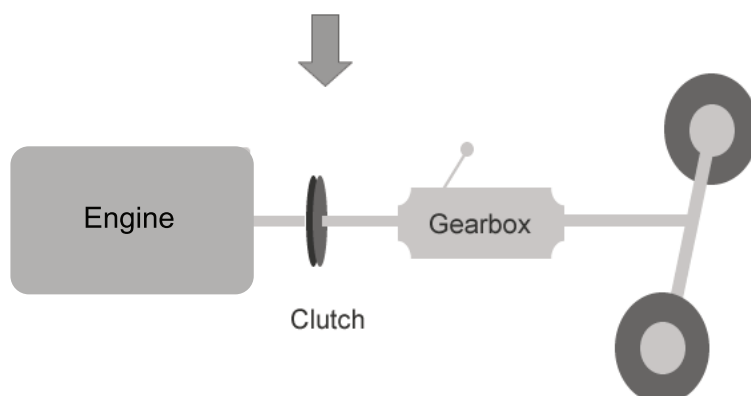
Clutch pedal down = plates pushed apart



Clutch partly up = plates just touching (biting point)

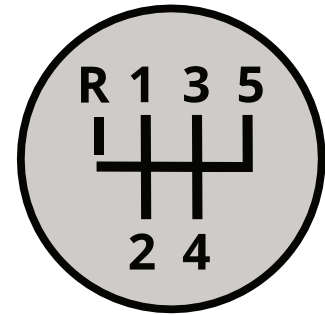
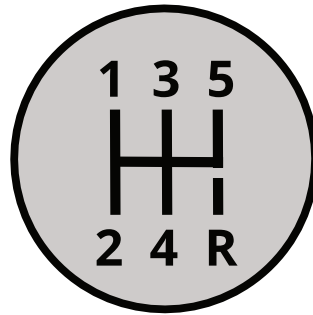
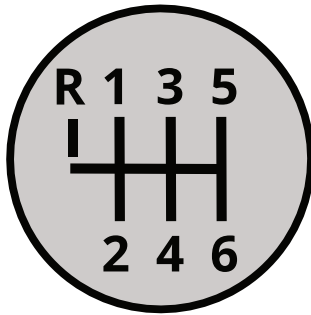


Clutch fully up = plates gripping on



Learning Objectives

To understand the function of gears, how to use the gear stick and to be able to select the correct gear for the speed/situation



Using the Gears

- The gears and their position using the gear stick
 - Depressing the clutch first
 - Selecting reverse
 - Neutral position
- Choosing the appropriate gear for the speed
 - Listening to the engine
 - Lower gear = more power, higher gear = more speed
- How to change gear
 - Co-ordinating with gas and clutch
 - Block changing or selective gear changing

Q & A

- If you are not sure you are in neutral how can you check?
- What will happen if you are in too high a gear for your speed?
- What are the benefits of selective gear changing?
- What happens if the clutch is not fully down when changing gear?
- In what situations may you need to go to a lower gear for more power?
- How do you decide which gear to use?

Steering

Learning Objectives

To be able to steer the car in different situations accurately with full control

Using the Steering Wheel

- Holding the steering wheel - Position & Grip
- Benefits of the pull push method of steering
- Where to look when steering

Q & A

- Why might looking down when changing gear cause problems?
- Where should you be looking when steering?
- What are the potential problems with crossing your hands over?
- What are the potential problems with steering one handed?
- What does “power steering” do?
- Why should you not steer while the car is stationary?

Parking Brake

Learning Objectives

To understand the use of the parking brake

Using the Parking Brake

- Only to be applied when stationary
- Pushing the button in to release
- Electronic parking brakes and their use

Q & A

- What are the dangers of using the parking brake to slow or stop the car?
- Why is it safer to apply the parking brake when stopped for more than a few moments?
- What might you do when parking on a hill in case the parking brake fails?

Giving Signals

Learning Objectives

To understand the importance of signalling, when to signal and different ways in which we can give signals

To understand the MSPSL procedure and its importance

Understanding and acting on signals given by others

Giving Signals

- Indicators
 - Giving the correct signal at the correct time
 - Cancelling indicators
- Brake Lights
- Flashing headlights/sounding the horn
- Reversing lights
- Hazard lights
- Arm signals
- Road positioning and eye contact
- Signals given by others - motorists, cyclists, police officers
- Responding to emergency vehicles

Q & A

- Why do we need to give signals?
- Give an example of what a misleading signal might be
- Why should we not wave for pedestrians to cross the road?
- When should we use hazard lights?
- What problems would be caused if our brake lights were not working?
- How can someone's road position act as a kind of signal?
- How might checking your mirrors affect your signalling?
- Should you go through a red traffic light to allow an emergency vehicle with blue flashing lights through?

Signaling



Turning Left
Moving to the Left



Flashing Head Lights



Turning Right
Moving to the Right



Turning Right
Moving to the Right



Brake Lights



Turning Left
Moving to the Left



Reversing Light



Slowing Down
or Stopping



Hazard Lights

Learning Objectives

To be able to pull away safely from the side of the road:

Preparing the vehicle to move off

Making effective observation

Moving away under full control and take up a safe position in the road

Procedure - POM

- Procedure for starting the engine - key, keyless ignition, clutch
- Preparation
 - Clutch down
 - Select the appropriate gear for the slope/angle (usually 1st gear)
 - Co-ordinate pedals (clutch/gas/footbrake) as appropriate
- Observation
 - Mirrors
 - Blind spots
 - Signal if necessary
- Manoeuvre
 - Release parking brake
 - Clutch control
 - Steering
 - Road position
 - Cancel the signal
 - Re-check mirrors

Q & A

- Which gear is usually most appropriate for moving off?
- Why must you check your mirrors before moving off?
- What are you looking for in your mirrors?
- What might happen if you don't check the blind spots?
- At what stage should you release the parking brake?
- What is your normal road position after moving off?
- Why is it important to check the mirrors again after moving off?
- How will you decide whether to signal?
- What would you do differently for moving off uphill/downhill or at an angle?

Moving Off

Preparation

Clutch down



First gear



Gas



Biting point



Observation

Mirrors



Ahead



Blind Spot



Signal if necessary



Manoeuvre

Release handbrake



Ease clutch up slowly



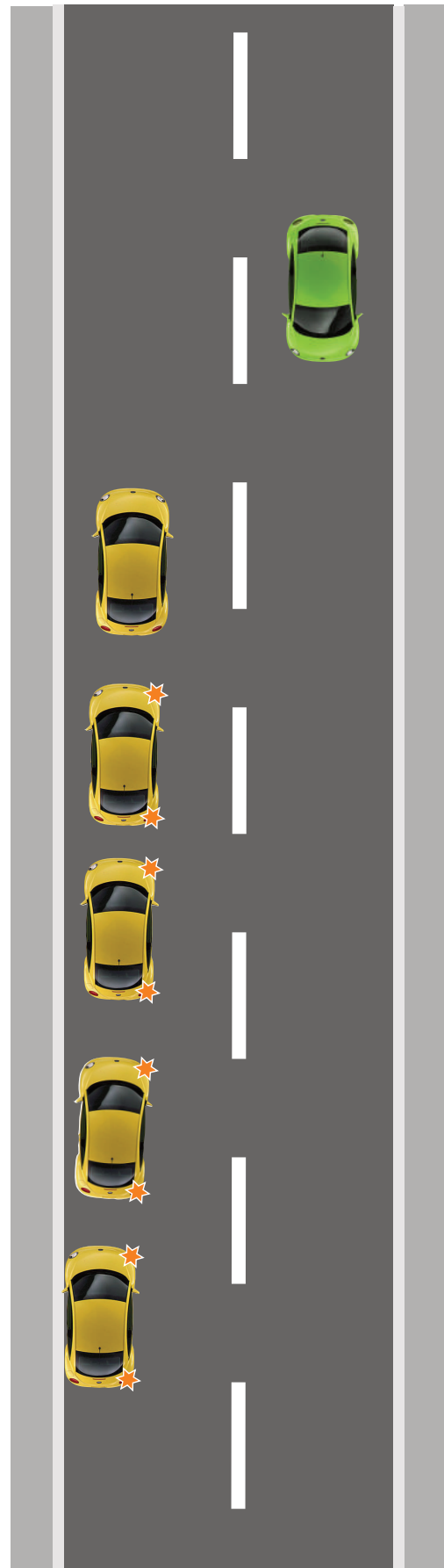
Increase gas



Steer away from the kerb & straighten up



Check mirrors
Cancel signal



Pulling Up On The Left

Learning Objectives

To be able to pull up safely at the side of the road:

- Select a safe, convenient and legal position to pull up at the road side.
- Utilise the MSPSL routine.
- Bring the vehicle to a stop under full control, close to and parallel with the kerb.
- Securing the vehicle after stopping.

Procedure - MSPSL


- **Selecting a safe, convenient and lawful place (SCALP)**
 - Parking and waiting restrictions
 - Avoiding driveway, junctions, traffic islands
 - What to do if there is traffic behind
- **MSPSL routine**
 - Necessity and timing of signal
 - Steering control
 - Progressive braking
 - Depressing clutch
- **After stopping**
 - Applying parking brake
 - Selecting neutral
 - Cancelling signal
 - Take feet off pedals


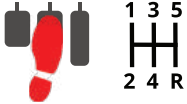
Q & A



- Why might it be better to pull up on the left rather than the right
- Why is it important to check the mirrors before pulling up
- When will it be necessary to give a signal?
- When might a signal be confusing and what could be the result?
- When might it be necessary to change gear before stopping?
- What do we mean by 'progressive braking'?
- What could be the result of putting the clutch down too soon or too late?
- How can we park safely on a hill?



Pulling Up On The Left



M S P S L

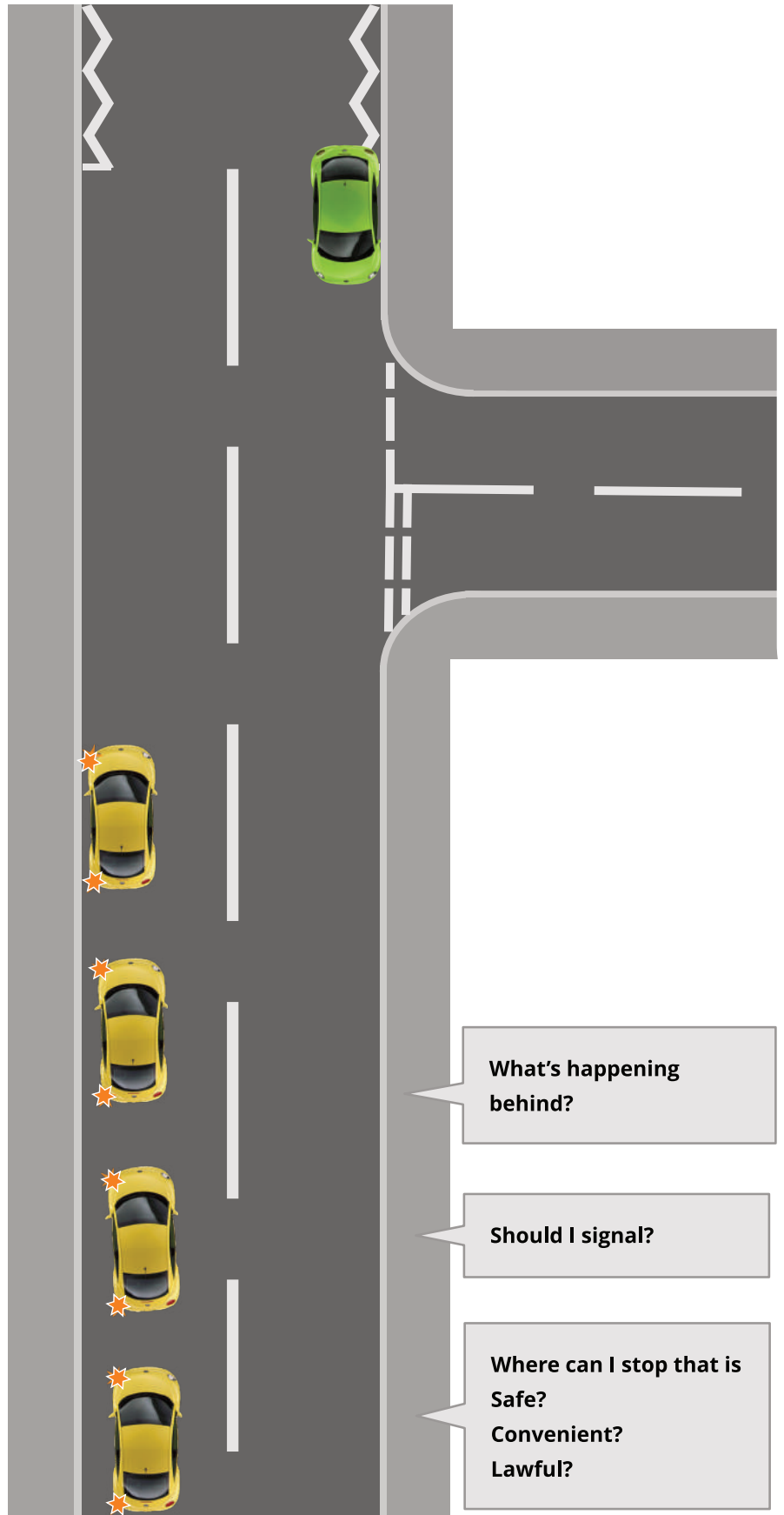
Look 

 **Speed (& gears)** 

 **Position** 

 **Signal** 

 **Mirrors** 



Angled & Hill Starts

Learning Objectives

To pull away safely from the left side of the road at an angle:

- Prepare the vehicle to move off from the side of the road
- Make effective observation, being aware of restricted views
- Move away under full control and take up a safe position in the road

To pull away safely and under control on a hill

- Understanding what may cause the vehicle to roll backwards and how to control the pedals to avoid this happening

Procedure - POM

○ Preparation

Clutch down

Select the appropriate gear for the slope/angle (usually 1st gear)

Co-ordinate pedals (clutch/gas/footbrake) as appropriate

Use of extra gas and higher biting point on hills

Vehicles with hill assist technology

○ Observation

Mirrors

Blind spots

Signal if necessary

○ Manoeuvre

Release handbrake

Clutch control to maintain a safe speed

Steering

Road position

Cancel the signal

Re-check mirrors

Q & A

- What are the particular difficulties with pulling out at an angle?
- How can you maintain a slow speed while pulling out?
- What are you going to need to do in terms of steering?
- Why could giving a signal be especially helpful?
- Why might you roll backwards on a hill?
- How will you know when the clutch is sufficiently high on the biting point on a hill?
- What should you do if you start rolling backwards

Angled Start



Where should I look?

How will I keep the car slow?

Should I signal?

Preparation

- Clutch down
- First gear
- Gas
- Biting point

Observation

- Mirrors
- Ahead
- Blind Spot
- Signal if necessary

Manoeuvre

- Release handbrake
- Ease clutch up slowly
- Increase gas
- Steer away from the kerb & straighten up then steer in to normal driving position
- Check mirrors

Learning Objectives

To be able to approach and emerge to the left from a T-Junction:

Assessing the type of junction ahead (busy/quiet, give way/stop).

Assessing whether it is an open or closed junction.

Apply the MSPSL routine on approach to the T-junction.

Approaching and emerging under control and with due regard for the safety of other road users.

Judging when safe to emerge.

Procedure - MSPSL

- Assessing on approach
 - Open or closed junction?
- Applying MSPSL routine
 - When to check mirrors
 - Timing of signal
 - Position on approach and following the line of the kerb
 - When to start slowing and selecting the correct gear
 - Observation - where to look
- Awareness of other vehicles, pedestrians, cyclists
 - Judging traffic
 - Giving priority where appropriate to vulnerable road users
 - Joining traffic stream
 - Obscured view - peep and creep


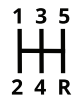
Q & A


- What does a “give way” line at a junction mean?
- Why do some junctions have a “stop” line?
- What are the differences between “stop” and “give way” junctions
- What might you see in your left door mirror that may affect you?
- Who has priority at a T-junction?
- When should you emerge if a vehicle on your right is signalling to turn left into your road?
- What should you do if pedestrians are waiting to cross the road?
- Why must you look left as well as right before emerging?
- Which road users might be particularly vulnerable at T-junctions?


Emerging Left


MSPSL

Look LOOK ASSESS DECIDE ACT

Speed (& gears)   1 3 5 / 2 4 R

Position 

Signal 

Mirrors 

What should I do if I can't see?

Which gear do I need?

What can I know about this junction from what I can see from here?
 Stop or Give Way?
 Busy or Quiet?
 Open or Closed?

Learning Objectives

- To be able to approach and emerge to the right from a T-Junction:
 - Assessing the type of junction ahead (busy/quiet, give way/stop).
 - Assessing whether it is an open or closed junction.
 - Apply the MSPSL routine on approach to the T-junction.
 - Emerging under control and with due regard for the safety of other road users.
 - Judging when safe to emerge.

Procedure - MSPSL

- Assessing on approach
 - Open or closed junction?
- Applying MSPSL routine
 - When to check mirrors
 - Timing of signal
 - Position on approach and following the line of the kerb
 - When to start slowing and selecting the correct gear
 - Observation - where to look
- Awareness of other vehicles, pedestrians, cyclists
 - Judgement
 - Giving priority where appropriate to vulnerable road users
 - Joining traffic stream
 - Obscured view - peep and creep



Q & A


- What does a “give way” line at a junction mean?
- Why do some junctions have a “stop” line?
- What are the differences between “stop” and “give way” junctions?
- What might you see in your left door mirror that may affect you?
- Who has priority at a T-junction?
- When should you emerge if a vehicle on your right is signalling to turn left into your road?
- Why must you look left as well as right before emerging?
- Which road users might be particularly vulnerable at T-junctions?
- What should you do if pedestrians are waiting to cross the road?


Emerging Right


MSPSL

Look LOOK ASSESS DECIDE ACT

Speed (& gears)   1 3 5
2 4 R

Position 

Signal 

Mirrors 

Where should I look?
What if I haven't got a good view?

Which gear do I need?

What can I see at this junction?
Stop or Give Way?
Busy or Quiet?
Open or Closed?

Turning Left

Learning Objectives

To make a left turn from a major to a minor road, under full control and with due regard for other road users

Procedure - MSPSL

- Scanning ahead and identifying the junction
 - Road signs and markings

- MSPSL routine
 - Use of mirrors
 - Correctly timed signal
 - Position to turn left
 - Speed on approach
 - Selection of gear
 - Avoiding coasting
 - Looking into the new road - pedestrians and obstructions

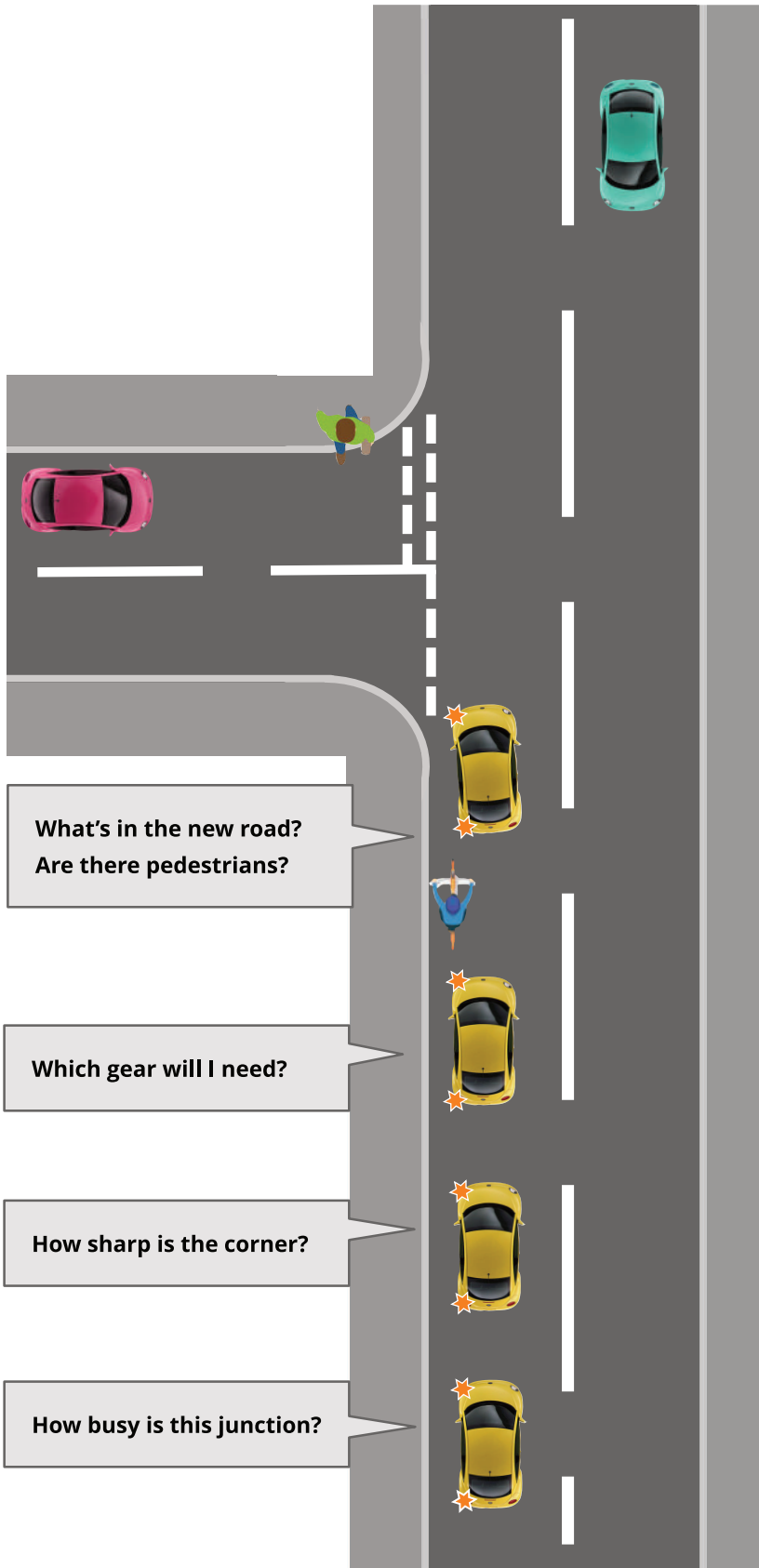
- Giving way to pedestrians

- Avoiding cutting across the path of cyclists, cycle lanes

Q & A

- Why is it important to check your mirrors first?
- Which door mirror is it important to check when turning left?
- What problems could be caused by signaling too soon or too late?
- What problems may be caused by approaching too quickly or too slowly?
- How do you decide the correct gear to use?
- What must you look out for before you turn into the new road?
- What should you do after you have turned in to the new road?
- If it is hard to see the entrance to the road you wish to turn into what clues can help you to judge where it is?
- What should you do if pedestrians are waiting to cross the road you are turning into?
- What danger would there be in overtaking a cyclist before turning left?

Turning Left



M S P S L

Look LOOK
ASSESS
DECIDE
ACT

Speed (& gears) **Position**

Signal

Mirrors

Turning Right

Learning Objectives

To make a right turn from a major to a minor road, under full control and with due regard for other road users:

Understanding priorities

Judging oncoming traffic safely and awareness of when it is safe to proceed

Procedure - MSPSL

- Scanning ahead and identifying the junction
 - Road signs and markings

- MSPSL routine
 - Use of mirrors
 - Correctly timed signal
 - Position next to centre line to turn right
 - Point of Turn
 - Speed on approach
 - Selection of gear
 - Avoiding coasting
 - Assessing oncoming traffic - Look, Assess, Decide, Act
 - Looking into the new road - pedestrians and obstructions


Q & A



- Why is it important to check your mirrors first?
- Which door mirror should you check for turning right?
- What problems could be caused by signaling too soon or too late?
- What are the dangers associated with approaching too quickly or slowly?
- How do you decide the correct gear?
- How can you judge if it is safe to turn when there is oncoming traffic?
- Why should you avoid holding back too far when waiting for oncoming traffic?
- What should you do after you have turned in to the new road?
- If it is hard to see the entrance to the road you wish to turn into what clues can help you to judge where it is?
- What should you do if pedestrians are waiting to cross the road you are turning into?


Turning Right





M S P S L

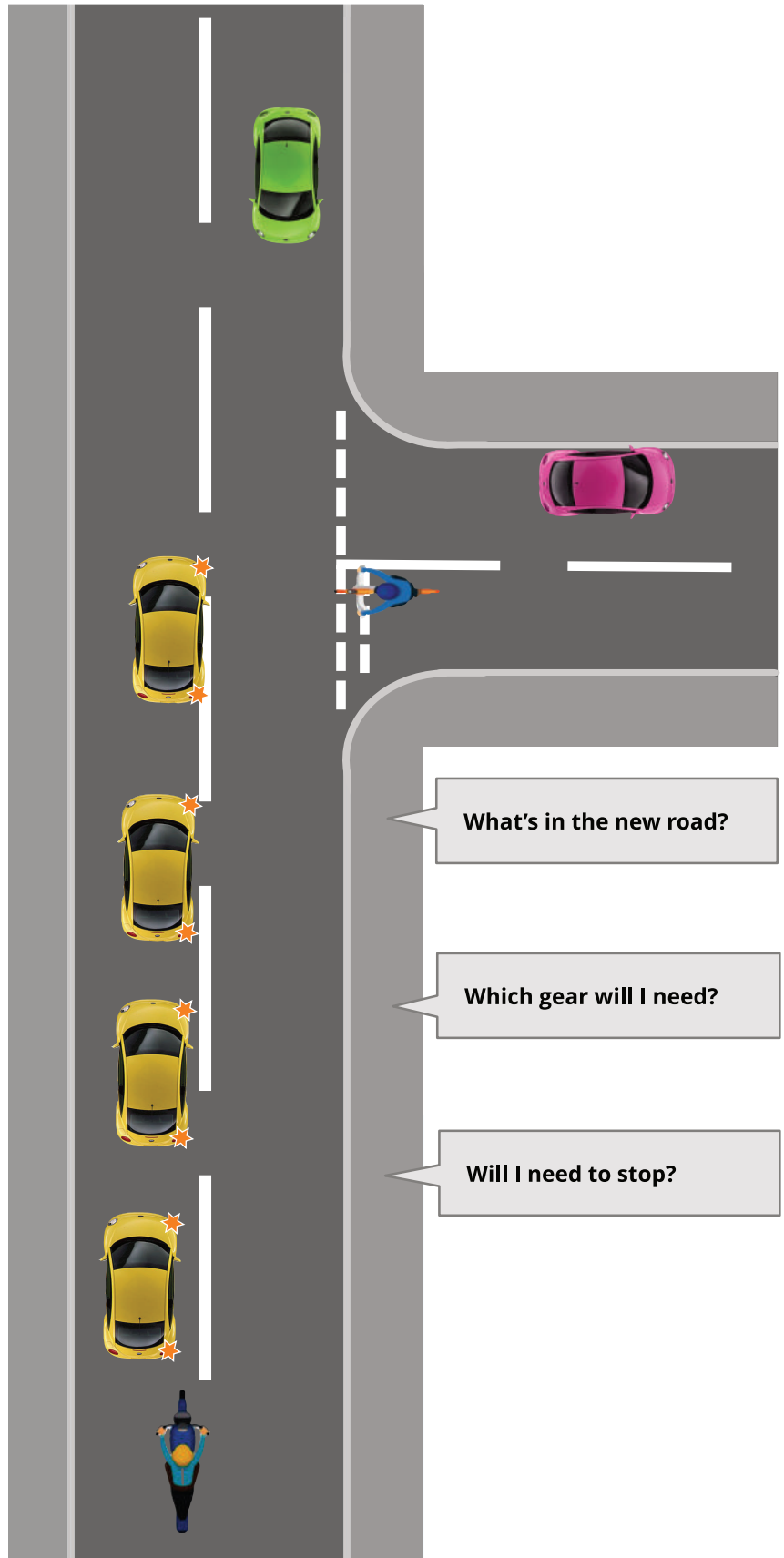
Look 

Speed (& gears)  

Position 

Signal 

Mirrors 



Other Junctions

Learning Objectives

To be aware of other junction layouts and the problems they may cause:

- Y Junctions
- Junctions on bends
- Filter lanes for turning

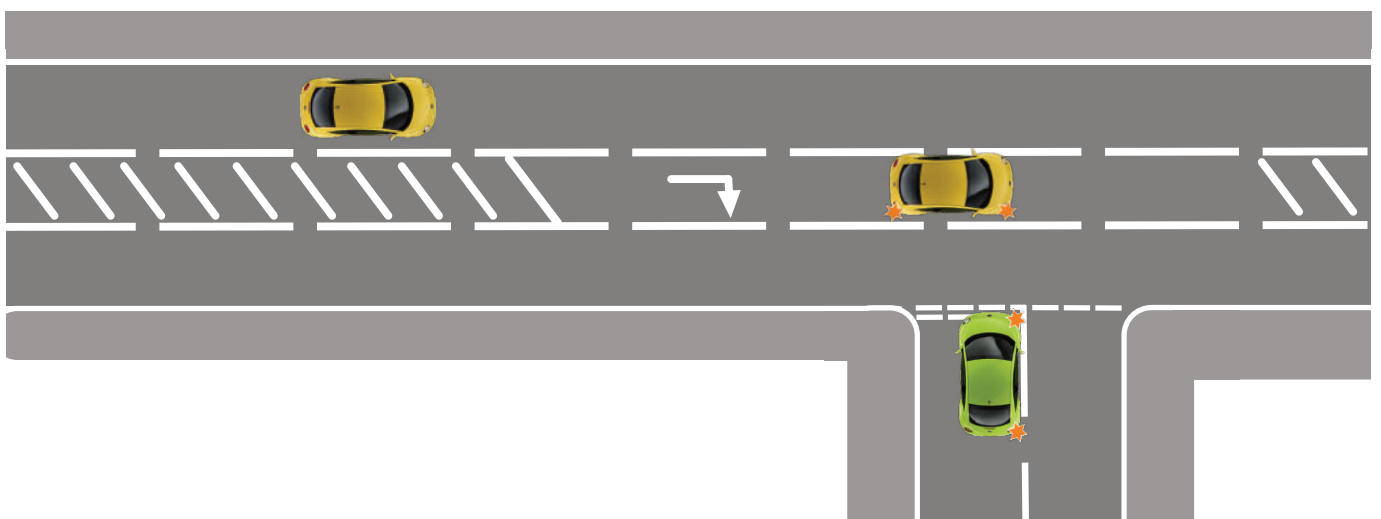
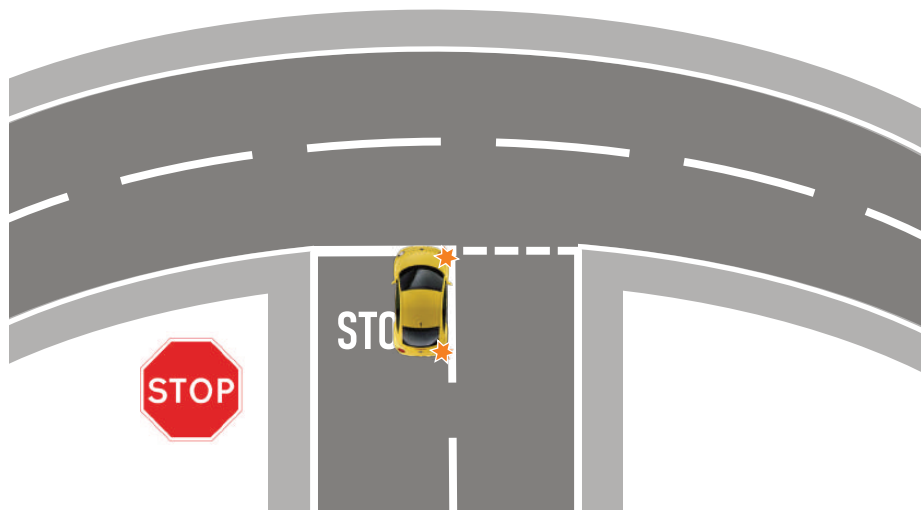
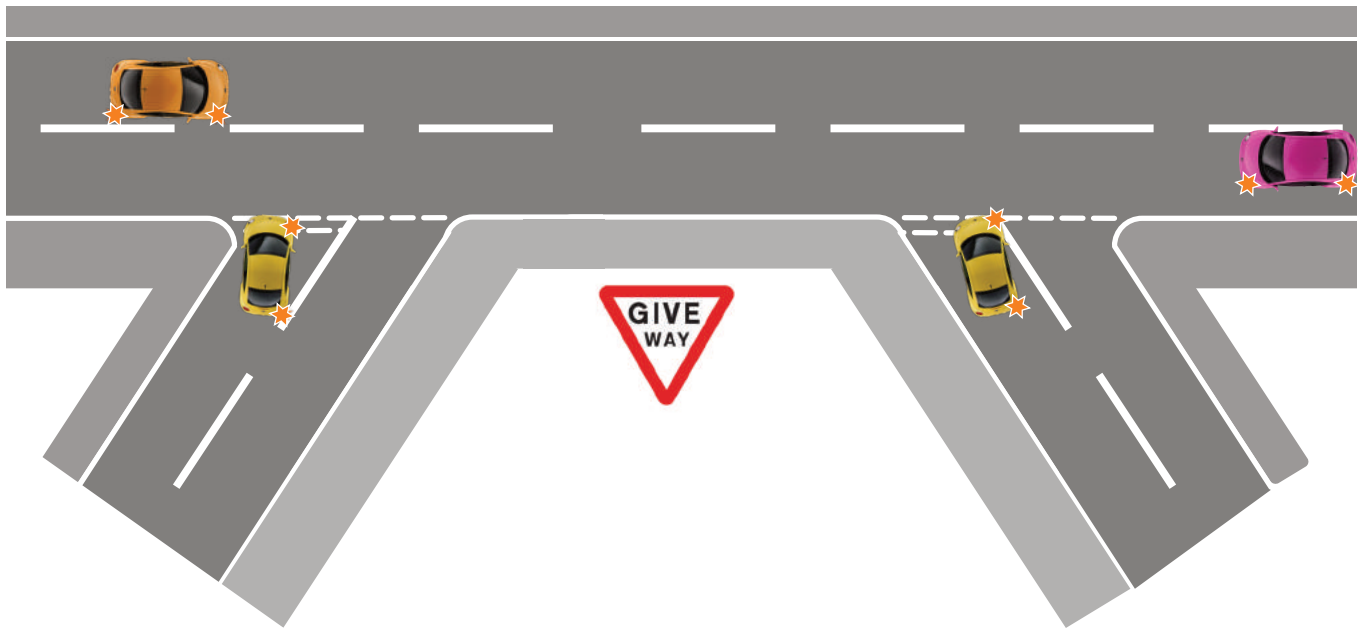
Procedure - MSPSL

- Scanning ahead and identifying the junction
 - Road signs and markings
- MSPSL routine
 - Adapting normal procedures based on the road layout
 - Use of mirrors
 - Signalling at an appropriate time
 - Appropriate braking to slow down
 - Correct choice of gear
 - Observation in difficult circumstances
- Awareness of and giving way to vulnerable road users

Q & A

- Why may it sometimes not be appropriate to follow normal rules?
- What are the particular dangers with emerging from a T-Junction on a bend?
- Why is it important to position yourself in the middle of a filter lane?
- When might it be appropriate to use 3rd gear when turning left from a major road to a minor road?
- In what ways may a larger vehicle position itself differently to a smaller vehicle at a junction?
- What position may cyclists take up?
- Why are some junctions “stop” junctions?
- What do you see that tells you a junction is a “stop” junction?

Other Junctions



Learning Objectives

To be able to approach and deal with crossroads from all directions safely:
Applying the MSPSL routine on approach to the crossroads
Dealing with taking the road ahead, turning to the left and to the right
from both major and minor roads, under control and giving due
attention to other road users

Procedure - MSPSL

- Scanning ahead and identifying the junction
 - Road signs and markings

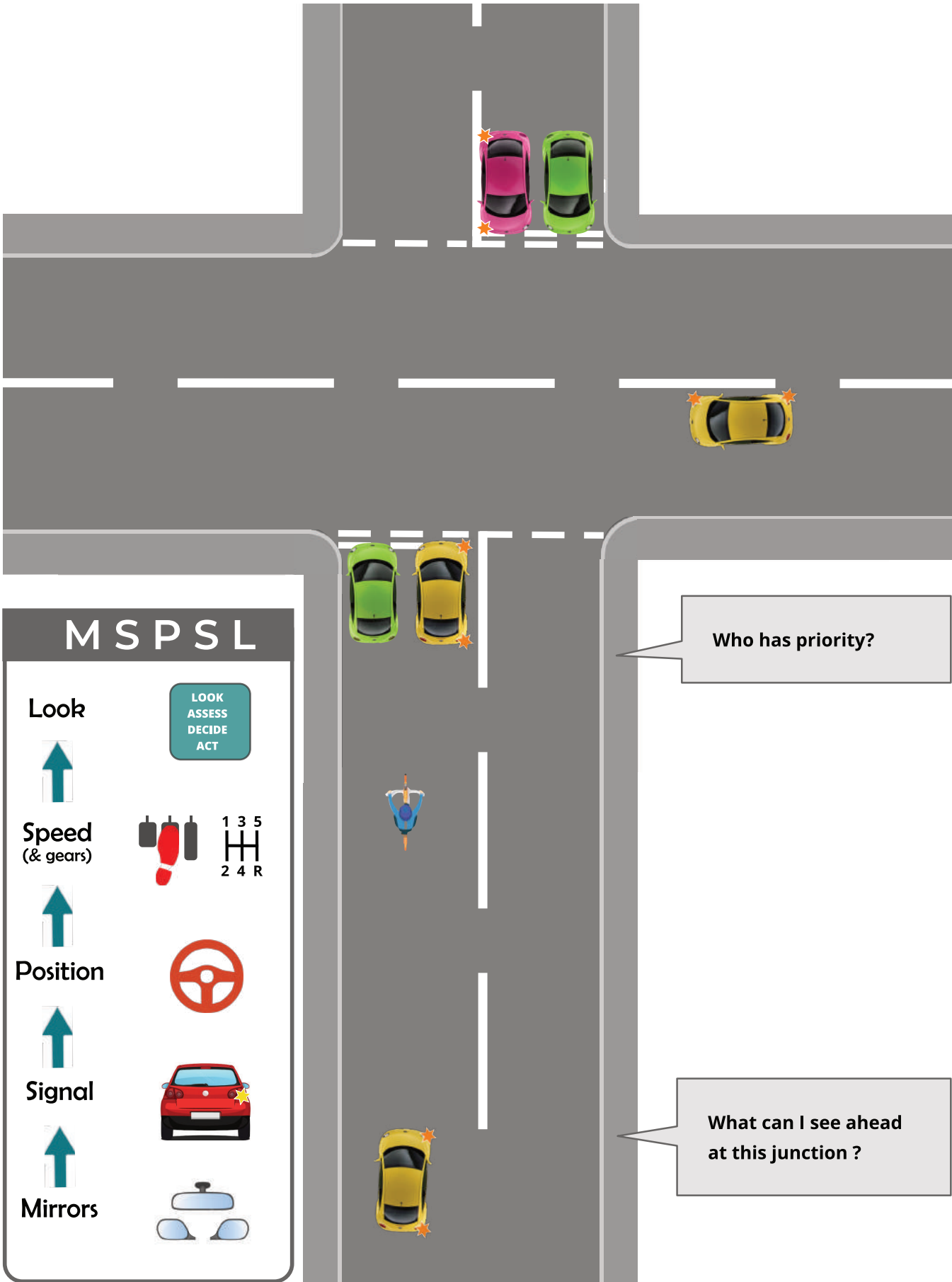
- MSPSL routine
 - Use of mirrors
 - Correctly timed signal where necessary
 - Correct positioning for intended direction
 - Speed on approach
 - Selection of gear
 - Avoiding coasting
 - Assessing all traffic - who has priority?
 - Look, Assess, Decide, Act
 - Making eye contact with other drivers

- Giving way to pedestrians and cyclists

Q & A

- How do you deal with a situation where both you and the oncoming traffic are turning right?
- Why should you never assume you have priority?
- Why might it be appropriate to slow down even if you are on the major road going straight ahead?
- What might suggest that someone is giving an incorrect signal?
- What would you do if you are waiting at the give way line and another vehicle flashes their headlights?
- Why might it be unsafe to emerge even if another driver beckons you to go first?
- What should you do if pedestrians are waiting to cross?
- Why should you not wave or beckon pedestrians to cross?

Crossroads



Learning Objectives

To be able to approach and deal with other crossroads situations such as box junctions and staggered crossroads:

- Scan and plan ahead for staggered crossroads
- Understand the rules for box junctions
- Plan ahead for box junctions

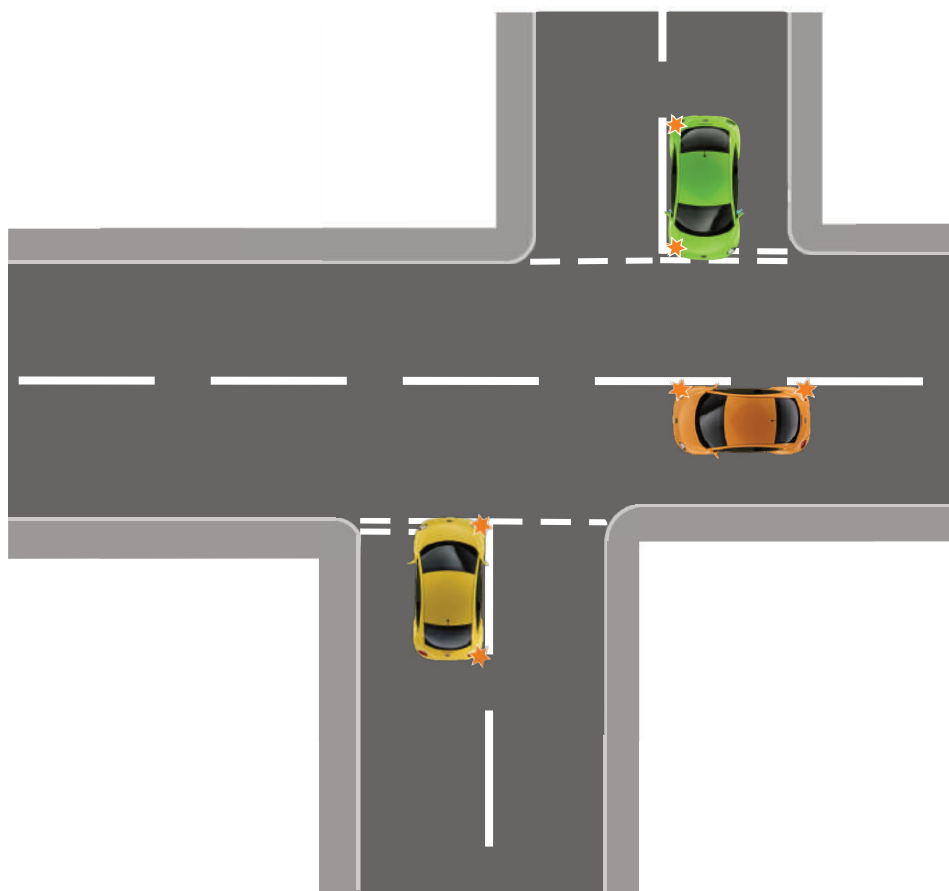
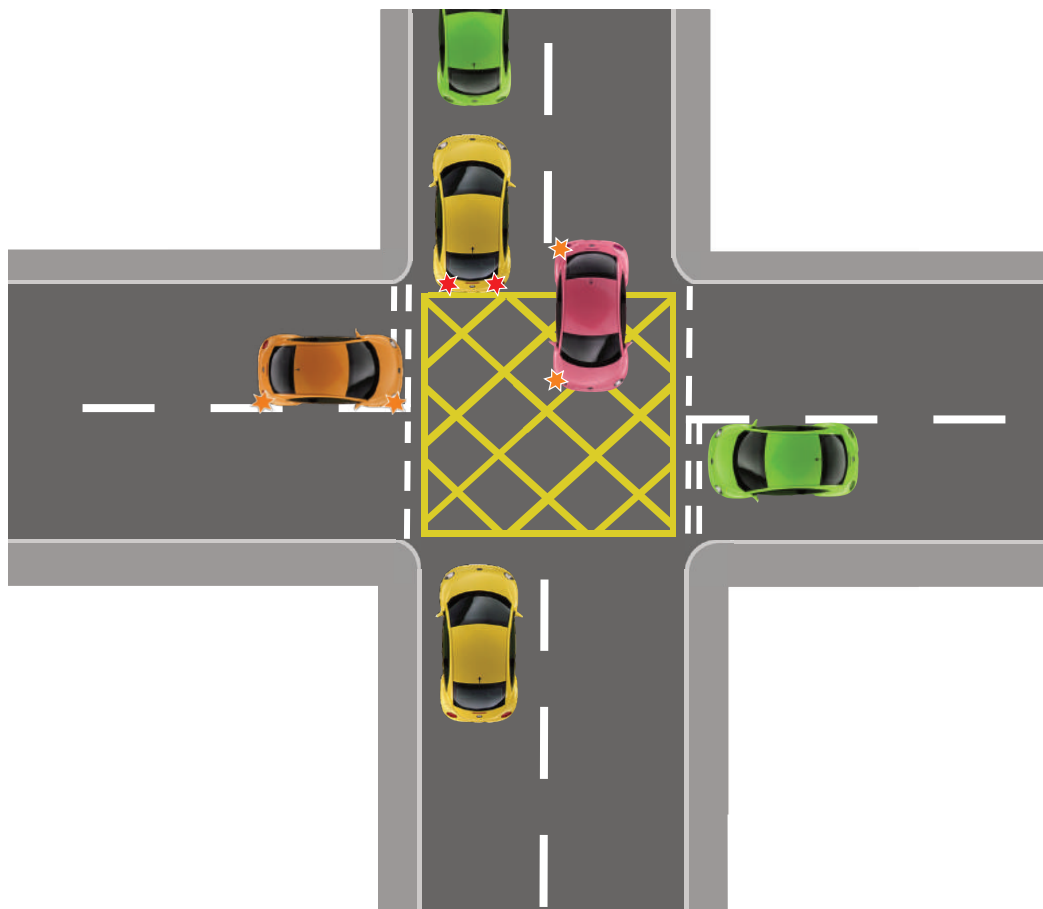
Procedure - MSPSL

- Scanning ahead and identifying particular problems
 - Road signs and markings
- MSPSL routine
 - Use of mirrors
 - Correctly timed signal
 - Correct positioning for intended direction
 - Speed on approach
 - Selection of gear
 - Avoiding coasting
 - Assessing all traffic - who has priority?
 - Look, Assess, Decide, Act

Q & A

- At a staggered junction how do you deal with a situation where both you and the oncoming traffic are turning right?
- Why should you never assume you have priority?
- Why might it be appropriate to slow down even if you are on the major road going straight ahead?
- What might suggest that someone is giving an incorrect signal?
- What would you do if you are waiting at the give way line and another vehicle flashes their headlights?
- Why might it be unsafe to emerge even if another driver beckons you to go first?
- What is the purpose of box junctions?
- When are you allowed to stop in a box junction?

Other Crossroads



Learning Objectives

To be able to approach and deal with traffic lights legally and safely:

Knowing the sequence and meaning of lights

Planning ahead

Dealing with turning right at lights offside to offside

Awareness of all road users including pedestrians and cyclists

Procedure - MSPSL

- Scanning ahead and identifying particular problems
 - Road signs and markings
 - Awareness of advanced stop lines for cyclists

- MSPSL routine
 - Use of mirrors
 - Correctly timed signal
 - Choosing the correct lane
 - Speed on approach
 - Anticipating the lights changing
 - Selection of gear
 - Avoiding coasting

- Assessing all traffic - who has priority?
 - Watching out for pedestrians and cyclists
 - Awareness of positioning of cyclists

- Position to stop when turning right offside to offside
 - Why offside to offside is recommended
 - Why offside to offside may not be appropriate

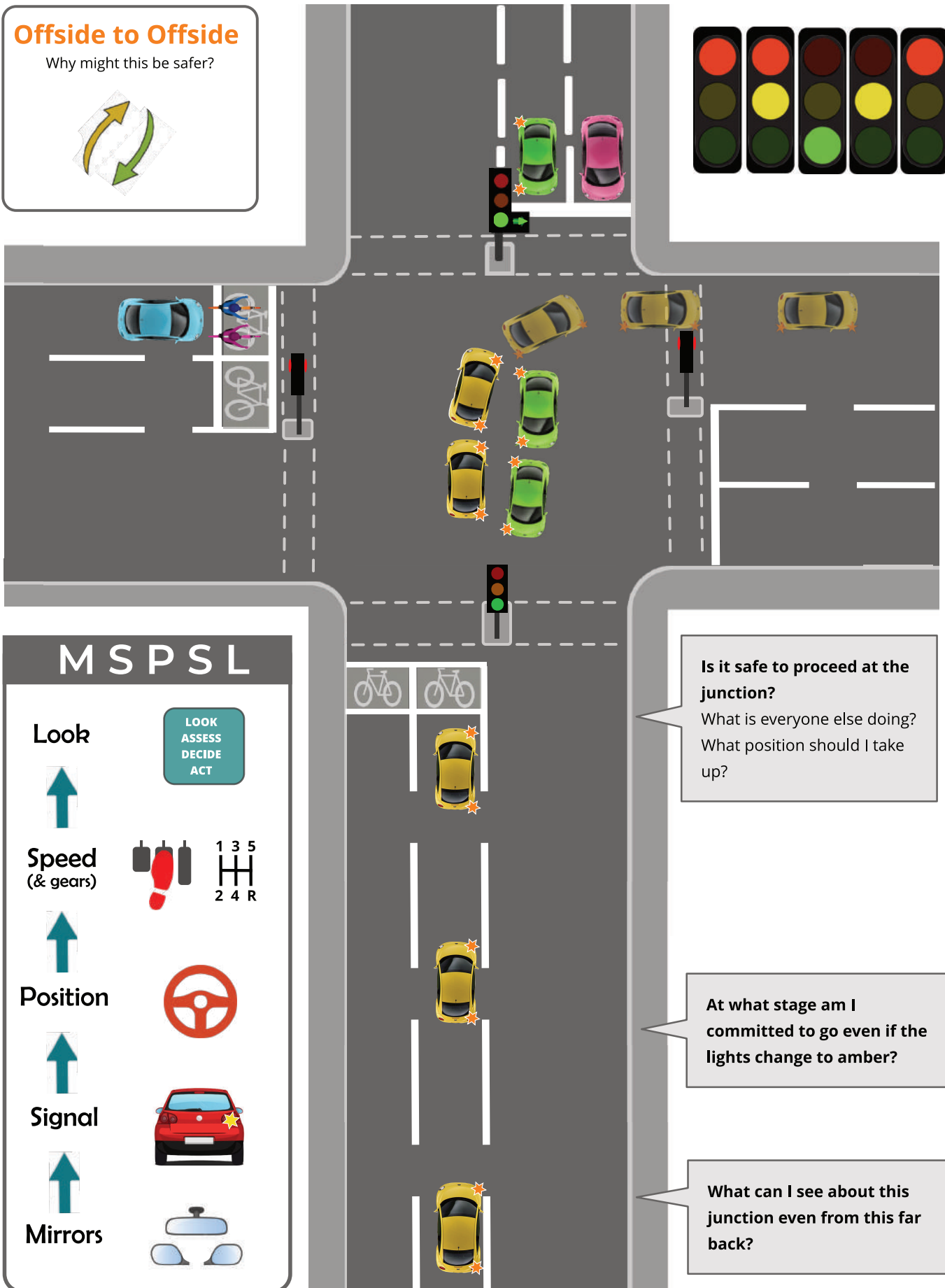
Q & A

- Why might offside to offside be necessary when turning right?
- Why can this be more difficult?
- When should you use your parking brake at traffic lights?
- If you have crossed the stop line and the lights change from green what should you do?
- When waiting at a red stop light how can you anticipate when your lights may be about to change?
- What is a traffic light filter arrow and what does it mean?
- Why is turning right offside to offside the safer option?
- When may you need to turn nearside to nearside?

Traffic Lights

Offside to Offside

Why might this be safer?



MSPSL

Look



LOOK
ASSESS
DECIDE
ACT

Speed
(& gears)



Position



Signal



Mirrors



Learning Objectives

To be able to approach and deal with traffic lights legally and safely:

Knowing the sequence and meaning of lights

Planning ahead

Dealing with turning right at lights nearside to nearside

Awareness of all road users including pedestrians and cyclists

Procedure - MSPSL

- Scanning ahead and identifying particular problems
 - Road signs and markings
 - Awareness of advanced stop lines for cyclists
- MSPSL routine
 - Correctly timed signal
 - Choosing the correct lane
 - Speed on approach
 - Anticipating the lights changing
 - Selection of gear
 - Avoiding coasting
 - Assessing all traffic - who has priority?
- Position to stop when turning right for nearside to nearside
- Why nearside to nearside might be necessary
 - Road markings, layout of junction, position of other vehicles

Q & A

- Why might nearside to nearside be necessary when turning right?
- Why can this be less safe?
- When should you use your parking brake at traffic lights?
- If you have crossed the stop line and the lights change what should you do?
- What can you do when waiting at a red stop light to anticipate when your lights may be about to change?
- What should you do if you find yourself in the wrong lane?
- Why should you check your mirrors before moving off?

Traffic Lights



Nearside to Nearside

Why might this be necessary?



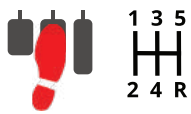
MSPSL

Look



LOOK
ASSESS
DECIDE
ACT

Speed
(& gears)



Position



Signal



Mirrors



Is it safe to proceed at the junction?

What is everyone else doing?
What position should I take up?

At what stage am I committed to go even if the lights change to amber?

What can I see about this junction even from this far back?

Learning Objectives

To understand the application of MSPSL at roundabouts and to be able to decide when to emerge safely at roundabouts:

- Assessing the roundabout ahead
- Correct application of MSPSL on approach
- Emerging safely onto the roundabout
- Correct positioning, use of mirrors and signals whilst on the roundabout

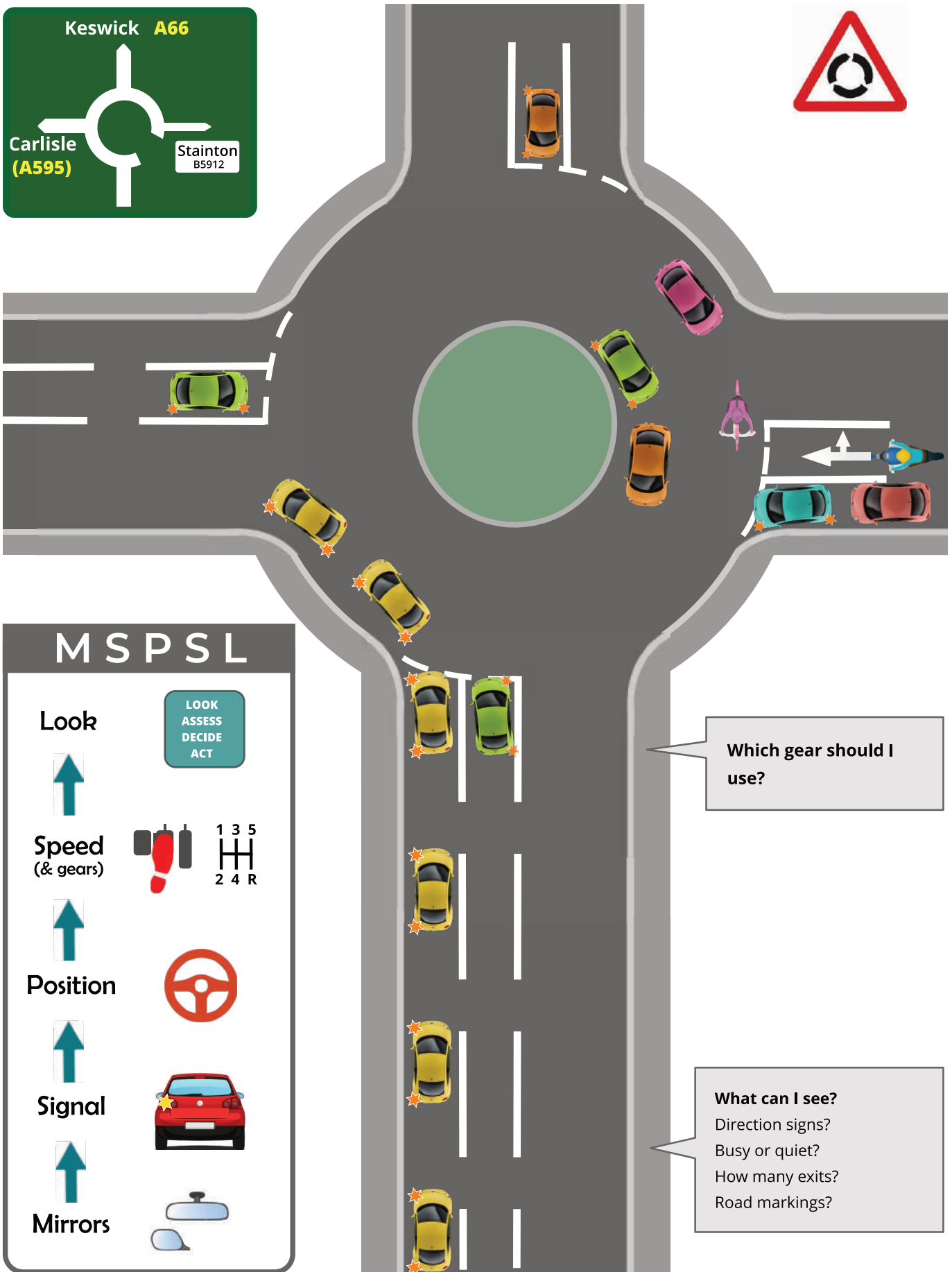
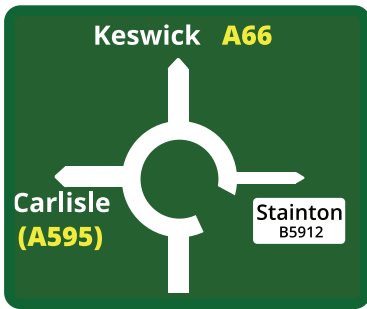
Procedure - MSPSL

- Scanning ahead and assessing the roundabout
 - Road signs and markings
 - How busy the roundabout is
- Normal application of MSPSL routine
 - Use of mirrors
 - Correctly timed signal
 - Choosing the correct lane for left, ahead, right
 - Speed on approach
 - Selection of gear
 - Avoiding coasting
 - Assessing traffic to the right
- Reasons for sometimes not following the normal rules at roundabouts
 - Road signs and markings
 - Numbers of and positioning of exits
- Reasons why positioning of cyclists, horse riders and larger vehicles may differ

Q & A

- Why might it be dangerous to stop at a roundabout if you do not have to?
- What factors can help you decide which exit another vehicle will take?
- What types of vehicles might be slower at roundabouts?
- What vehicles may be harder to see at roundabouts?
- What should you do if you miss your exit?
- Why might cyclists take up a different position when turning right?
- When might a lorry need to take up a different position at a roundabout?

Roundabouts - Left



M S P S L

Look



**LOOK
ASSESS
DECIDE
ACT**

**Speed
(& gears)**



Position



Signal



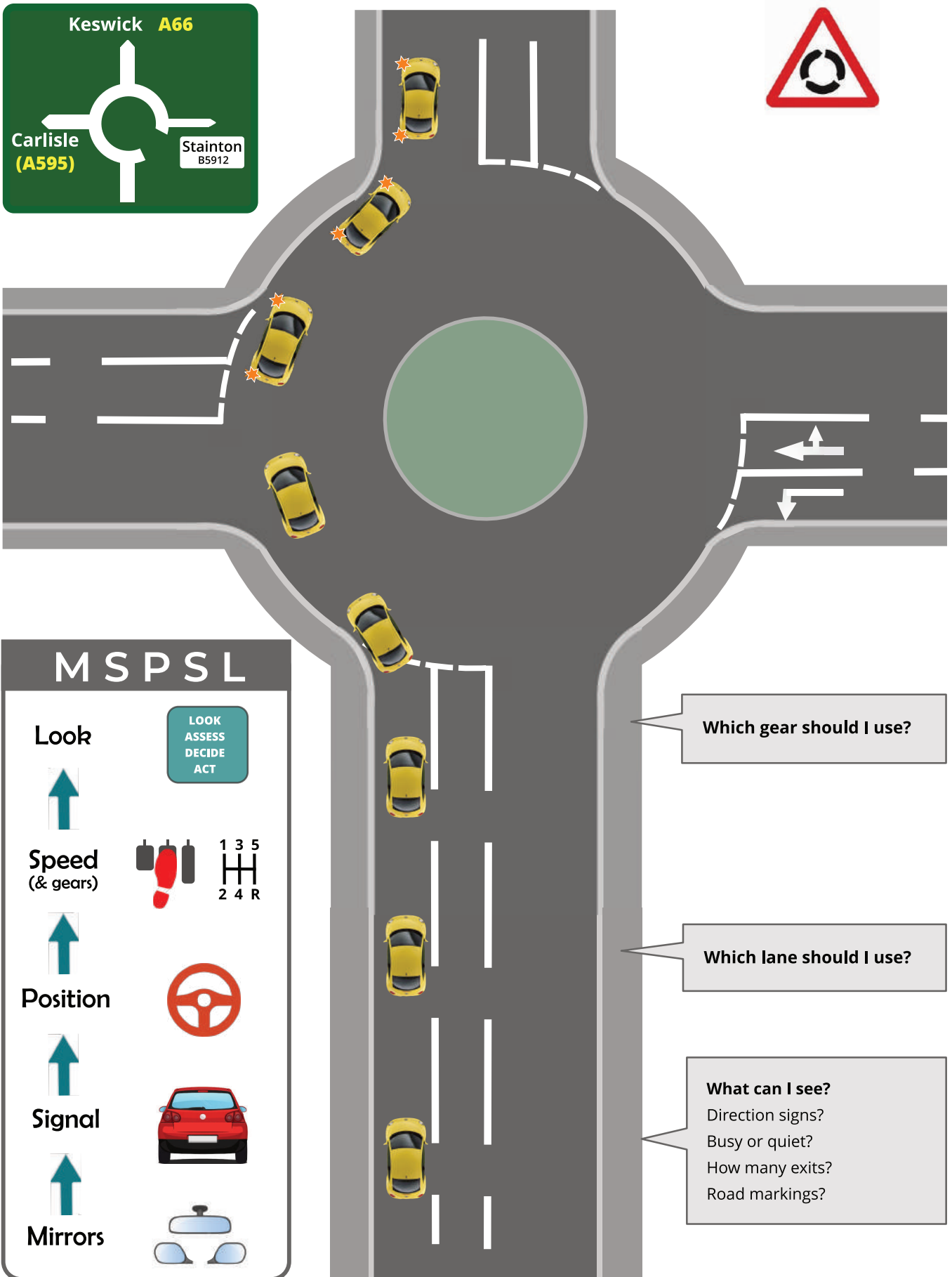
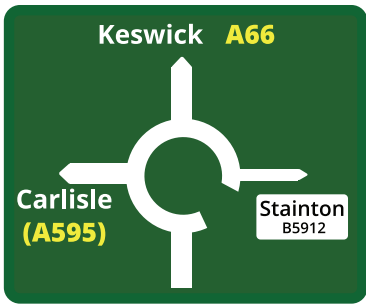
Mirrors



Which gear should I use?



What can I see?
Direction signs?
Busy or quiet?
How many exits?
Road markings?


Roundabouts - Ahead




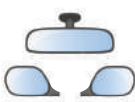
M S P S L

Look LOOK
ASSESS
DECIDE
ACT

Speed (& gears)  

Position 

Signal 

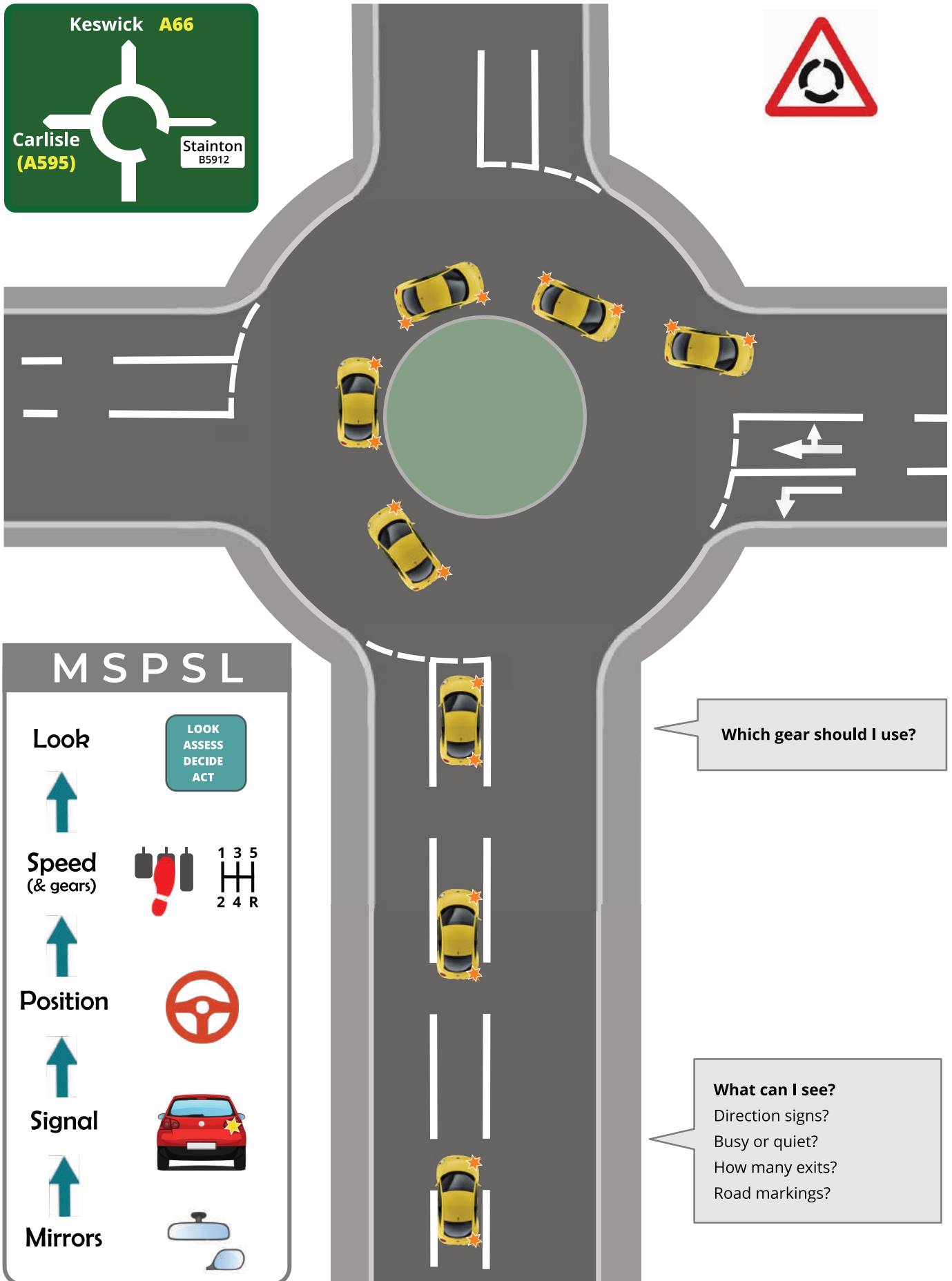
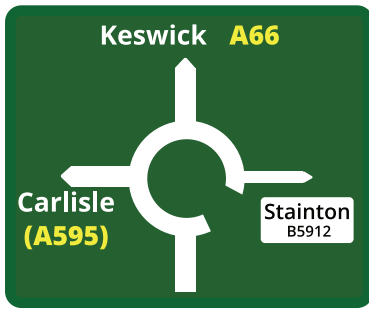
Mirrors 

Which gear should I use?

Which lane should I use?

What can I see?
 Direction signs?
 Busy or quiet?
 How many exits?
 Road markings?

Roundabouts - Right



MSPSL

Look



LOOK
ASSESS
DECIDE
ACT

Speed
(& gears)



Position



Signal



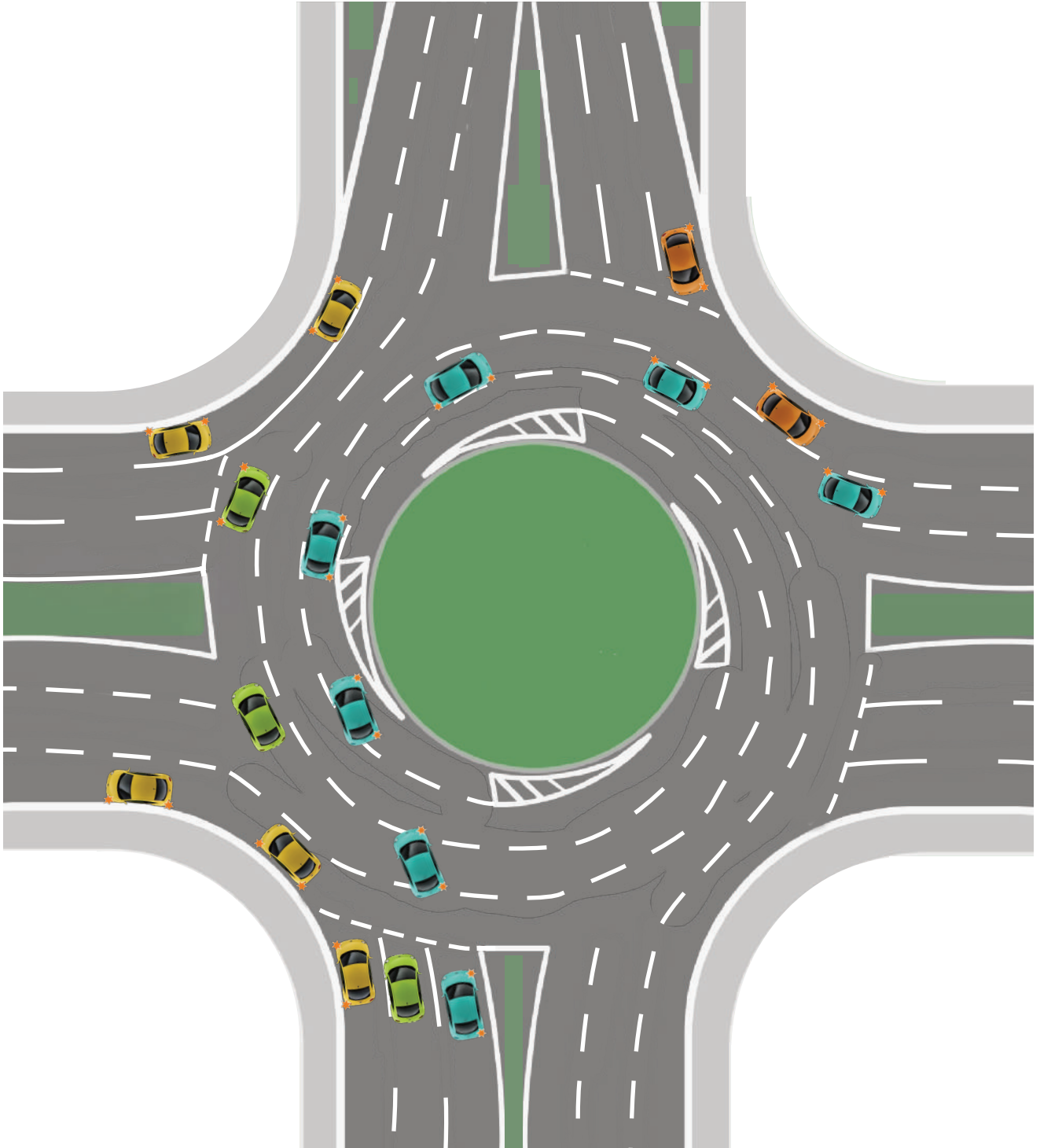
Mirrors



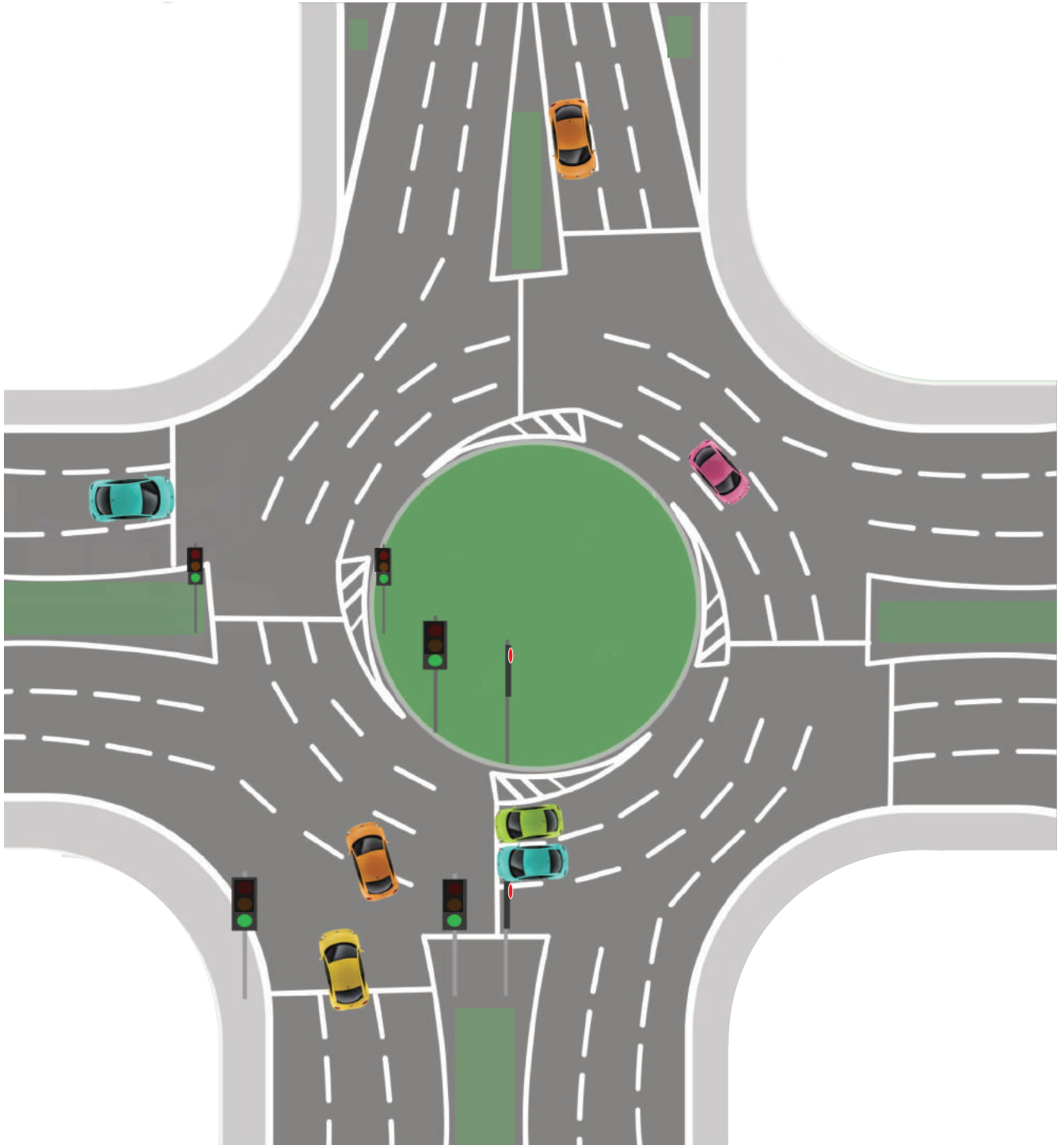
Which gear should I use?

What can I see?
Direction signs?
Busy or quiet?
How many exits?
Road markings?

Roundabouts - Spiral



Roundabouts with Traffic Lights



Mini Roundabouts

Learning Objectives

To be able to deal safely with mini roundabouts:

Understand the purpose of mini roundabouts

Understand particular difficulties associated with mini roundabouts

Make effective observation

Procedure - MSPSL

- Assessing road signs and road markings
 - Observation and priorities
- Problems with large vehicles
- Double/multiple mini roundabouts
- Road positioning/lanes and signalling
 - Turning left
 - Going ahead
 - Turning right
- Multiple mini roundabouts
- U-turns at mini roundabouts
- Priority always to the right

Q & A

- How do you identify a mini roundabout?
- What are the rules as to who has priority at mini roundabouts?
- In what circumstances might it be appropriate to drive over the central white marking?
- What might you need to be aware of when large vehicles are turning at a mini roundabout?
- Why might drivers get confused about priorities at mini roundabouts?
- Why might it be acceptable not to signal your intention to leave a mini roundabout?
- What are the rules of priority at double mini roundabouts?
- How do you deal with multiple mini roundabouts?
- What are the dangers of doing a U-turn at a mini roundabout?
- What will you do if someone is waiting at each entry to the roundabout for the vehicle on their right?

Mini Roundabouts

MSPSL

Look LOOK ASSESS DECIDE ACT

Speed (& gears) 1 3 5 2 4 R

Position

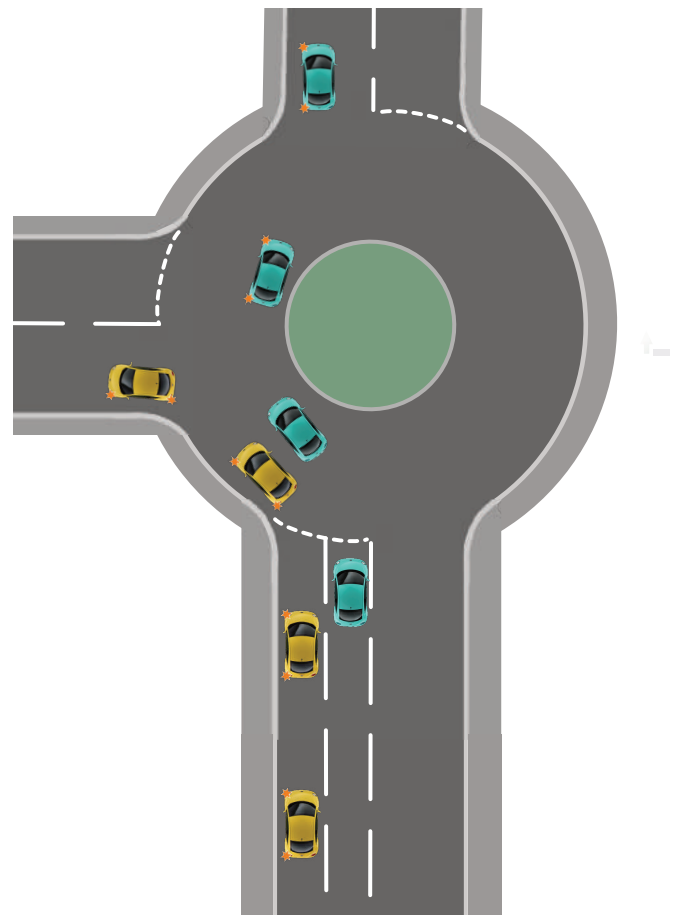
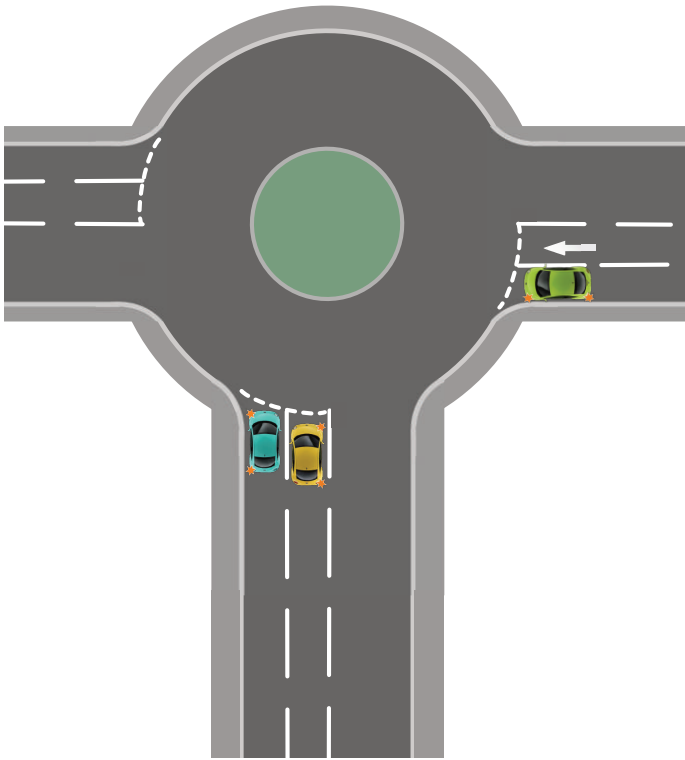
Signal

Mirrors

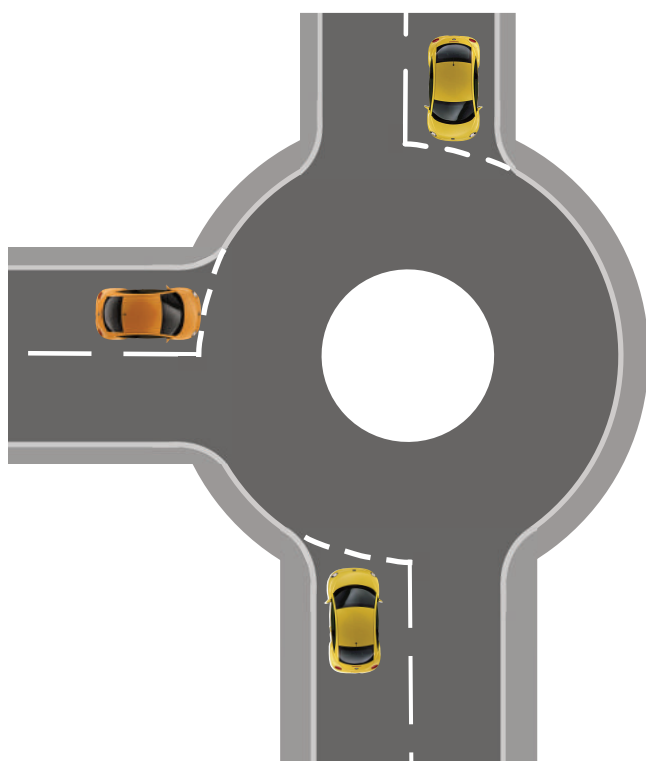
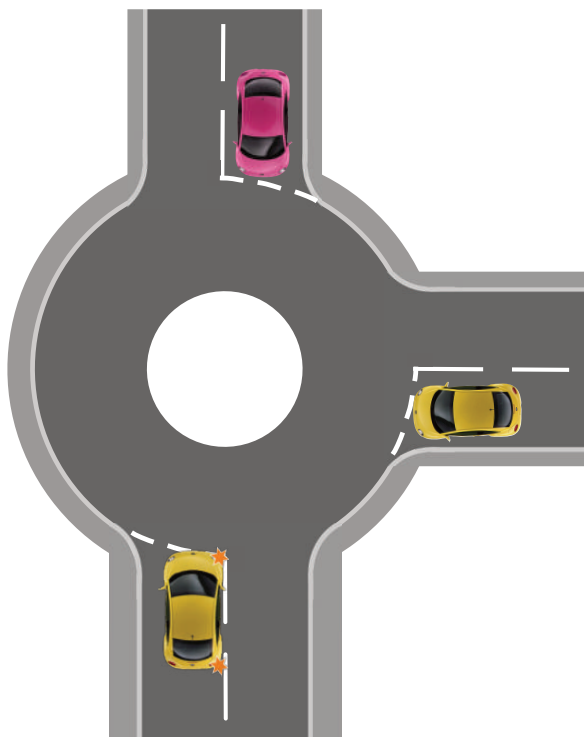
Who has priority?

What can I see?
 Direction signs?
 Busy or quiet?
 How many exits?
 Road markings?

Other Roundabout Layouts



Other Mini Roundabout Layouts



One Way Streets

Learning Objectives

To be able to deal safely with one way streets and one way systems particularly with regard to road positioning:

Identifying one way streets and associated road signs/markings.

Road positioning

Entering and exiting one way streets - road positioning

Overtaking on the left or right

Dealing with one way systems

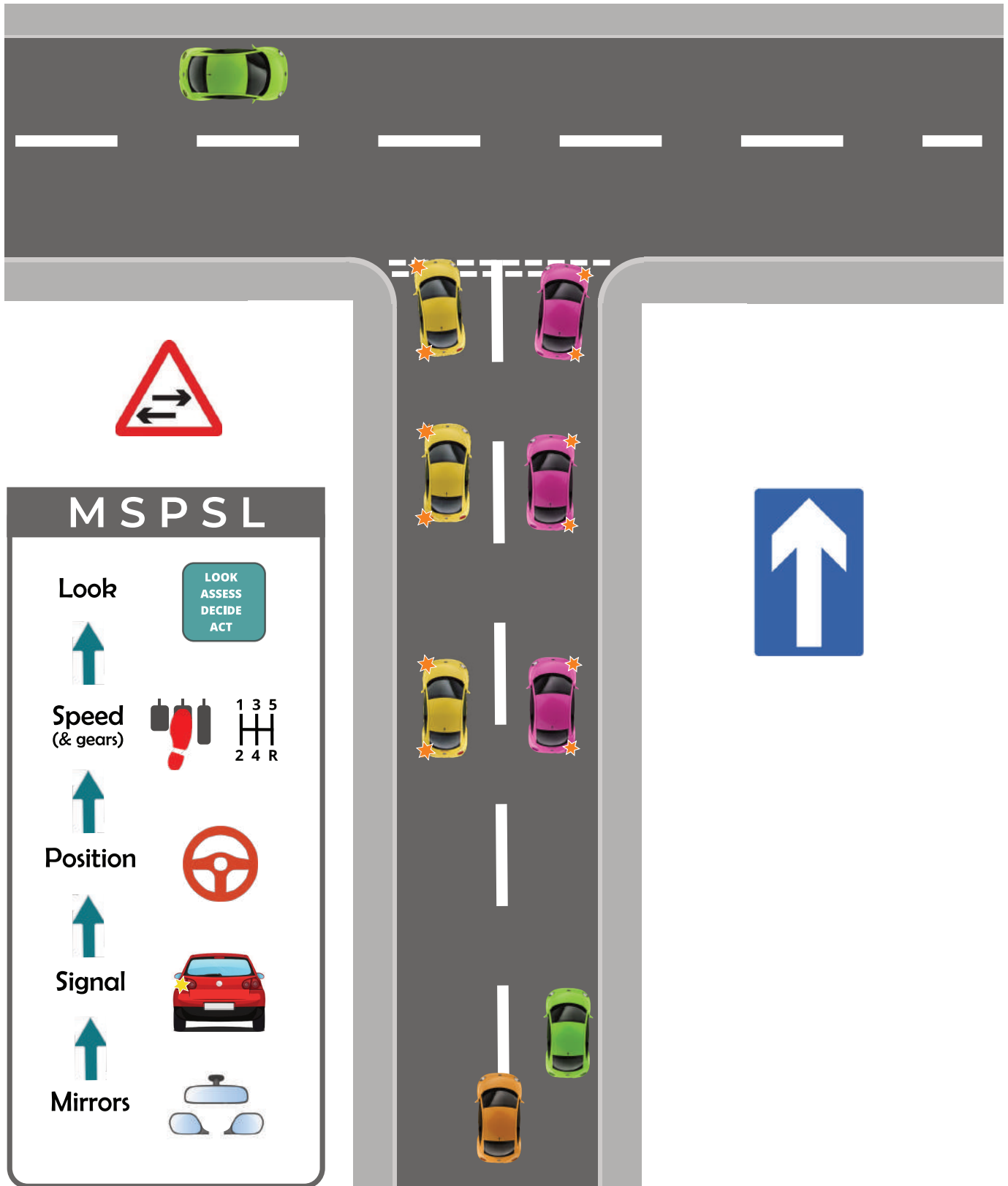
Procedure

- Identifying one way streets
- Positioning for left, straight ahead or right
- Planning ahead for turning
- Use of MSPSL
- Lanes marked / unmarked
- Procedure for changing lanes

Q & A

- Why is it important to get into the correct lane in good time in a one way street?
- What should you be aware of when moving to a lane on your left or right in a one way street?
- What should you do if you find yourself in the wrong lane on a one way street or one way system?
- How do you decide which lane to take in a one way street?
- In addition to using mirrors, where can you look to make sure it's safe to change lanes?

One Way Streets



Anticipation & Awareness

Learning Objectives

To be able to scan and plan ahead, anticipating the actions of others and take appropriate action:

Scanning and planning

Looking ahead, assessing, deciding, acting

Awareness of different types of hazards - static, moving, weather

Awareness of vulnerable road users

Multiple hazards

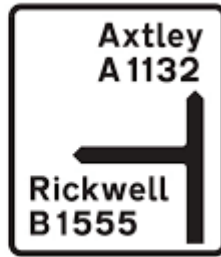
Practicalities

- Scanning and planning, where to look
- Different types of hazard
- Using the seen to predict the unseen
- Look, assess, decide, act
- Hazards behind - use of mirrors
- Adjusting speed to give more time
- The benefits of slowing down early
- Awareness of vulnerable road users - dealing with pedestrians, horse riders, cyclists and motorcyclists

Q & A

- Where should you be looking when you are driving?
- What could go wrong if you are just focused on one hazard?
- What examples are there of using what you can see to predict what you can't yet see?
- How do road signs help you with anticipation?
- Who do you think are the most vulnerable road users?
- What should you do when approaching a junction and a pedestrian is waiting to cross?

Independent Driving



Learning Objectives

To be able to drive without verbal directions, either following road signs or instructions from a satnav:

- Use and set up of satnav
- Understanding of direction signs
- Route planning

Practicalities

- Looking ahead for direction signs and road markings.
- Correct implementation of MSPSL
- How to set up the satnav
- Where to look when using satnav
- Road signs, safety and road markings take priority over satnav

Q & A

- Why should you plan your route before setting off?
- What should you do if the satnav tells you to turn into a no entry road?
- What are the dangers of looking too much at the satnav?
- What should you do if you are in the wrong lane for where the satnav is telling you to go?

Learning Objectives

To be able to deal safely with meeting oncoming traffic in different situations such as narrow roads and roads with parked cars:

Anticipating and reading the road ahead

Understanding correct clearance to parked vehicles and how it relates to speed

Awareness of factors that may make a road narrow

Use of MSPSL

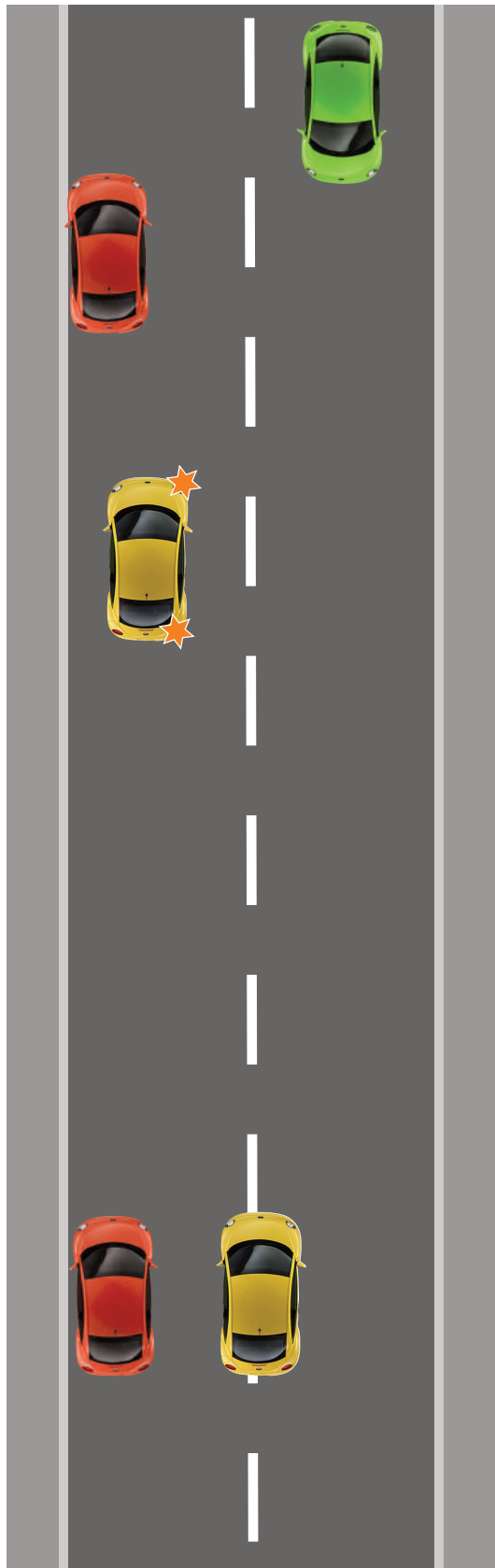
Procedure

- Assessing the road ahead - narrow roads, parked vehicles and obstructions
- Clearance from parked vehicles and use of speed
- Always being willing to hold back
- Use of MSPSL
- Selecting an appropriate hold back position
- The benefits of slowing down early
- Cyclists and other vulnerable road users

Q & A

- Why is MSPSL important when meeting oncoming traffic?
- What hazards should you be aware of when passing parked vehicles?
- How much clearance would you normally give when passing parked vehicles?
- If you can't give the normal clearance what should you do?
- If you see approaching traffic and a vehicle is parked on the other side of the road, why is it important that you don't assume priority?
- If you have to stop for approaching traffic, what are the advantages of holding well back?

Meeting Traffic



Road Positioning

Learning Objectives

To be able to deal select an appropriate road position for normal driving:

Judging distance from the edge of the road/carriageway

Understanding appropriate distance from parked cars and obstructions

Awareness of other factors that may affect appropriate road positioning

Giving correct clearance to pedestrians in the road, cyclists and horse riders

Procedure

- Correct normal driving position
- Anticipation and reading the road ahead
- Bends, narrow roads, road markings, lane selection
- Awareness of factors that may or may not affect road position
Bus lanes, cycle lanes, parking bays. one way streets

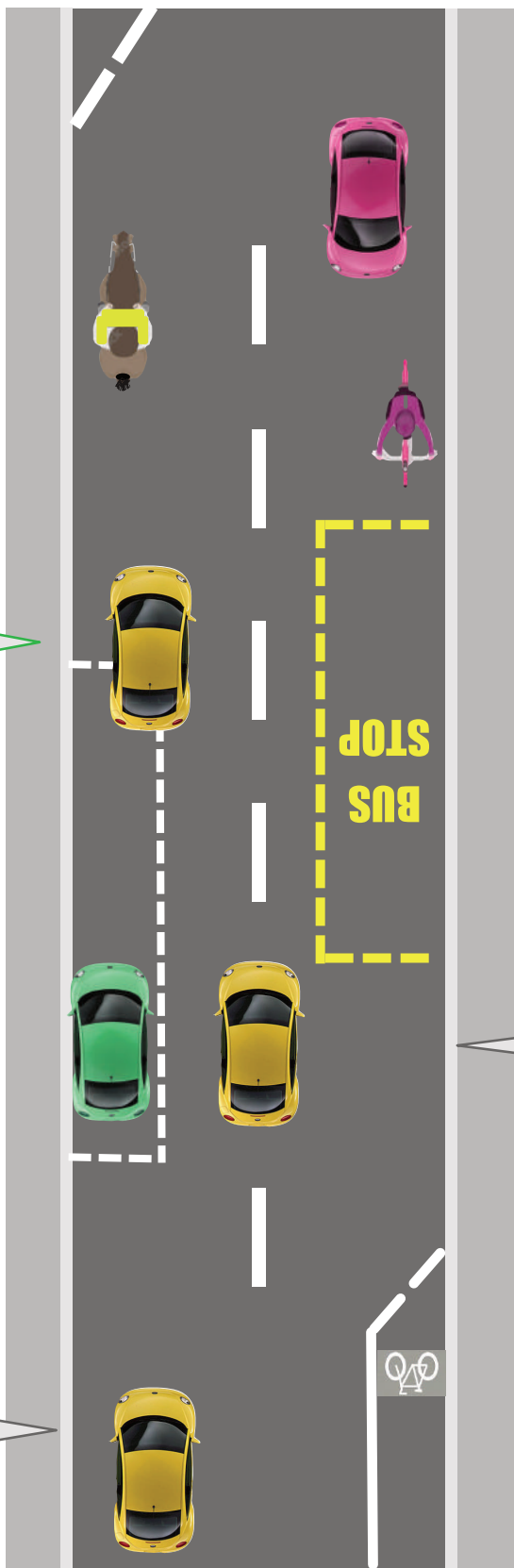
Q & A

- What are the dangers of an incorrect driving position?
- Why might drivers fail to maintain normal driving position on bends?
- Why is it important to maintain correct position on bends?
- What factors affect your choice of lane on a dual carriageway?
- How might puddles in the road affect your positioning?
- When may you drive in a bus lane?
- What might happen if you drive too close to parked cars?
- How much clearance should you give to horse riders
- At what speed should you pass horse riders?
- How much clearance should you give to cyclists?
- How would you deal with a cyclist who is riding in the middle of your lane?
- How would you deal with cyclists who are riding two abreast?

Road Positioning



How do road markings affect my position?



How far should I be from parked cars?

What is my normal driving position?

Learning Objectives

To be able to deal choose a safe and appropriate speed to drive having regard to speed limits and all other factors:

Awareness of speed limits

Awareness of different factors that may affect a safe speed to drive

Key Points

- Understanding speed limit signs
- The speed limit when there are no signs
- Weather
 - Rain, snow and hail, wind, sun, fog and mist, ice
- Visibility - dusk, nighttime, bad weather
- The road
 - Width, hazards, type of area, other traffic approaching/following
- Slowing in advance of hazards
- Gears - appropriate gear to match speed
- How the presence of vulnerable road users may affect your speed

Q & A

- What are the dangers of driving too fast?
- What are the dangers of driving slower than is necessary?
- What are repeater signs?
- How far behind the vehicle in front should you normally be?
- Why should you drive more slowly in a shopping area?
- How do you decide the speed to drive at night?
- What would happen if you drive too fast around a bend?
- How could weather conditions affect what is an appropriate speed?
- Why does the presence of vulnerable road users affect your speed?

Speed

How do hazards ahead affect my speed?

How does the weather affect my speed?

What is the speed limit if there are street lights and no other signs?

How does driving at night affect my speed?

40

20 ZONE

Beesworth

30

Zone ENDS

30

30

Learning Objectives

To be able to judge when it is safe and legal to overtake and to be able to overtake another vehicle safely:

- Assessing a safe opportunity
- Judging oncoming traffic
- MSPSL

Procedure

- Is overtaking needed in the situation?
- How far ahead you can see and zones of vision
- Hazards ahead - safe convenient and lawful?
- Awareness of cyclists, horse riders and pedestrians
- Adjusting position for a better view
- Judging speed of oncoming traffic
- Accelerating and gear selection
- Applying MSPSL when overtaking


Q & A


- What are the dangers with overtaking?
- Why should you not overtake on a bend?
- Why is it unsafe to overtake when there is a side road ahead?
- What will you do if you are behind another vehicle and cannot see past it?
- Are you allowed to exceed the speed limit to overtake?
- Why should you be aware of vehicles behind you when preparing to overtake?
- When may you overtake on the left?
- How much clearance should you give when overtaking a cyclist?
- How would you deal with overtaking a group of cyclists?
- How should you deal with overtaking a horse and rider?
- At what speed should you overtake a horse and rider?


Overtaking





M S P S L

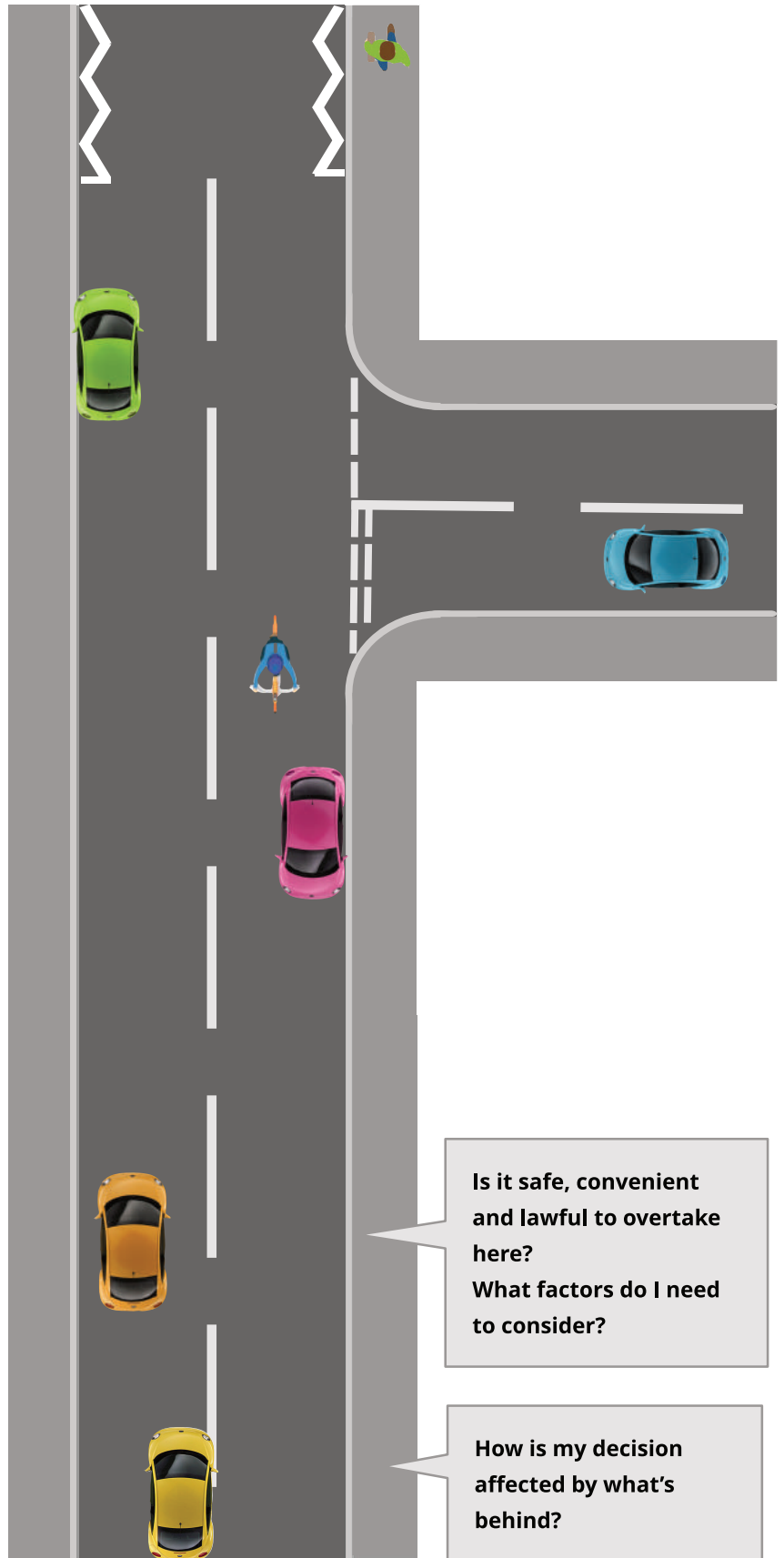
Look 

Speed (& gears) 

Position 

Signal 

Mirrors 



Pedestrian Crossings

Learning Objectives

To understand the purpose of pedestrian crossings, the rules associated with different types of crossing and to be able to deal with pedestrian crossings safely:

- Identifying uncontrolled and light-controlled pedestrian crossings
- Applying the MSPSL routine on approach to pedestrian crossings
- Understanding the different kinds of crossings and the meanings of lights and road markings

Procedure

- Awareness of crossings ahead and pedestrians wishing to cross
- The specific rules associated with different kinds of crossing
 - zebra, parallel, toucan, puffin, pelican, pegasus/equine
- Anticipating the lights changing at light controlled crossings
- Application of MSPSL
- Keeping the crossing clear
- School crossing patrols
- Central refuges with no crossing marked

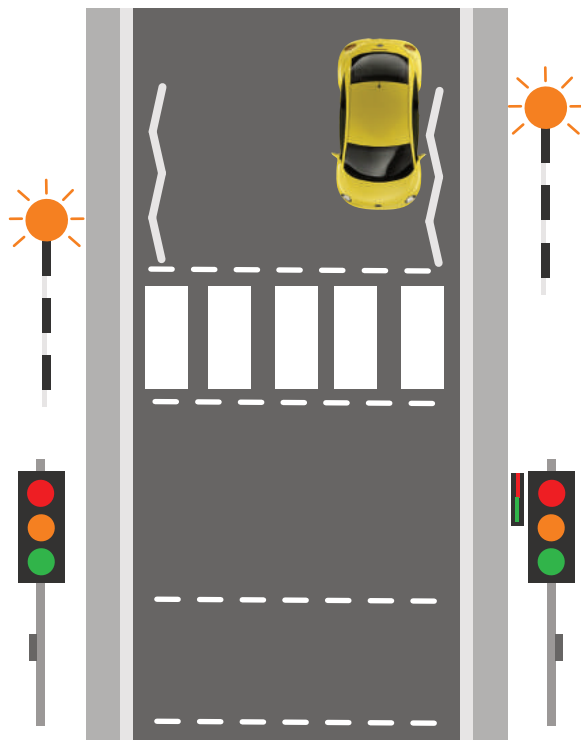
Q & A

- What advance warning might you get of a zebra crossing ahead?
- What should be your first priority when you see a pedestrian crossing ahead?
- Why should you not wave for pedestrians to cross?
- What signal could you give?
- What should you do if a pedestrian is hesitant to cross?
- What is the meaning of the zig zag lines?
- What is a parallel crossing?
- What are the differences between a straight crossing with an island and a staggered crossing?
- How can you predict that the lights may change soon at a light controlled crossing?
- Why might the lights change at a light controlled crossing even if no one is waiting?

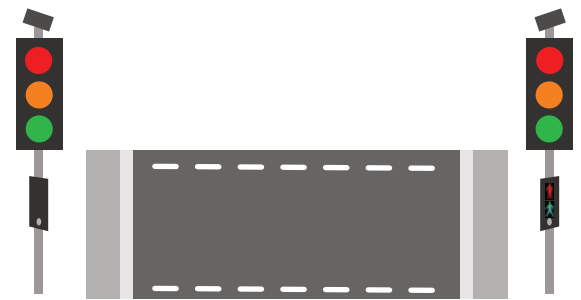
Pedestrian Crossings



Zebra



Pelican

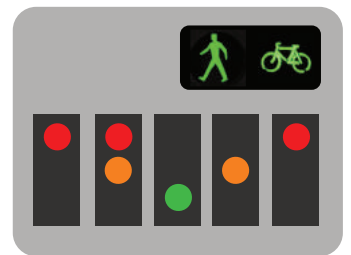
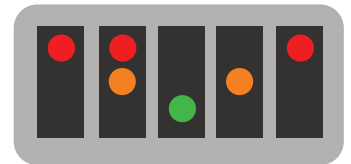
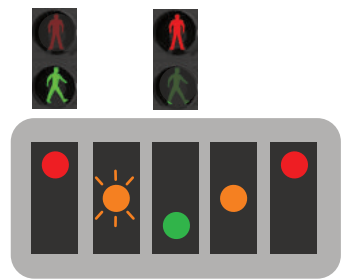
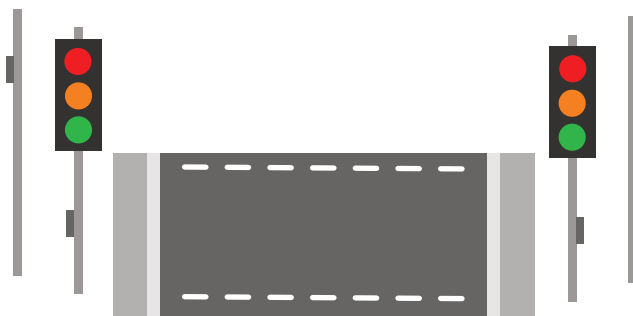


Puffin

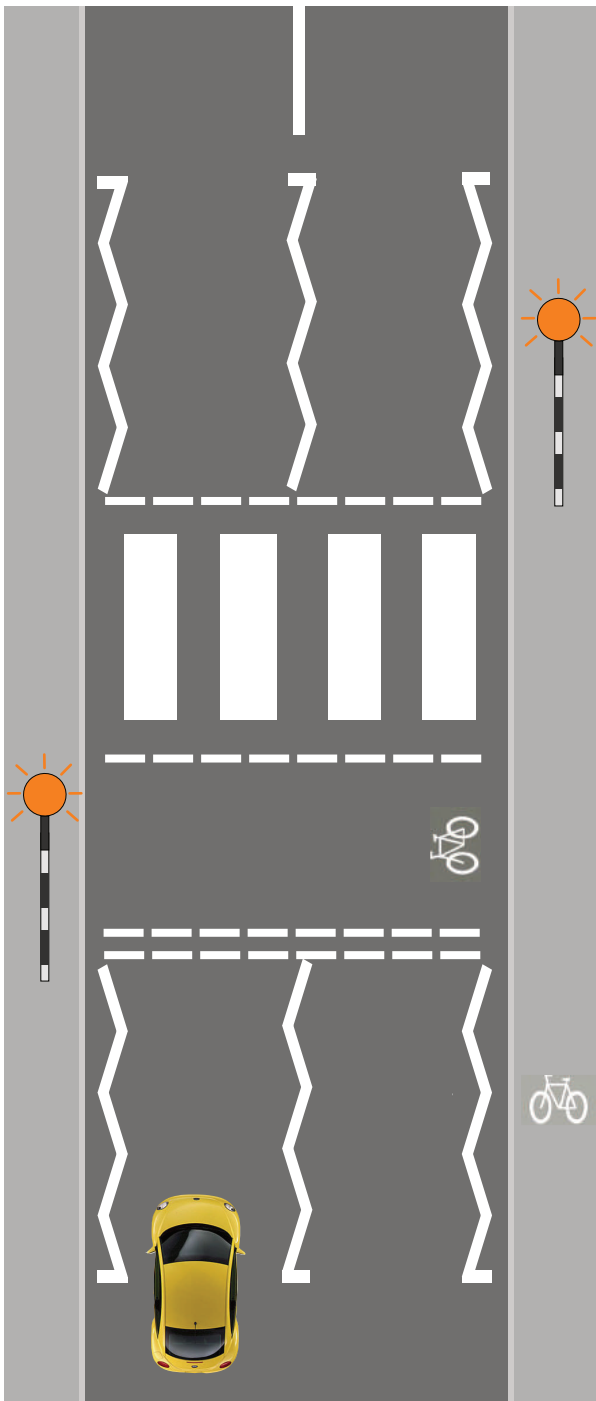


Toucan

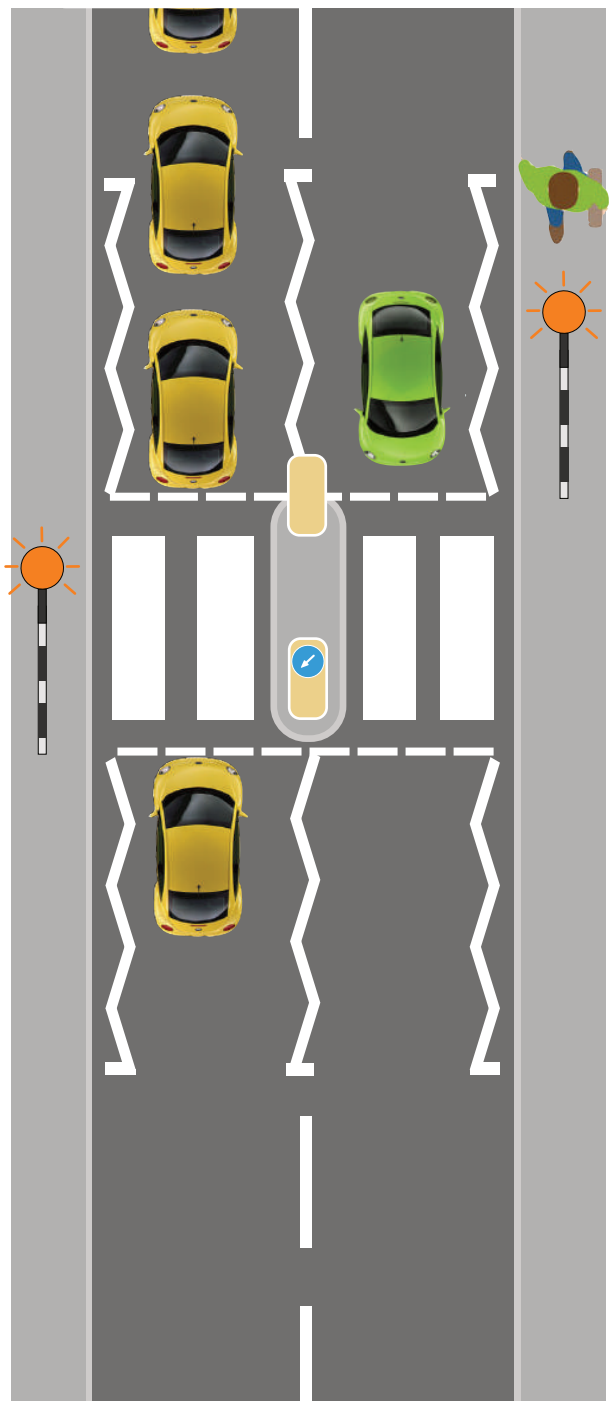
Pegasus/Equine



Zebra Crossings

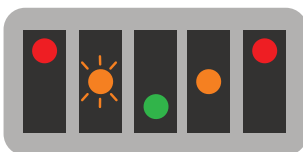
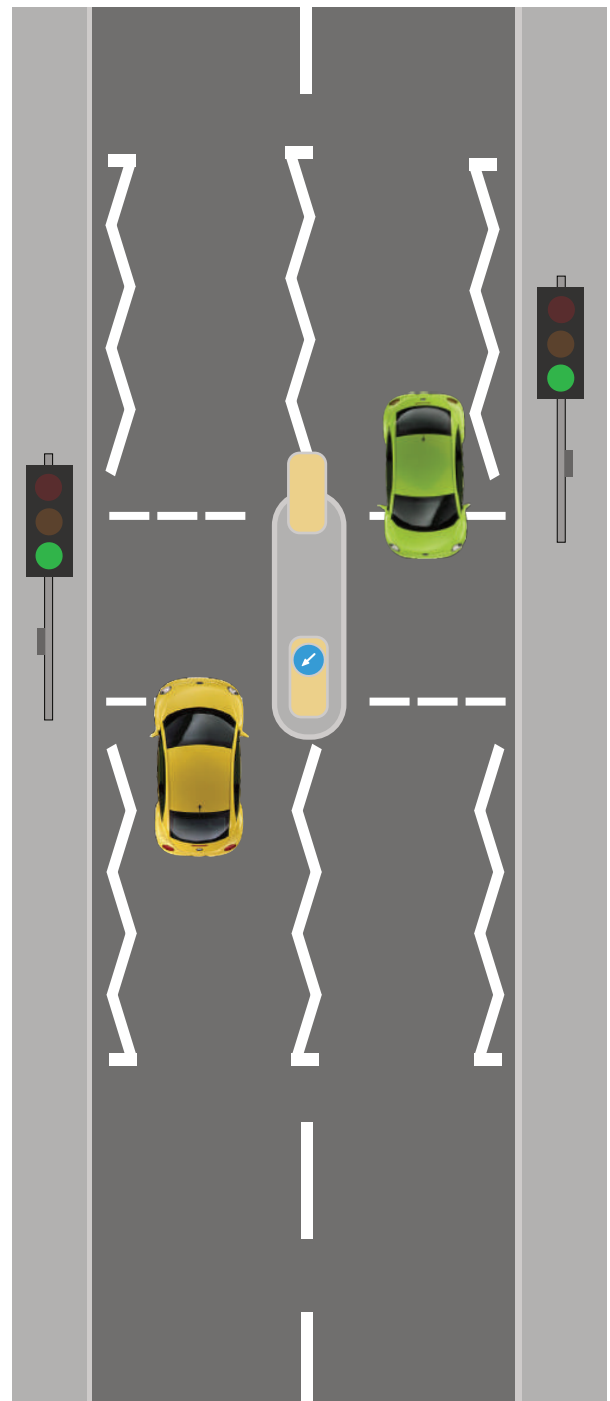
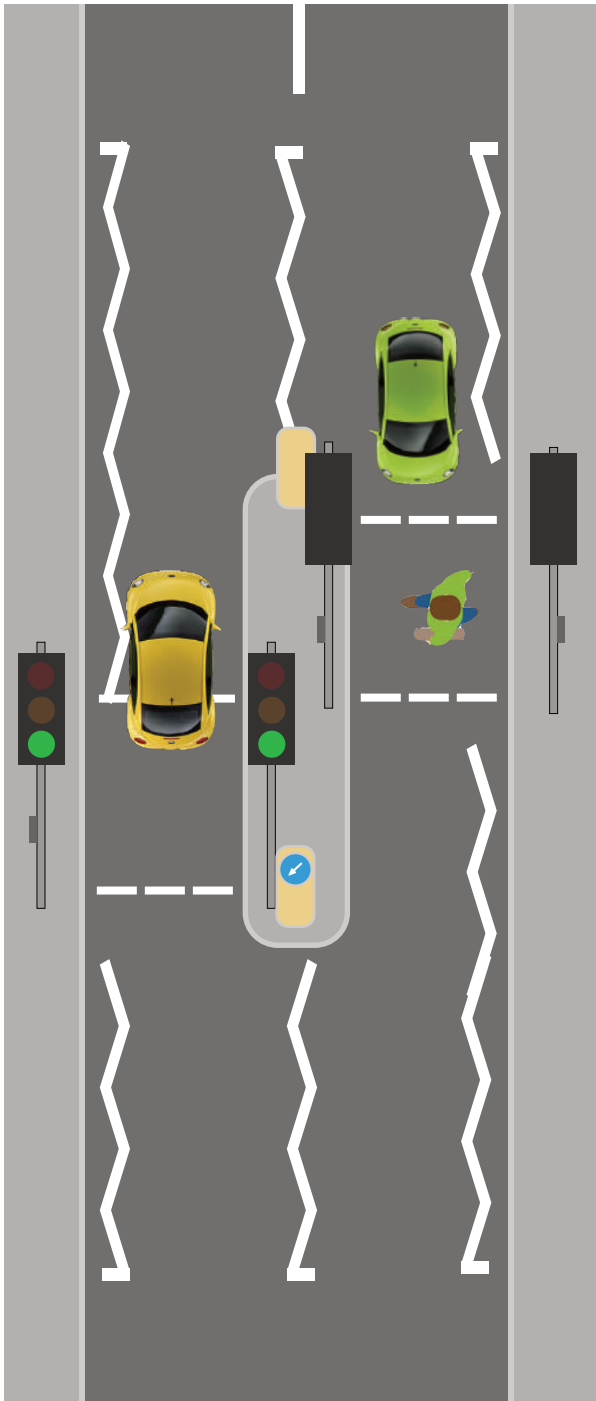


Parallel Crossing

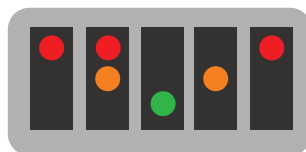


**Zebra Crossing
with traffic island**

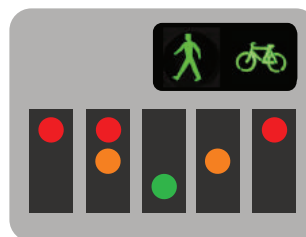
Light Controlled Crossings



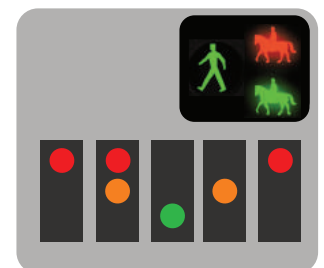
Pelican



Puffin



Toucan



Pegasus/Equine

Dual Carriageways

Learning Objectives

To understand and be able to join and leave dual carriageways safely and to make safe progress on dual carriageways including correct lane discipline and dealing with overtaking:

Identifying dual carriageway ahead

Joining a dual carriageway when a single carriageway road becomes a dual carriageway

Joining from a side road

Maintaining correct lane discipline

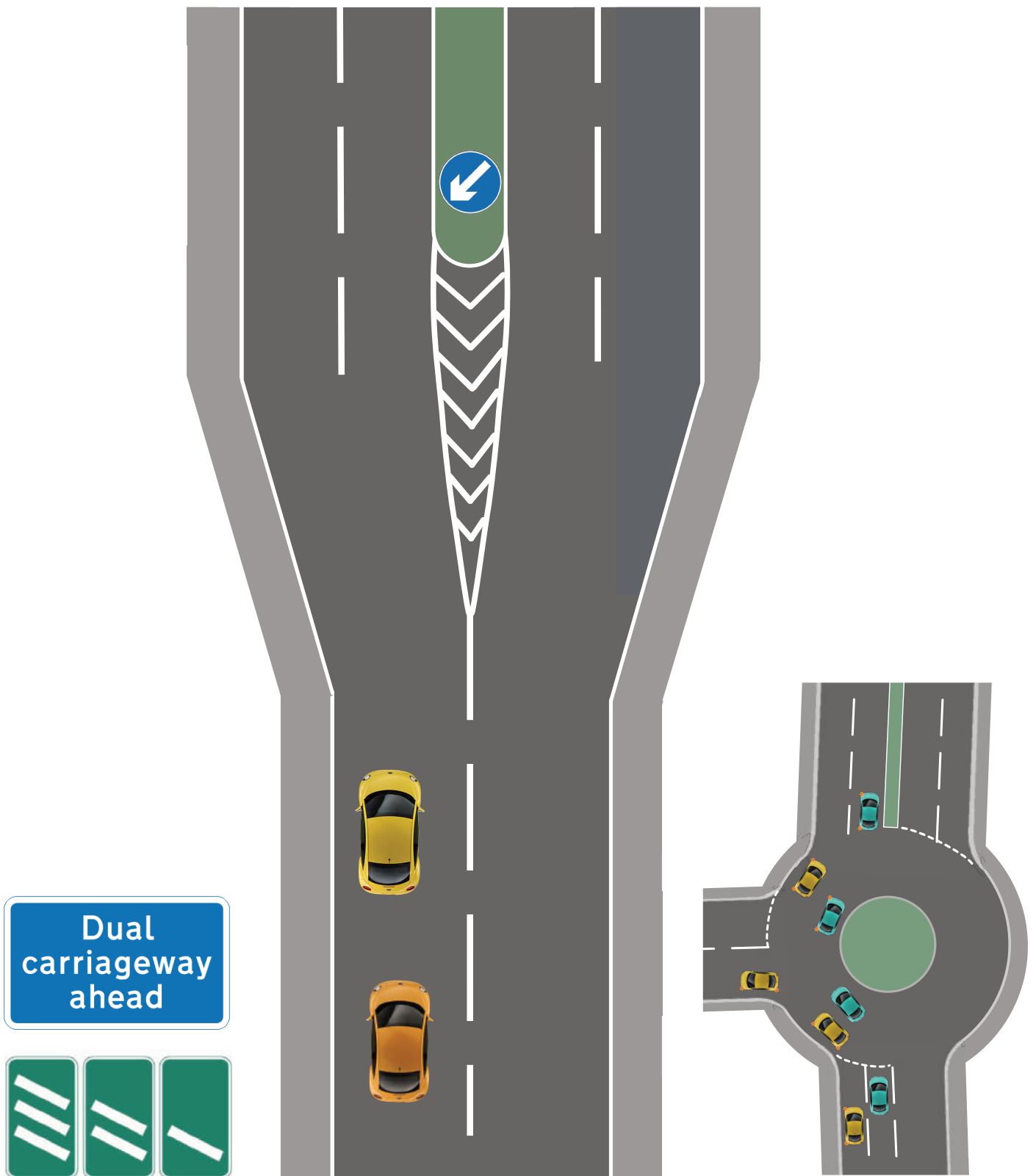
Procedure

- Use of MSPSL
- Planning for the dual carriageway
- Joining a dual carriageway
 - Single carriageway becomes dual carriageway
 - From side road turning left or right onto the carriageway
 - From a roundabout
- Leaving a dual carriageway
 - Dual carriageway becomes single carriageway
 - Turning into a side road to the left or right
- Speed limits and lane discipline
- Overtaking
- Scanning, assessing and planning further ahead

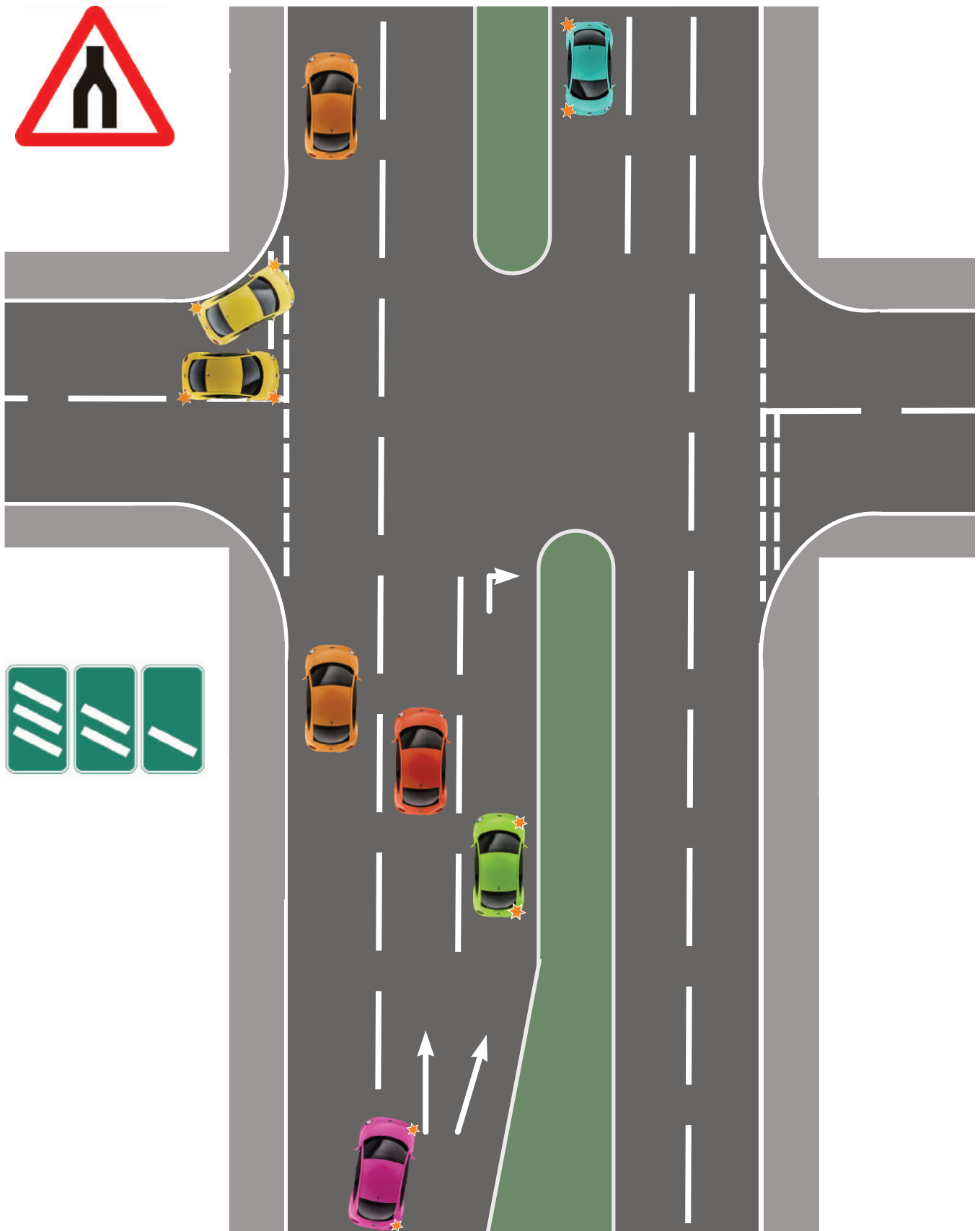
Q & A

- Why do we have dual carriageways?
- In what ways can dual carriageways be safer than single carriageway roads?
- What extra dangers are there on a dual carriageway?
- Why do you need to plan further ahead?
- What might make you decide it is unsafe to overtake a slower vehicle ahead?
- What factors make it difficult when joining a dual carriageway from a side road?

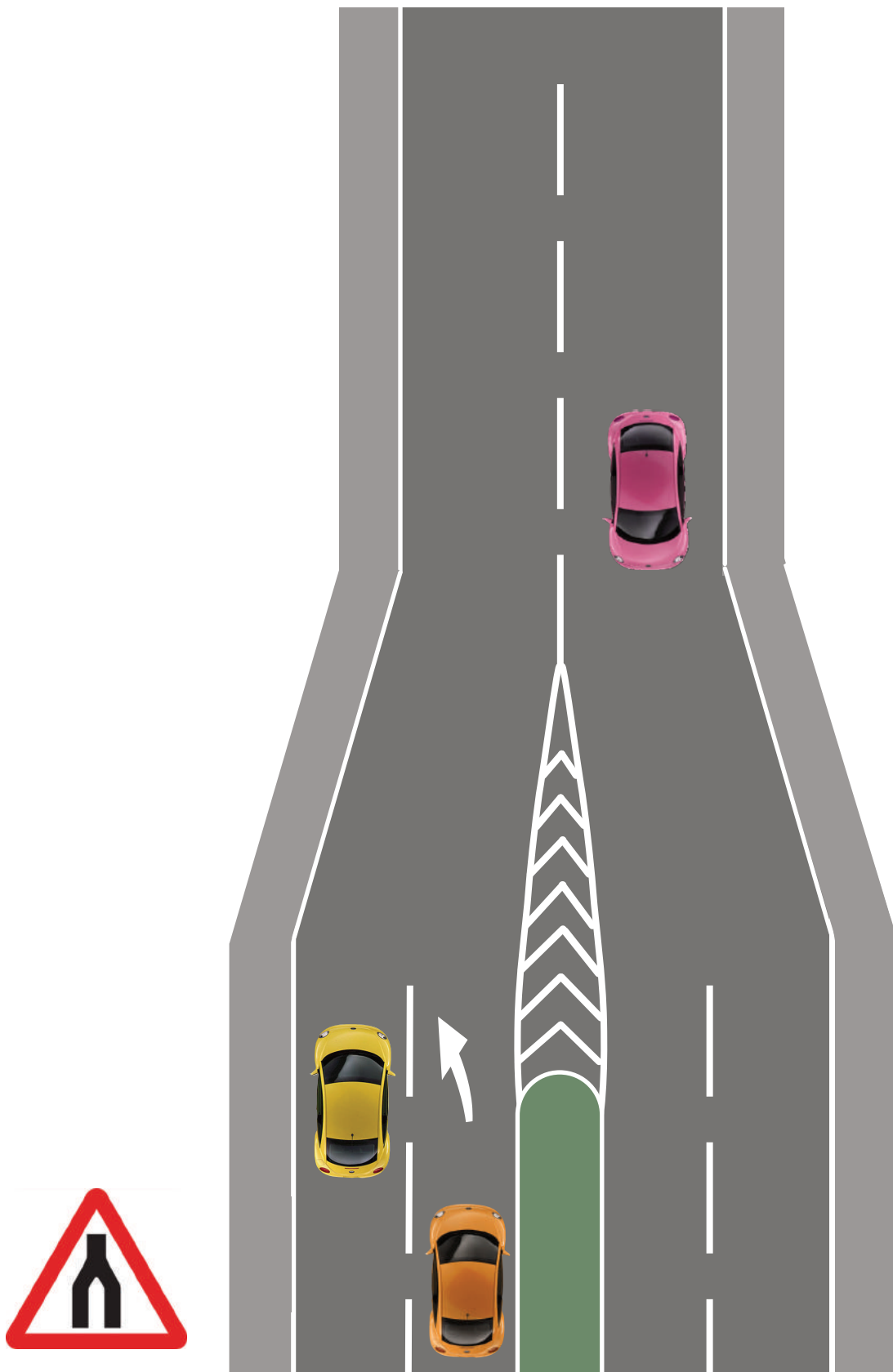
Dual Carriageways



Dual Carriageways



Dual Carriageways



Learning Objectives

To understand and be able to join and leave motorways safely and to make safe progress on motorways including correct lane discipline and dealing with overtaking:

- Identifying a motorway ahead
- Motorway regulations
- Joining a motorway
- Leaving a motorway
- Maintaining correct lane discipline

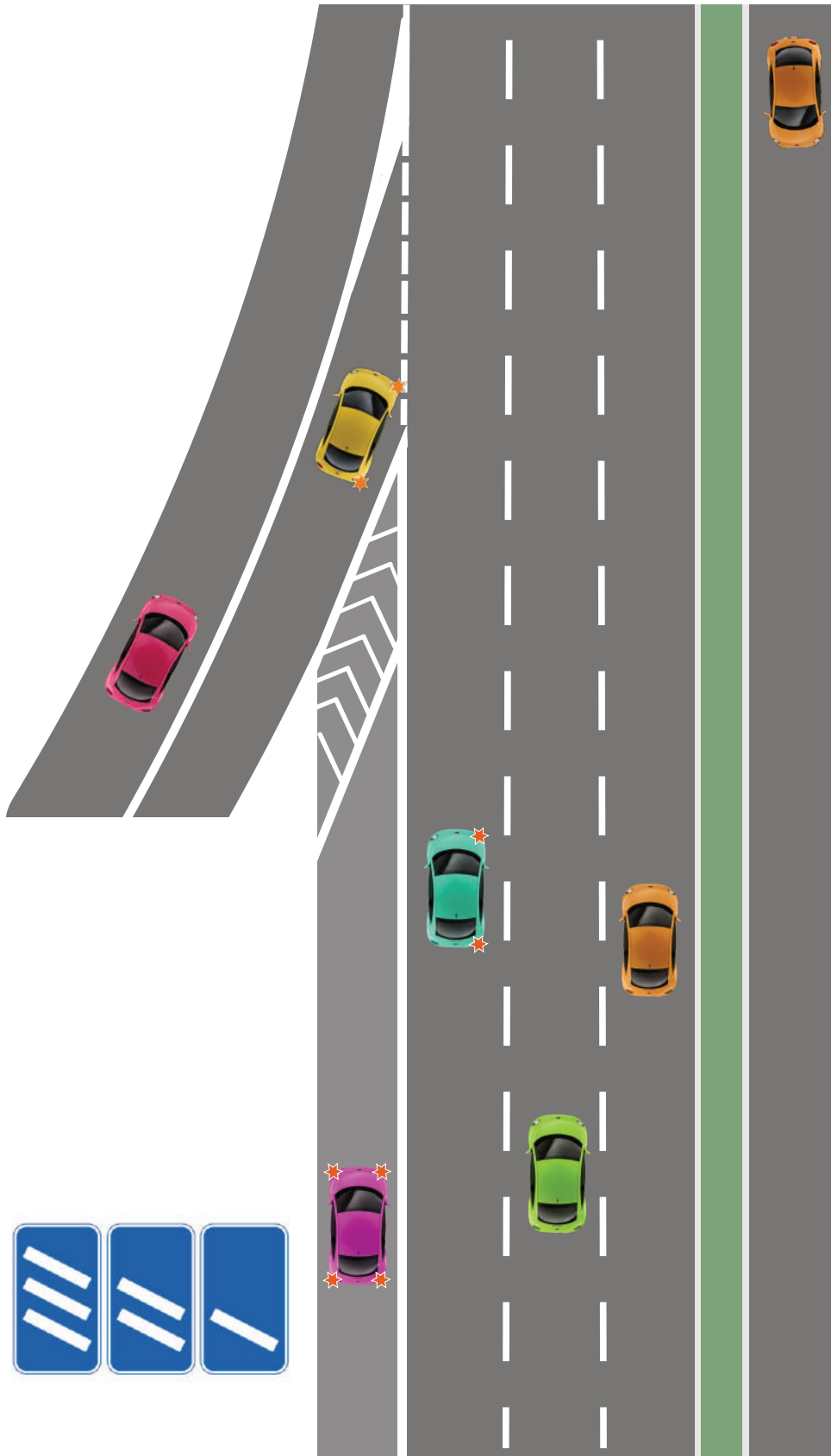
Procedure

- Use of MSPSL
- Planning for motorway driving and route planning
- Joining a motorway - using slip lane to build speed
- Leaving a motorway
 - Advance planning
 - Awareness of speed
- Speed limits including variable speed limits and lane discipline
- Overtaking
- Assessing and planning further ahead
- Smart motorways
- The hard shoulder and accident/breakdown procedures

Q & A

- What are the particular dangers with motorway driving?
- Why is it important to plan your journey?
- When might you use your hazard lights when travelling on a motorway?
- If your car breaks down what should you do?
- What extra dangers are there on a motorway?
- Why do you need to look and plan further ahead?
- Why is driving in the correct lane important?

Motorways



Learning Objectives

To understand different types of rural road and the particular hazards associated with them and to be able to apply appropriate skills in relation to the situation:

- Types of rural road - major roads, country lanes
- Speed limits and driving at an appropriate speed
- Hazards and reading the road ahead
- Overtaking
- Use of appropriate gears

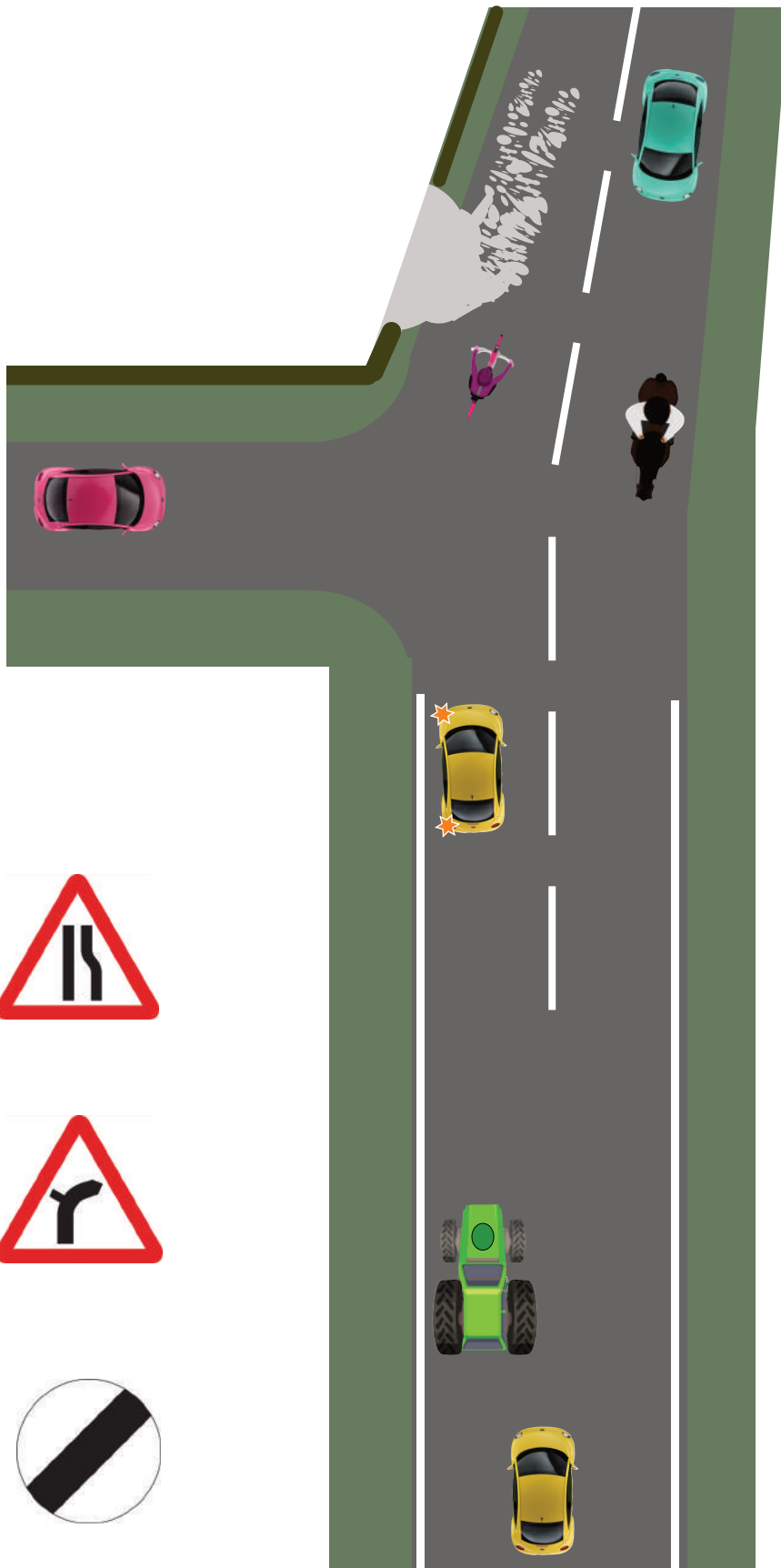
Procedure

- Observing and planning ahead
- Use of MSPSL
- Identifying rural hazards
- Potential of higher speeds, sharper bends, more hills
- Dealing with bends, speed on approach
- Dealing with hills, potential loss of speed, gear selection

Q & A

- What are factors should you be aware of associated with rural driving?
- Which road users should you particularly look out for?
- How much clearance should you give to horses and their riders?
- Why should you be careful when overtaking cyclists?
- In a narrow country lane with no passing places, if you meet an oncoming vehicle what factors could you consider in deciding who will reverse?
- What would you do if your engine is struggling on a steep hill?
- Why do you need to look and plan further ahead?
- How can you decide the appropriate speed for approaching a bend?
- What factors might influence other drivers to do unsafe overtaking?

Rural Roads



Town & City Driving

Learning Objectives

To be aware of the potential difficulties involved with driving in busy town and city centres and to be able to drive safely in those situations

Procedure

- Observation - scanning and planning
- Appropriate use of MSPSL
- Use of appropriate mirrors
- Awareness of and how to deal with:
 - Other vehicles - lorries loading/unloading, buses, trams
 - Vulnerable road users - pedestrians, school children, cyclists, motorbikes
- Multi-lane junctions
- Bus and cycle lanes
- Appropriate road position - normal driving, parked vehicles
- Appropriate speed and following distance

Q & A

- What factors in town and city driving might affect your speed?
- When would it be appropriate to drive in a bus lane?
- Why is checking your left mirror before turning left important?
- Why is checking your right mirror before turning right important?
- What factors in relation to trams should you be aware of?
- How would you deal with a bus that is stopped at a bus stop?
- Why is it helpful to make eye contact with other road users?
- How may your field of vision be affected in slow moving traffic?
- What should you especially look out for in busy shopping areas?
- How do you control the speed of the car when creeping forward slowly in a traffic queue?

Night Driving

Learning Objectives

To be aware of the potential difficulties when driving at night and in low light

Practicalities

- Observation - scanning and planning and limitations at night
- Pedestrians and cyclists
- Driving at a speed so that you can stop within the distance you can see
- Use of dipped headlights and main beam
- Avoiding dazzling others
- Ensuring lights, windscreen, mirrors are clean and properly adjusted
- Where to park at night

All Weather Driving

Learning Objectives

To be able to drive safely in all weather conditions, including selecting an appropriate speed, visibility and stopping distances and use of ancillary controls

Practicalities

- The effect of different types of weather on visibility and stopping distances and choosing an appropriate speed
 - Rain
 - Snow, ice, frost, sleet, hail
 - Fog and mist
 - Sun
 - Wind
- Ensuring windscreen is clear and washers and wipers working correctly. Lights working correctly and demisting windscreen and rear screen.
- Avoiding skids and what to do if you get into a skid with and without ABS

Eco Driving

Learning Objectives

To understand factors that can cause unnecessary fuel consumption
To be able to drive in a smooth, steady eco safe manner

Practicalities

- Smooth, steady acceleration, lifting off the gas early
- Gentle braking
- Correct use of gears
- Vehicle maintenance and loading
- Route planning
- Anticipation and awareness

Emergency Vehicles

Learning Objectives

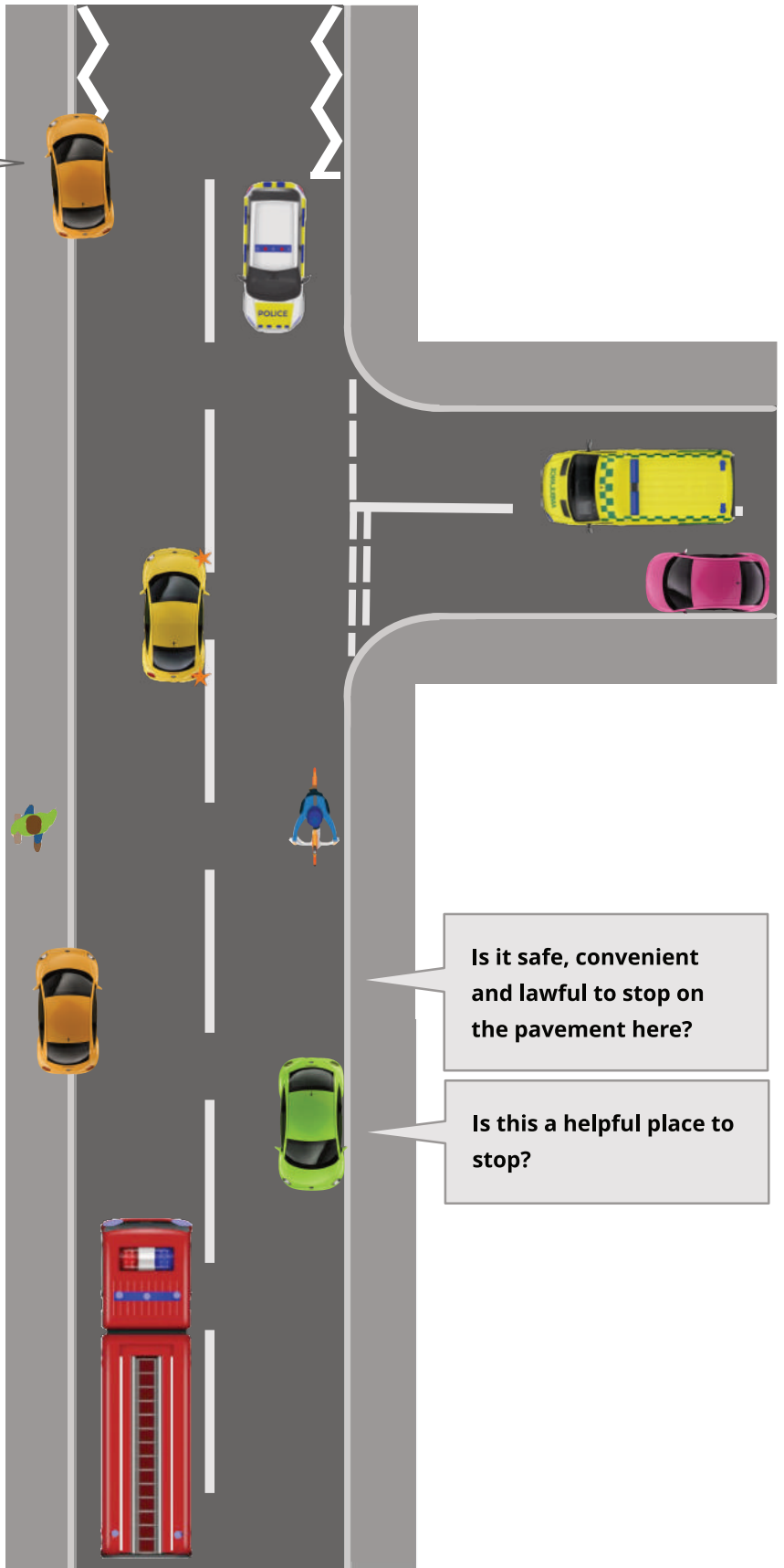
To be able to deal safely with situations where emergency vehicles are approaching

Practicalities

- Types of emergency vehicles
- Sirens and flashing lights
- Locating emergency vehicles and assessing where they are going
- Use of mirrors, anticipation and awareness
- Avoiding panic or over-reaction
- Assessing safe and legal options to allow emergency vehicles through

Emergency Vehicles

Am I allowed to stop on the zig zag lines?



Is it safe, convenient and lawful to stop on the pavement here?

Is this a helpful place to stop?

M S P S L

Look

↑

Speed (& gears)

↑

Position

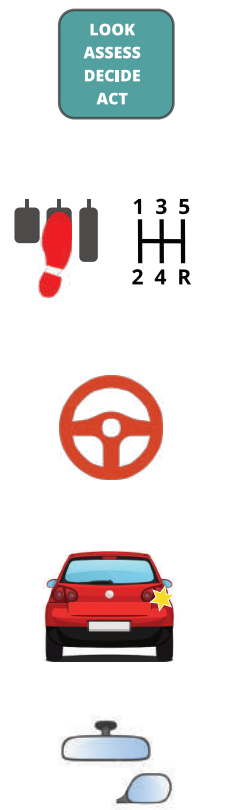
↑

Signal

↑

Mirrors

LOOK
ASSESS
DECIDE
ACT



Turn in the Road

Learning Objectives

To consider the most appropriate ways to turn the car around to face in the opposite direction and to carry out the manoeuvre safely:

- Assessing the road and deciding on the best method to turn around
- Maintaining a slow speed
- Making good observations and awareness of other road users

Procedure

- Assess the location
- POM
 - Preparation - pedals ready as appropriate for the road
 - Observation - full check all around including blind spots
 - Manoeuvre - maintain a slow speed and quick steering and straightening up steering before stopping
- Maintaining steady control of the speed of the car
- What to do if traffic comes / priorities

Q & A

- What situations may occur that make this manoeuvre necessary?
- What places would not be safe, convenient and lawful?
- When controlling the speed of the car with the clutch what is the first thing you should do if you find the car is going too fast?
- Why should “dry steering” be avoided
- How will the camber of the road affect this manoeuvre?
- What will you do if you are half way across the road and a vehicle approaches?
- Why is it important to look behind when reversing and not just to rely on mirrors?

Turn in the Road

Preparation

Clutch down



Select gear



Gas



Biting point



Observation

Mirrors



Ahead & behind



Blind Spot



Signal if necessary



Manoeuvre

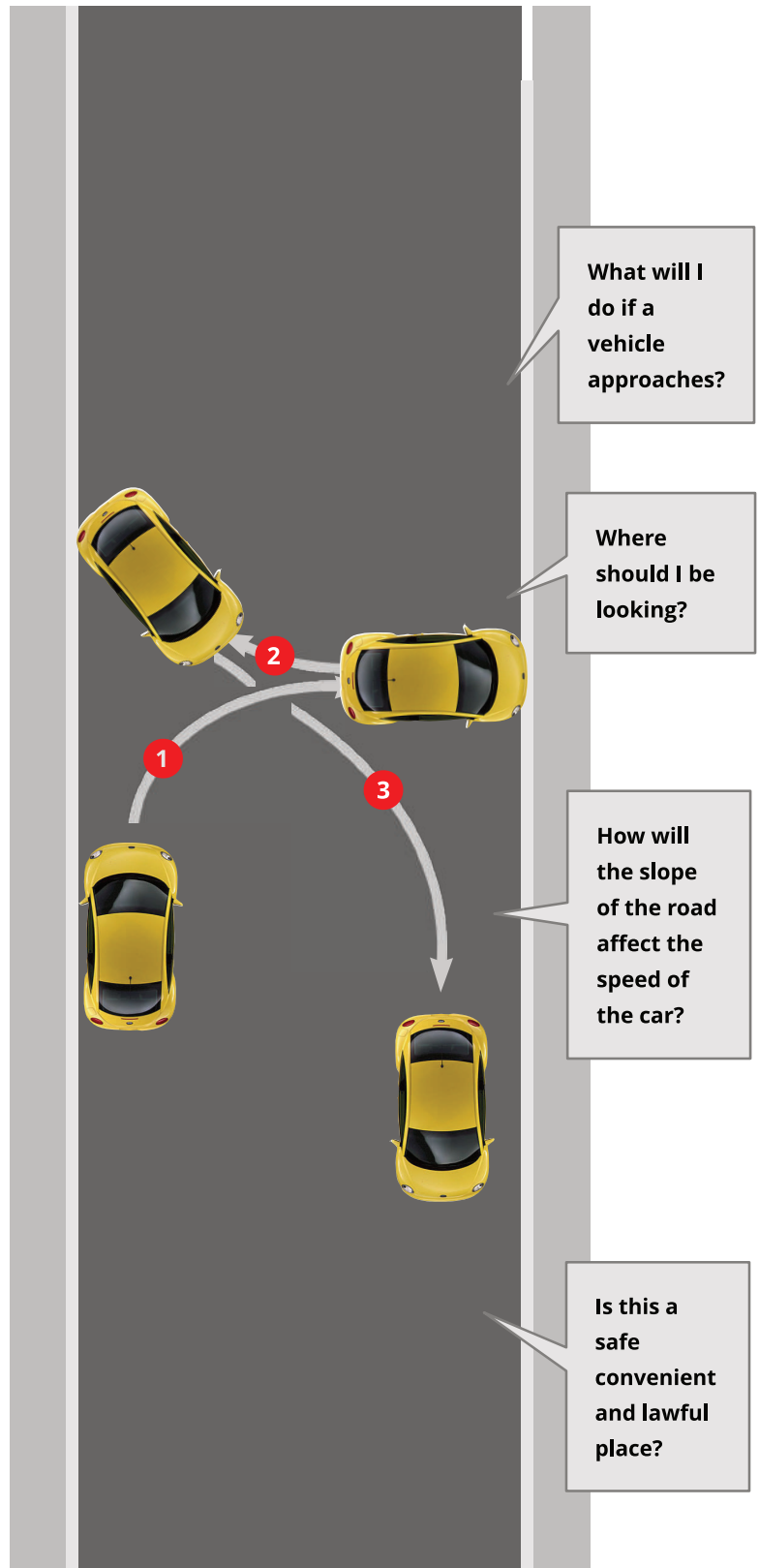
Release handbrake



Clutch control



Steer quickly then straighten up



Learning Objectives

To consider why reversing around a corner may be the most appropriate way to turn the car around to face in the other direction and to carry out the manoeuvre safely:

- Assessing the road and deciding if it's safe, convenient, lawful
- Maintaining a slow speed
- Choosing an appropriate point of turn
- Making good observations and awareness of other road users

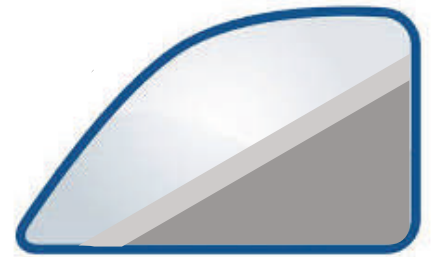
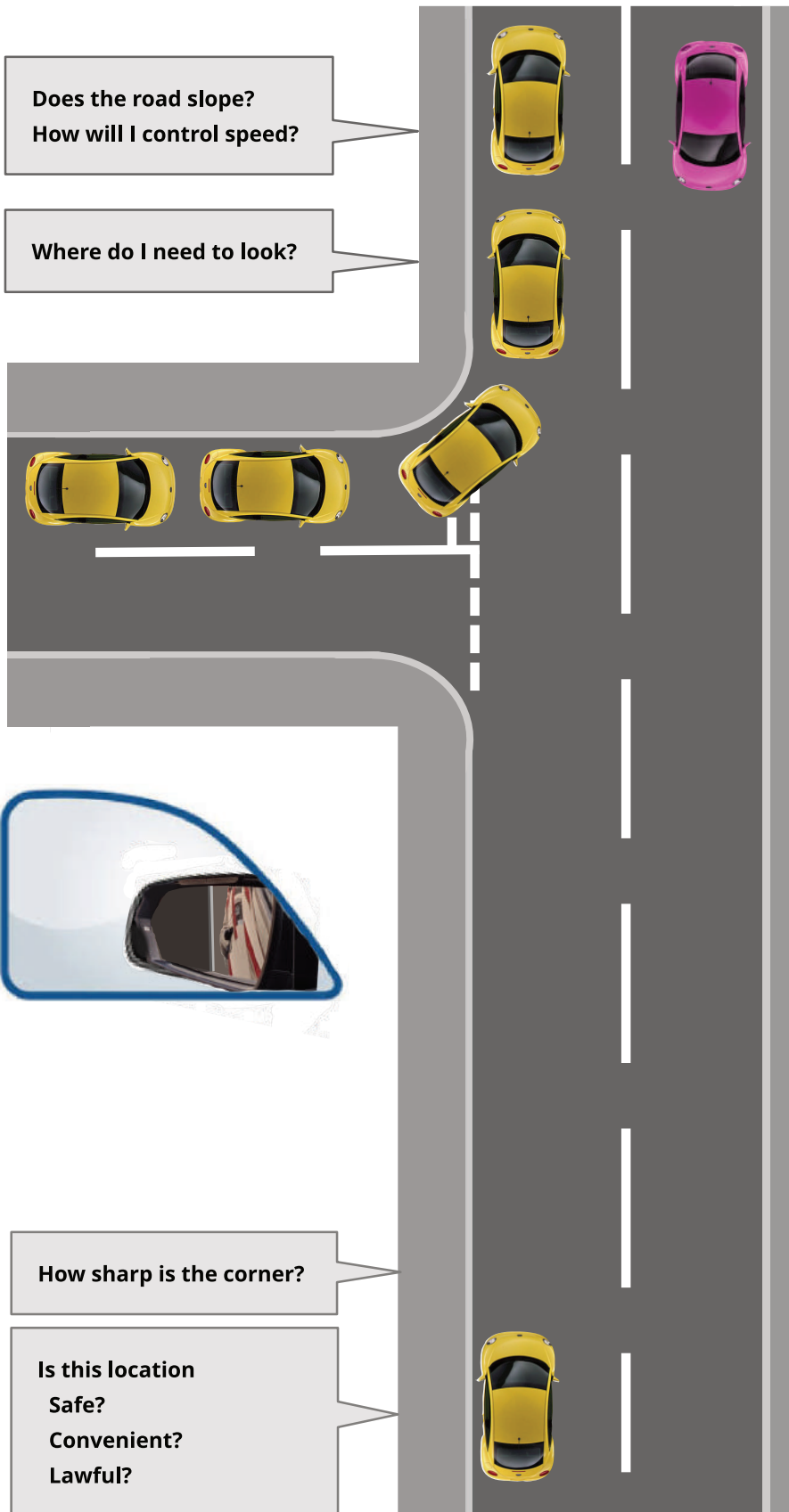
Procedure

- Assess the location
- POM
 - Preparation - pedals ready as appropriate for the road
 - Observation - full check all around including blind spots
 - Manoeuvre - maintain a slow speed, steering at the point of turn
- Choosing appropriate point of turn
- Steering at appropriate speed
- Maintaining steady control of the speed of the car
- Stopping/observation at point of turn
- Maintaining all around observation throughout
- What to do if traffic comes / priorities
- Point for straightening up

Q & A

- Why might this be more appropriate than a turn in the road?
- Why should you look into the new road as you pass it before pulling up?
- How does the sharpness of the corner affect your steering?
- What will you do if a vehicle approaches during the manoeuvre?
- Why is it important to observe all around before starting to steer?
- Why should you not just rely on mirrors when reversing?

Left Reverse



MSPSL

Look	
Speed (& gears)	
Position	
Signal	
Mirrors	

The MSPSL acronym is detailed with icons for each component: Look (LOOK ASSESS DECIDE ACT), Speed (& gears) (pedals and gear shift), Position (steering wheel), Signal (red car with star), and Mirrors (rearview mirror).

Pull Up on the Right and Reverse

Learning Objectives

To consider how pulling up on the right and then reversing may be relevant to normal driving and to carry out the manoeuvre under full control and safely:

- Understanding why pulling up on the right may be appropriate and what are the dangers of doing so
- Awareness of other road users
- Controlling speed and steering

Procedure

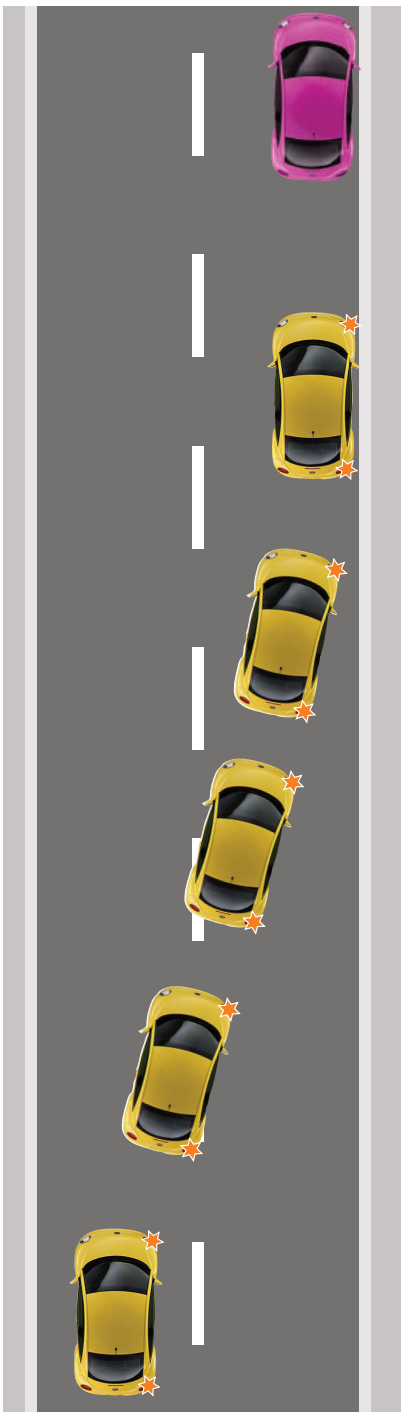
- Use of MSPSL to pull up on the right
- POM - Preparation, Observation, Manoeuvre before reversing
- Awareness of difficulty in assessing the road ahead before pulling away from the right

Q & A

- Why is it usually safer to pull on the left?
- Why might you need to pull up on the right?
- When are you not allowed to park on the right?
- Is it ok to pull up on the right if you have a car following behind you?
- How should you pull up on the right when there is oncoming traffic?
- What are the benefits of signalling during this manoeuvre?

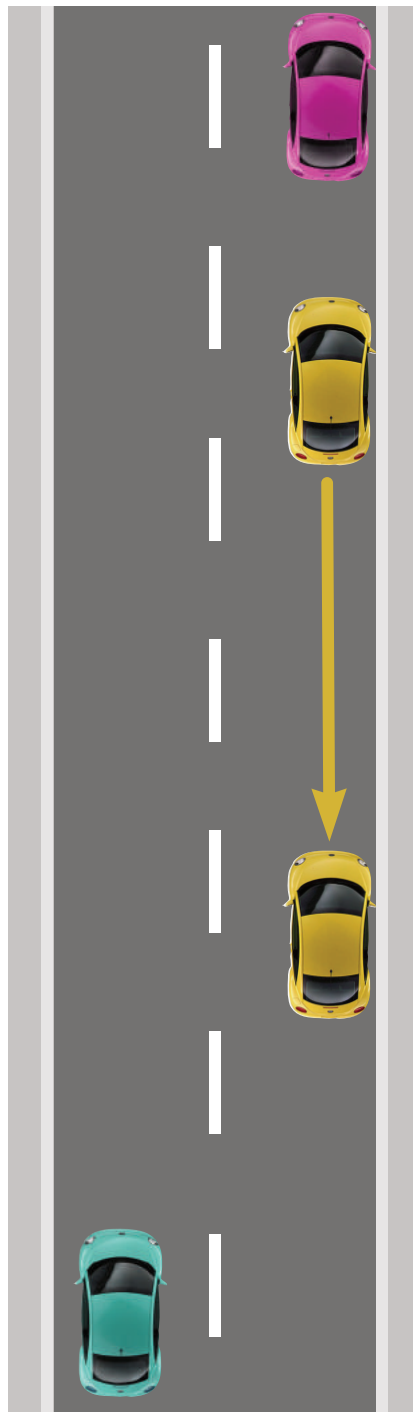
Pull Up on the Right and Reverse

Pull up on Right



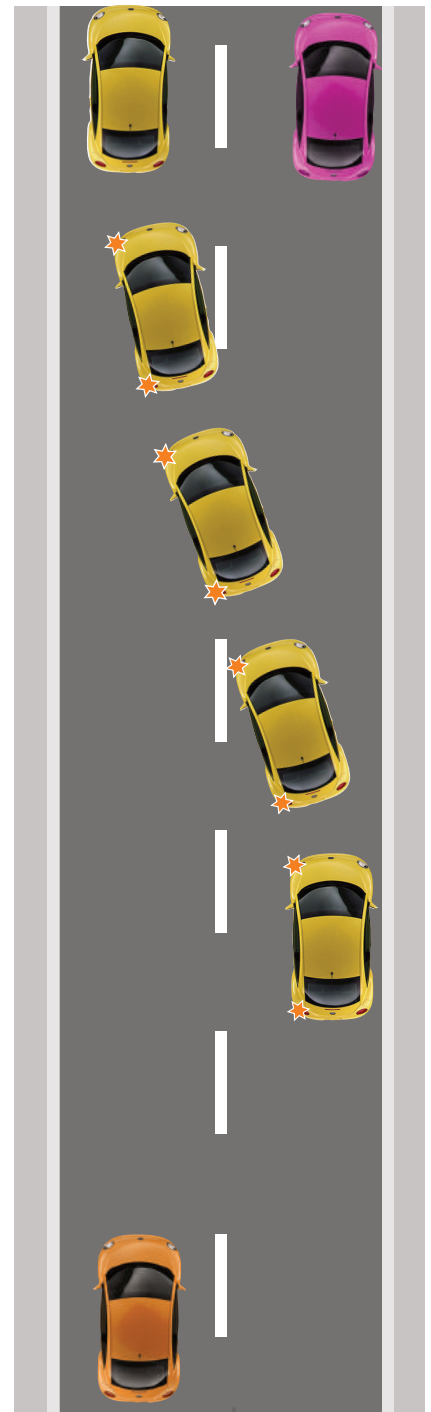
Where is a suitable place?
Is there oncoming traffic?
M-S-P-S-L

Reverse 2 car lengths



Where do I need to look?
How do I control my speed?
P-O-M

Pull away safely



Where should I look?
Is it safe?
P-O-M

Learning Objectives

To be able to drive forward into a parking bay and reverse out safely and under full control:

- Understanding the dangers specifically associated with car parks
- Controlling the speed of the car
- Parking centrally within a marked parking bay
- Understanding the disadvantages in having to reverse out of a bay

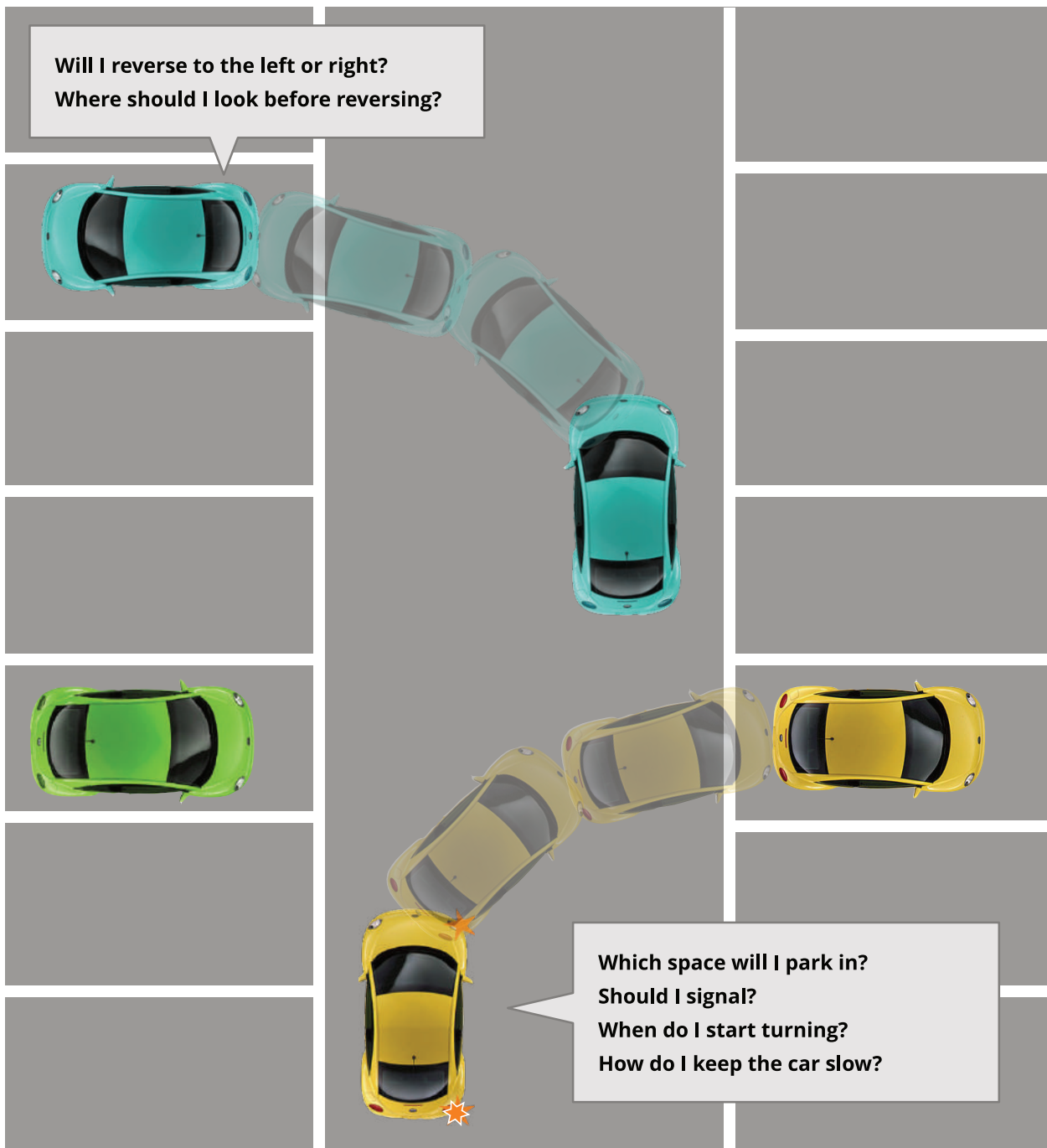
Procedure - POM / MSPSL

- Car park safety - hazards to deal with in car parks
- Choosing a suitable space
- Maintaining a slow speed, awareness of slope of the car park and its affect on speed
- Observation - where to look
- Choosing an appropriate point to start steering
- Avoiding parked vehicles in adjacent bays
- Adjusting position where required

Q & A

- What are the advantages of driving forward into a parking space?
- Are there any disadvantages?
- Where should you position to start?
- Where should you position the vehicle within the bay?
- How can you judge the point of turn?
- Why is it important to keep looking all around?
- What should you do if there is traffic or pedestrians?

Forward Bay Park



Reverse Bay Park

Learning Objectives

To be able to reverse into a parking bay and drive out safely and under full control:

- Understanding the dangers specifically associated with car parks
- Controlling the speed of the car and appropriate steering
- Parking centrally within a marked parking bay

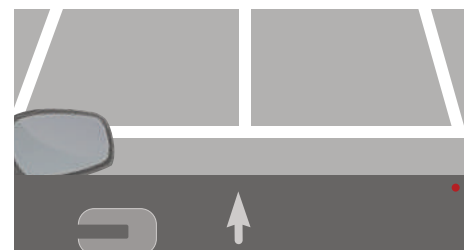
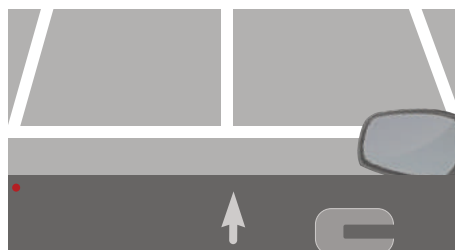
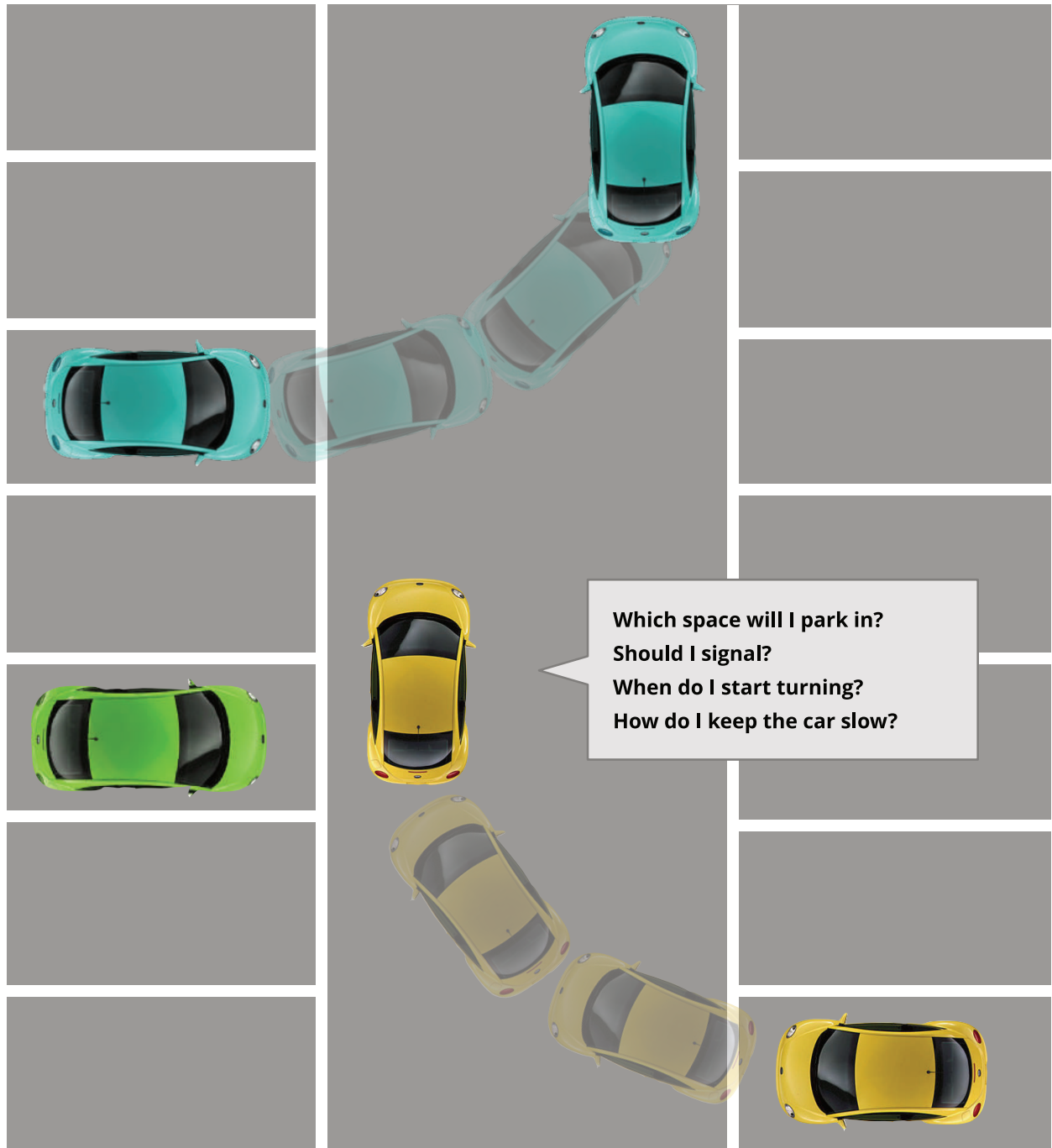
Procedure - POM / MSPSL

- Car park safety - hazards to deal with in car parks
- Choosing a suitable space
- Maintaining a slow speed, awareness of slope of the car park and its affect on speed
- Observation - where to look
- Choosing an appropriate point to start steering
- Avoiding parked vehicles in adjacent bays
- Adjusting position where required

Q & A

- What are the advantages of reversing into a parking space?
- Are there any disadvantages?
- Where should you position to start?
- Where should you position the vehicle within the bay?
- How can you judge the point of turn?
- Why is it important to keep looking all around?
- What should you do if there is traffic or pedestrians?

Reverse Bay Park



Learning Objectives

To be able to pull up alongside a parked car and reverse into a parking space safely:

- Making full observation
- Control of the speed of the car
- Finishing in a suitable parked position

Procedure

- Selecting an appropriate place - Safe, Convenient, Lawful
- Choosing an appropriate start position
- POM - Preparation Observation Manoeuvre
- Appropriate observation throughout, including looking over right shoulder before steering in and rear window throughout
- Adjusting final position if required

Q & A

- What kind of places would not be safe to do this manoeuvre?
- Where would it not be lawful to do this manoeuvre?
- When parking between two cars how big a space would you need?
- What would you do if someone pulled up right behind you whilst you are in the middle of this manoeuvre?
- Why is it important to check over your right shoulder?
- Why should you not just rely on using your mirrors?

Parallel Park



What should I do if I haven't finished in a good position?

Where should I be looking?

When do I start to steer?



Emergency Stop

Learning Objectives

To be able to stop the car quickly under full control:

Bringing the vehicle to a prompt stop as if in an emergency

Understanding why quick reactions are important and a mirror check is not required

Understanding the effect of both firm and harsh braking on the vehicle

Understanding the causes of skidding and how to rectify a skid

Vehicles with and without ABS

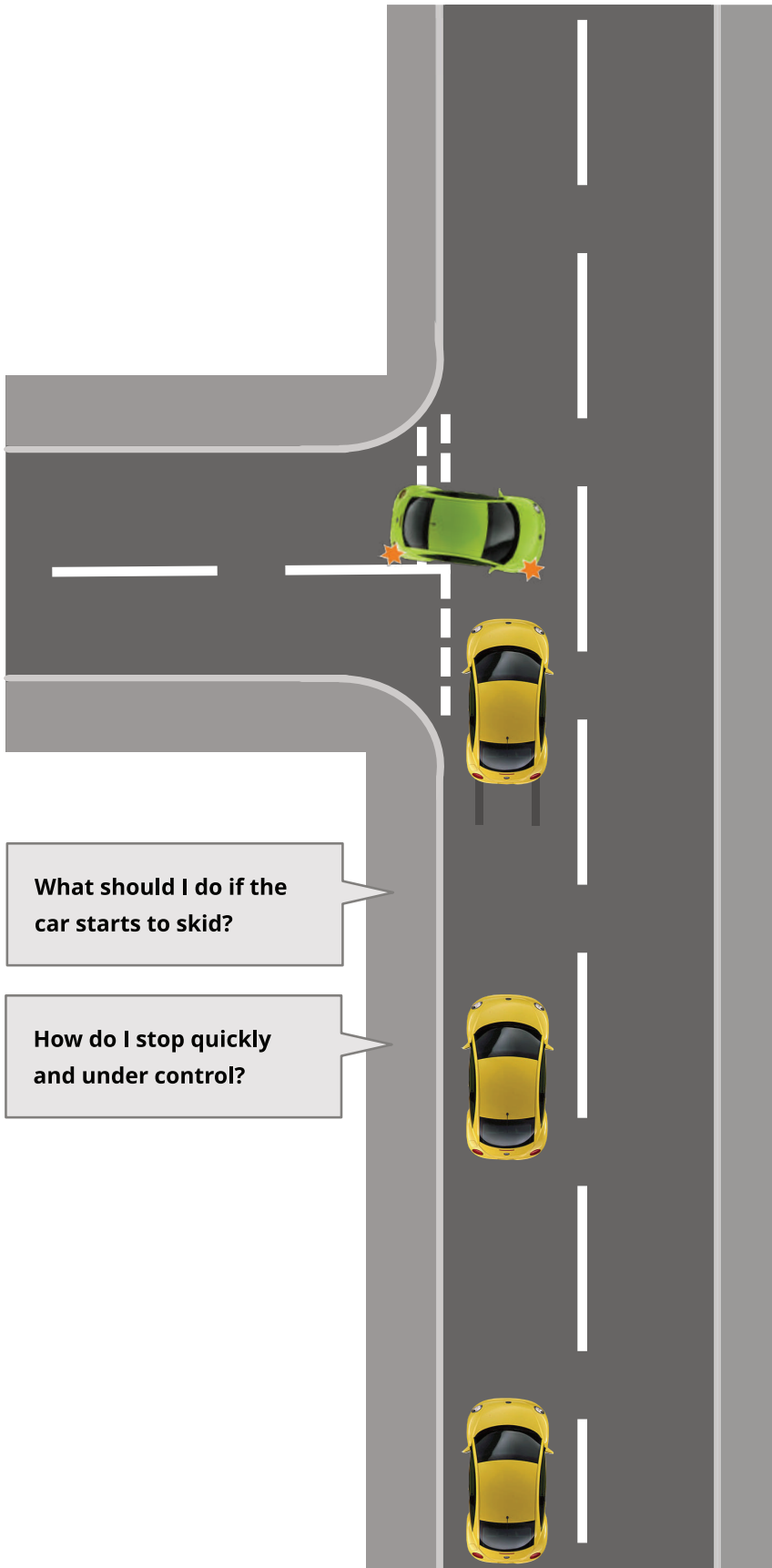
Practical Steps

- The need for quick reactions
- Use of the brake
 - Firm but not harsh braking
 - Using progressive braking
 - The differences between an emergency stop and a normal stop
 - When to press down the clutch
 - The differences between cars with ABS and without
- Steering when necessary to avoid a collision
- Causes of skidding and factors that contribute to skidding
 - Rectifying a skid
- When stopped
 - Use of parking brake
 - Observation before moving off again

Q & A

- When might an emergency stop be necessary?
- How can you minimise the need for emergency stops?
- Why isn't it necessary to check the mirrors before making an emergency stop?
- Why may you need to hold the steering wheel more firmly?
- How would you know that your ABS is operating?
- What factors make skidding more likely?
- Why might it be important to apply the parking brake after an emergency stop?
- Why is it important to look all round before moving off after an emergency stop?

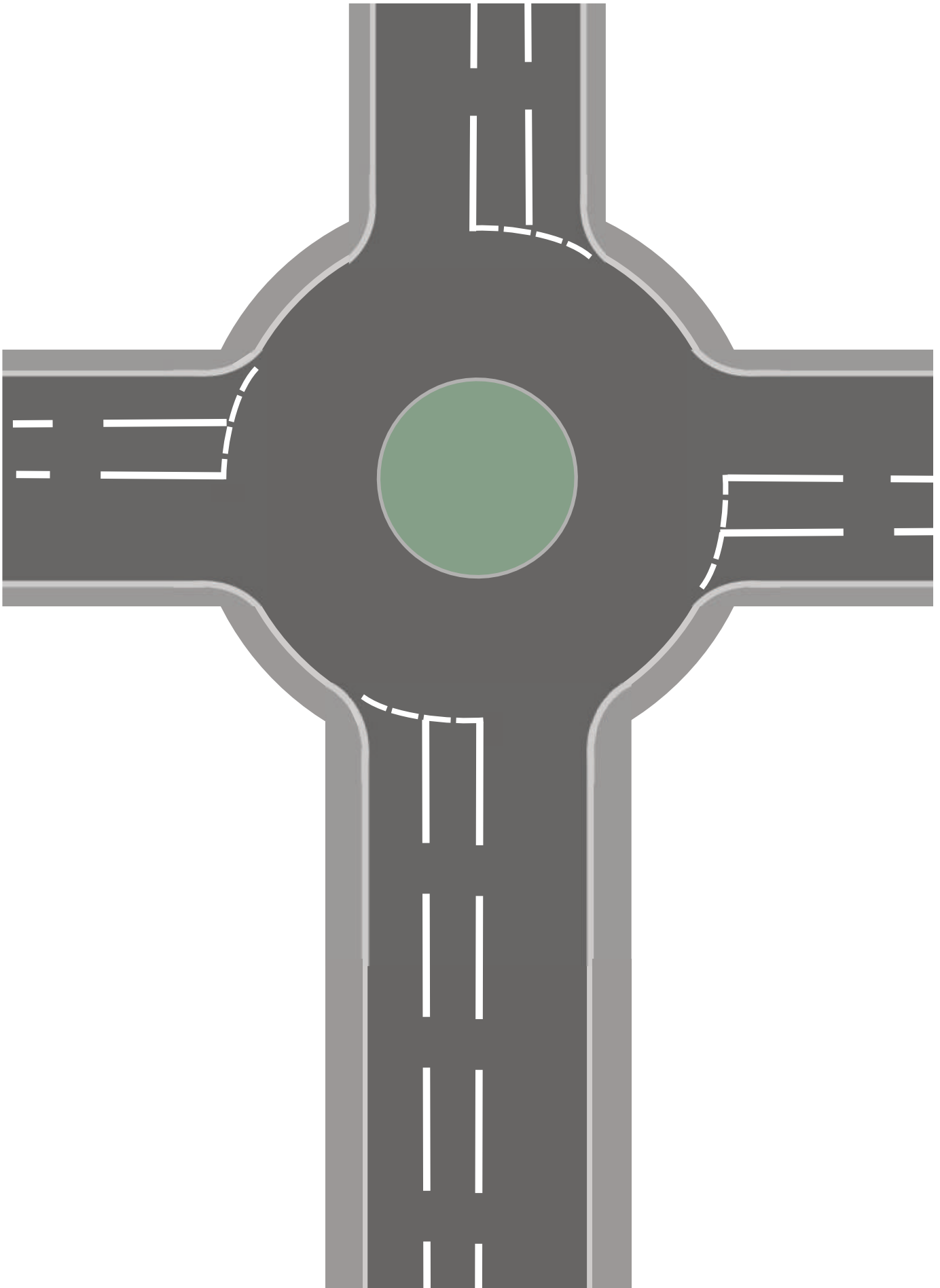
Emergency Stop



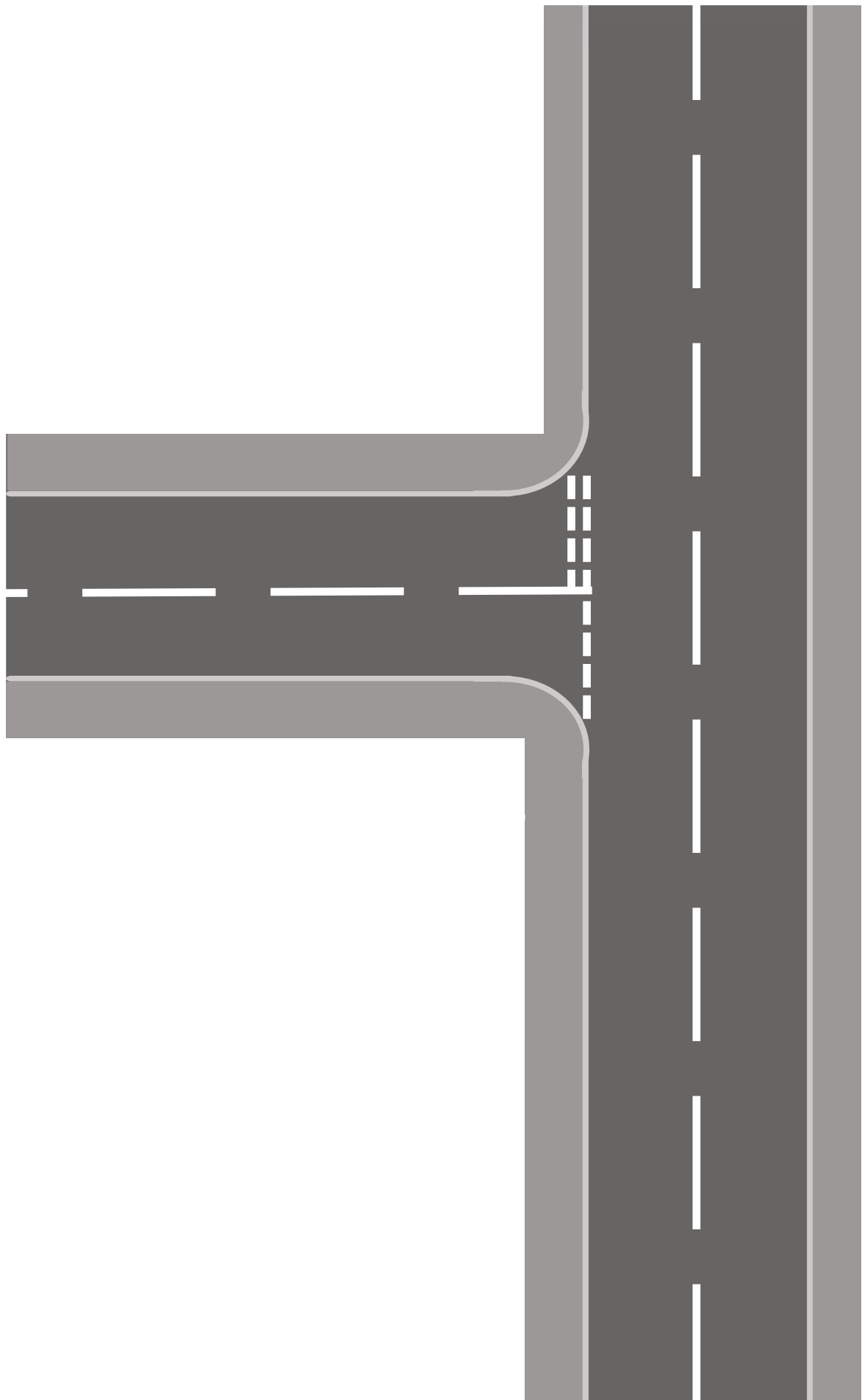
What should I do if the car starts to skid?

How do I stop quickly and under control?

Blank Roundabout



Blank Junction



Road Signs & Markings



Warning



Orders - Must Not



Orders - Must



Road Works



Primary Routes



Local and non-Primary Routes

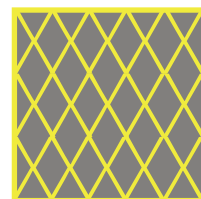


Motorways

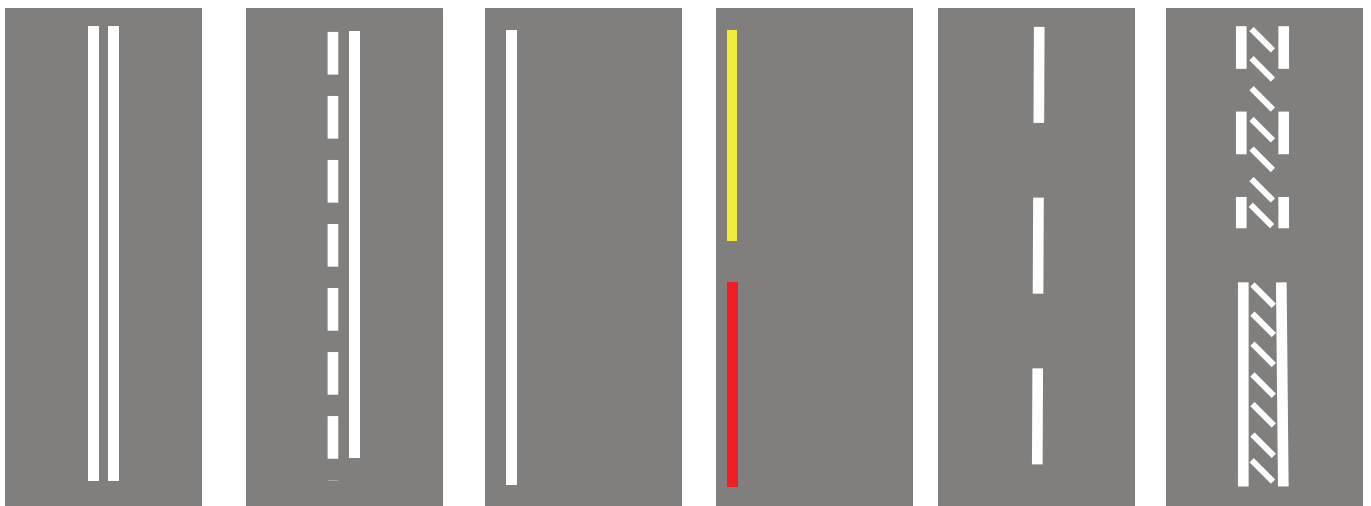


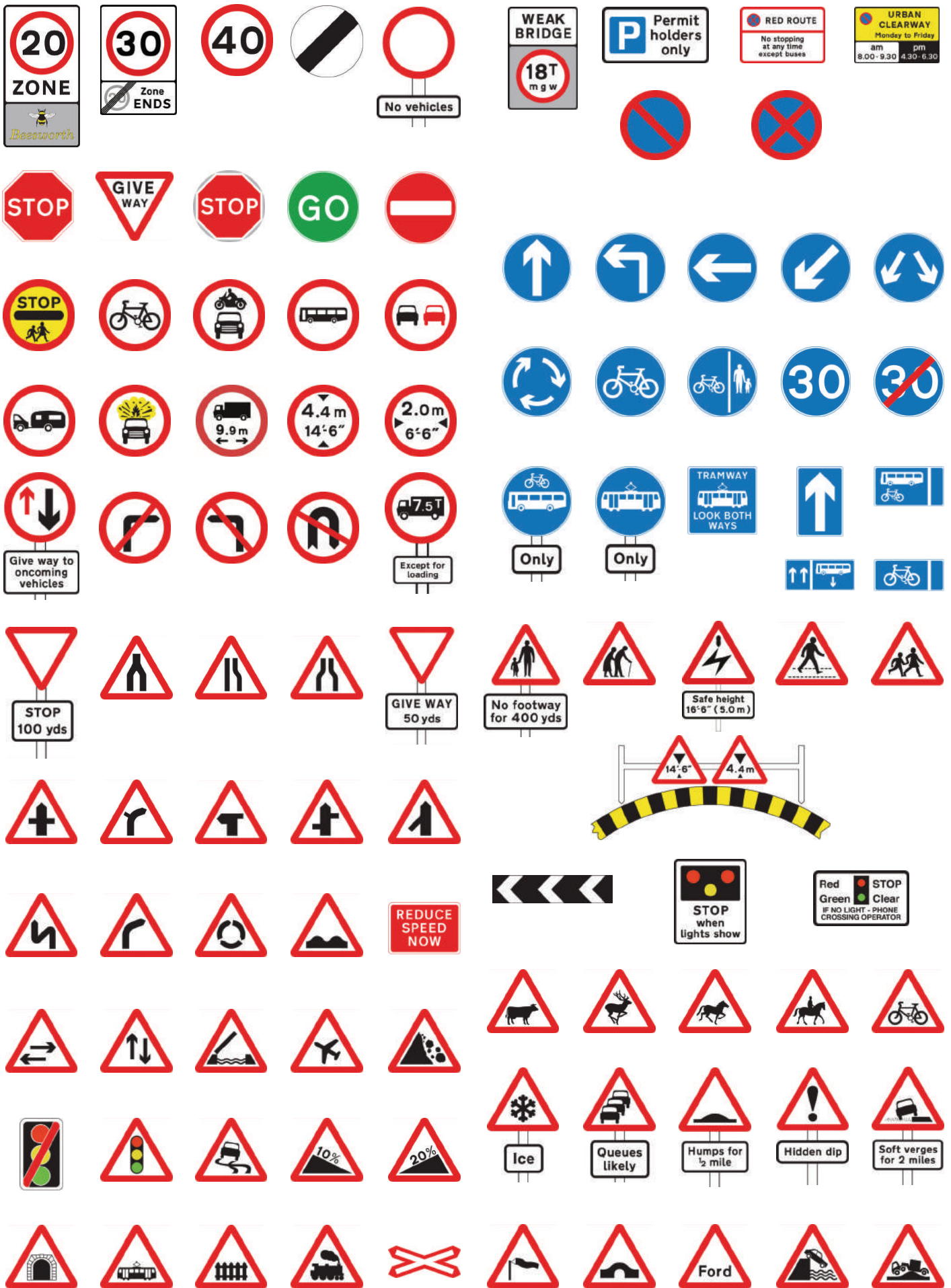
Stop

Give Way

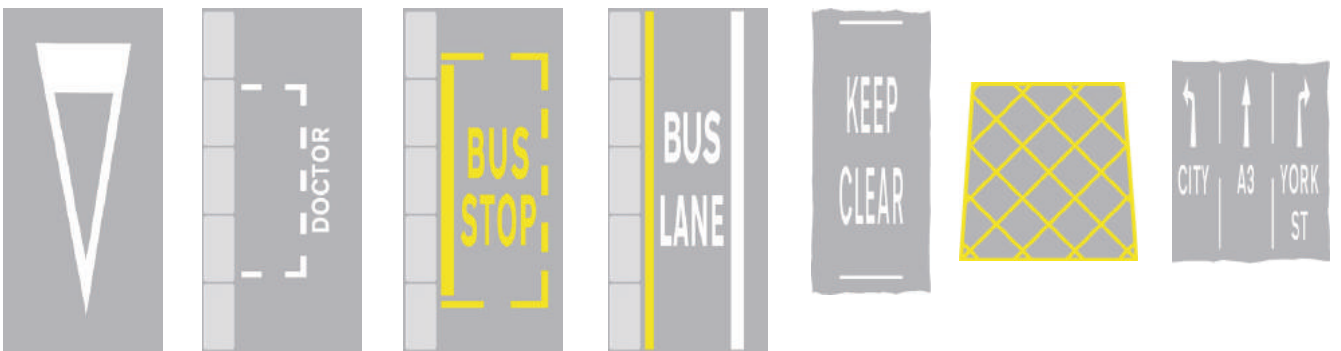
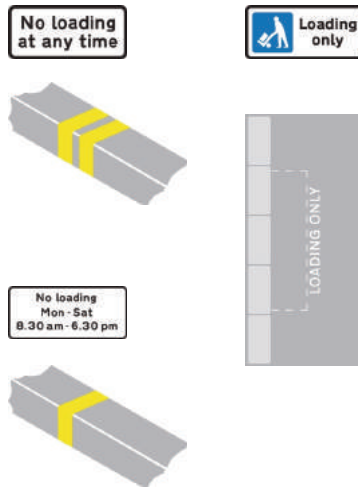
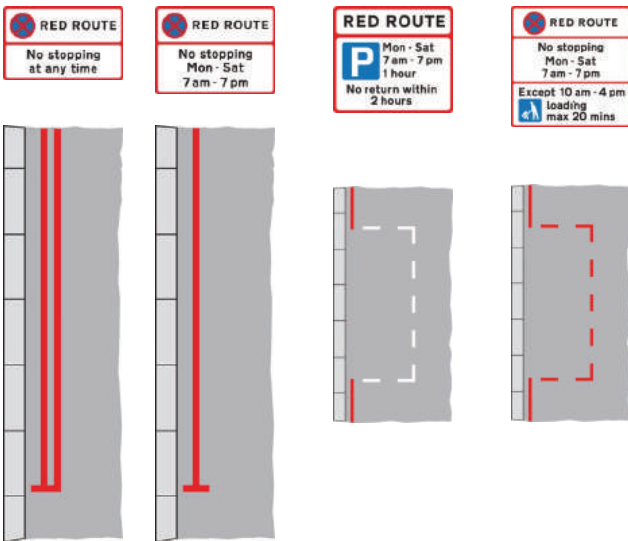
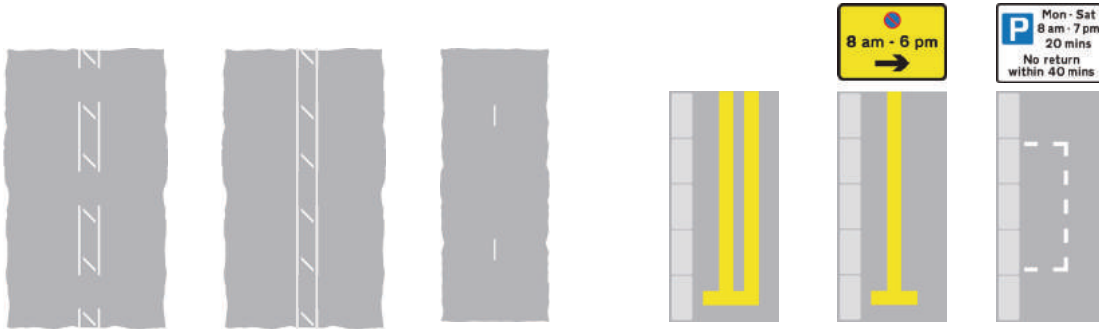


Box Junction









Tell Me Questions

- 1. Tell me how you'd check that the brakes are working before starting a journey.** Brakes should not feel spongy or slack. Brakes should be tested as you set off. Vehicle should not pull to one side.
- 2. Tell me where you'd find the information for the recommended tyre pressures for this car and how tyre pressures should be checked.** Manufacturer's guide, use a reliable pressure gauge, check and adjust pressures when tyres are cold, don't forget spare tyre, remember to refit valve caps.
- 3. Tell me how you make sure your head restraint is correctly adjusted so it provides the best protection in the event of a crash.** The head restraint should be adjusted so the rigid part of the head restraint is at least as high as the eye or top of the ears, and as close to the back of the head as is comfortable. Note: Some restraints might not be adjustable.
- 4. Tell me how you'd check the tyres to ensure that they have sufficient tread depth and that their general condition is safe to use on the road.** No cuts and bulges, 1.6mm of tread depth across the central three-quarters of the breadth of the tyre, and around the entire outer circumference of the tyre.
- 5. Tell me how you'd check that the headlights and tail lights are working. You don't need to exit the vehicle.** Explain you'd operate the switch (turn on ignition if necessary), then walk round vehicle (as this is a 'tell me' question, you don't need to physically check the lights).
- 6. Tell me how you'd know if there was a problem with your anti-lock braking system.** Warning light should illuminate if there is a fault with the anti-lock braking system.
- 7. Tell me how you'd check the direction indicators are working. You don't need to exit the vehicle.** Explain you'd operate the switch (turn on ignition if necessary), and then walk round vehicle (as this is a 'tell me' question, you don't need to physically check the lights).
- 8. Tell me how you'd check the brake lights are working on this car.** Explain you'd operate the brake pedal, make use of reflections in windows or doors, or ask someone to help.
- 9. Tell me how you'd check the power-assisted steering is working before starting a journey.** If the steering becomes heavy, the system may not be working properly. Before starting a journey, 2 simple checks can be made.
Gentle pressure on the steering wheel, maintained while the engine is started, should result in a slight but noticeable movement as the system begins to operate. Alternatively turning the steering wheel just after moving off will give an immediate indication that the power assistance is functioning.
- 10. Tell me how you'd switch on the rear fog light(s) and explain when you'd use it/them. You don't need to exit the vehicle.** Operate switch (turn on dipped headlights and ignition if necessary). Check warning light is on. Explain use.
- 11. Tell me how you switch your headlight from dipped to main beam and explain how you'd know the main beam is on.** Operate switch (with ignition or engine on if necessary), check with main beam warning light.

Tell Me Questions (under bonnet)

12. Open the bonnet and tell me how you'd check that the engine has sufficient oil.

Identify dipstick/oil level indicator, describe check of oil level against the minimum and maximum markers.

13. Open the bonnet and tell me how you'd check that the engine has sufficient engine coolant.

Identify high and low level markings on header tank where fitted or radiator filler cap, and describe how to top up to correct level.

14. Open the bonnet and tell me how you'd check that you have a safe level of hydraulic brake fluid.

Identify reservoir, check level against high and low markings.

Show Me Questions

When it's safe to do so, can you show me how you wash and clean the rear windscreen?

When it's safe to do so, can you show me how you wash and clean the front windscreen?

When it's safe to do so, can you show me how you'd switch on your dipped headlights?

When it's safe to do so, can you show me how you'd set the rear demister?

When it's safe to do so, can you show me how you'd operate the horn?

When it's safe to do so, can you show me how you'd demist the front windscreen?

When it's safe to do so, can you show me how you'd open and close the side window?

Name	Licence no.
Date	Signature
Time	

 Eyesight test

Manoeuvres

<input type="checkbox"/> Reverse / Right	<input type="checkbox"/> Reverse park (road)
<input type="checkbox"/> Reverse park (car park)	<input type="checkbox"/> Forward park

 Control (S) (D)

 Observation (S) (D)

 Show me / Tell me
 Show me / Tell me (S) (D)

 Controlled stop
 Controlled stop (S) (D)

Control

<input type="checkbox"/> Accelerator (S) (D)
<input type="checkbox"/> Clutch (S) (D)
<input type="checkbox"/> Gears (S) (D)
<input type="checkbox"/> Footbrake (S) (D)
<input type="checkbox"/> Parking brake (S) (D)
<input type="checkbox"/> Steering (S) (D)
<input type="checkbox"/> Precautions (S) (D)
<input type="checkbox"/> Ancillary Controls (S) (D)

Move off

<input type="checkbox"/> Safety (S) (D)
<input type="checkbox"/> Control (S) (D)

Use of Mirrors

<input type="checkbox"/> Signalling (S) (D)
<input type="checkbox"/> Change direction (S) (D)
<input type="checkbox"/> Change speed (S) (D)

Signals

<input type="checkbox"/> Necessary (S) (D)
<input type="checkbox"/> Correctly (S) (D)
<input type="checkbox"/> Timed (S) (D)

Junctions

<input type="checkbox"/> Approach speed (S) (D)
<input type="checkbox"/> Observation (S) (D)
<input type="checkbox"/> Turning right (S) (D)
<input type="checkbox"/> Turning left (S) (D)
<input type="checkbox"/> Cutting corners (S) (D)

Judgement

<input type="checkbox"/> Overtaking (S) (D)
<input type="checkbox"/> Meeting (S) (D)
<input type="checkbox"/> Crossing (S) (D)

Positioning

<input type="checkbox"/> Normal driving (S) (D)
<input type="checkbox"/> Lane discipline (S) (D)

<input type="checkbox"/> Pedestrian crossings (S) (D)
<input type="checkbox"/> Position/ normal stop (S) (D)
<input type="checkbox"/> Awareness planning (S) (D)
<input type="checkbox"/> Clearance (S) (D)
<input type="checkbox"/> Following distance (S) (D)
<input type="checkbox"/> Use of speed (S) (D)

Progress

<input type="checkbox"/> Appropriate speed (S) (D)
<input type="checkbox"/> Undue hesitation (S) (D)

Response to signs / signals

<input type="checkbox"/> Traffic signs (S) (D)
<input type="checkbox"/> Road markings (S) (D)
<input type="checkbox"/> Traffic lights (S) (D)
<input type="checkbox"/> Traffic controllers (S) (D)
<input type="checkbox"/> Other road users (S) (D)

Total faults

<input type="checkbox"/>	Pass	Fail	<input type="checkbox"/>	<input type="checkbox"/>
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<input type="checkbox"/> ETA	<input type="checkbox"/> Physical	<input type="checkbox"/> Verbal	<input type="checkbox"/> ECO	<input type="checkbox"/> Control	<input type="checkbox"/> Planning
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Top 10 Reasons for Failing the Test

1. Not making effective observations at junctions

The candidate must:

- make effective observations before moving into a new road
- make sure it is safe before proceeding

2. Not using mirrors correctly when changing direction

The candidate must:

- make full and effective use of all the mirrors
- check the mirrors carefully before signalling, changing direction or changing speed
- use the 'mirror - signal - manoeuvre' routine effectively

3. Not having proper control of the steering

The candidate must be able to steer the car as smoothly as possible. You must steer at the appropriate time, as steering too early or late can cause the car to hit the kerb or swing out towards another road user.

4. Incorrect positioning when turning right at junctions

The candidate must be able to position the car as close to the centre of the road as is safe.

5. Not moving off safely

The candidate must be able to move off safely while making the correct observations:

- from the side of the road
- on a slope or hill (gradient)
- from behind a parked vehicle, so you have to move off at an angle

6. Not responding appropriately to traffic lights

The candidate must act correctly at traffic lights, checking that the road is clear before you proceed when the green light shows.

7. Poor positioning on the road during normal driving

The candidate must be able to:

- position the car correctly for your intended route
- position the car in the middle of marked lanes
- only change lanes when necessary

8. Not responding correctly to traffic signs

The candidate must be able to understand and be able to react to all traffic signs.

9. Not having control of the vehicle when moving off

The candidate must be able to move off under control, including on a slope or hill (gradient), from behind a parked vehicle and at junctions.

10. Not keeping control of the vehicle during reverse parking

The candidate must be able to control the car accurately when you:

- parallel park at the side of the road
- reverse to park in a parking bay

Test Report Form

This explains the markings that were made on your test report. The report is labelled DL25D and DL25D Rev.

1(a) Eyesight Test

At the start of the test the examiner asked you to read a vehicle registration number. If you do not meet the eyesight standard then your test will not go ahead. If you need glasses or contact lenses to make sure you can read the number you must wear them whenever you drive or ride.

1(b) Highway Code / Safety

Highway Code: If you took a test for a tractor or specialist vehicle, at the end of the test you would have been asked questions on the Highway Code and to identify some road signs.

If you took an LGV or PCV test you were asked some Safety Questions. We asked you about some of the following: the location and operation of the safety components on your vehicle such as fire extinguishers, fuel cut-off switch and emergency exits.

2 Controlled stop

You may have been asked to show you were able to stop your vehicle in good time and under full control, as if in an emergency situation. Remember, when driving in wet or icy weather conditions, it will take you longer to stop safely.

3, 4, 5, 6 and 8 Reversing and turn in road exercises

Depending on the test you took, you may have been asked to complete one or more slow speed manoeuvring exercises. You needed to show you were able to keep control of your vehicle. This needed to be done whilst taking effective observations and acting correctly on what you saw.

7 Vehicle checks

It is important that the vehicle is in good working order and you can operate vehicle controls. The examiner asked you some 'show me / tell me' type safety questions. You needed to show a basic knowledge of the checks you should make on a regular basis. Depending on the test you took, you may have needed to safely demonstrate you can operate your vehicle's secondary controls whilst on the move.

8 Forward park (see above) / Taxi manoeuvre

You needed to show the examiner that you can safely turn the vehicle around to face in the opposite direction. How you did this was left to you, but you must not have used driveways or mounted the pavement. You were tested on your ability to select a safe place to carry out the manoeuvre whilst taking effective observation and acting correctly on what you saw.

9 Taxi wheelchair

You needed to show your ability to use wheelchair ramps competently. You needed to put the imaginary wheelchair user and his or her wheelchair into your vehicle. Then ensure the wheelchair and its user were securely installed ready for a journey. You were then asked to reverse this whole process.

10 Uncoupling and re-coupling (vehicle and trailer combinations)

You needed to show that you can uncouple and re-couple your trailer, using the correct procedure for your vehicle and trailer types. You were asked to uncouple the combination then drive forward and reverse alongside the trailer. To re-couple, you should have aligned and reconnected the towing vehicle and trailer. This should have been done accurately. You should then have checked they were secured and safe to go out on the road.

11 Precautions

These checks are simple but important. Before you started the engine, you needed to make sure that your seat was adjusted correctly to allow you to reach all your driving controls with ease. This is because an incorrect seat position can affect your ability to take observations and keep proper control of the vehicle.

12 Control

Throughout the test you needed to show you can use all the controls smoothly and at the correct time. This means less wear and tear on your vehicle and a smoother ride for your passengers.

13 Move off

You needed to show that you can move away on the level, on a slope and at an angle safely, under full control, taking effective observation. Move off only when it is safe to do so.

14 Use of mirrors – rear observation

You should have used the mirrors safely and effectively acting correctly upon what you saw. Where mirrors are not enough, for example to cover 'blind spots', then you must take effective rear observation. You must always check this carefully before signalling, changing direction or changing speed. You needed to demonstrate you can use the Mirror – Signal – Manoeuvre (MSM) routine effectively.

15 Signals

You should only use the signals shown in the Highway Code. On test you should have signalled clearly to let others know what you intend to do. This is particularly important if it would help other road users or pedestrians. You should have always signalled in good time and ensured that the signal had been switched off after the manoeuvre had been completed. You should not beckon to pedestrians to cross the road.

16 Clearance

You should have given parked vehicles and other obstructions enough space to pass safely. You needed to watch out for changing situations such as pedestrians walking out from between parked cars, doors opening and vehicles trying to move off. You should have been prepared to slow down or stop if needed.

Test Report Form

17 Response to signs and signals

You needed to show that you can react correctly to all traffic signs, road markings, traffic lights and pedestrian crossings. You should have obeyed signals given by police officers, traffic wardens, Highways Agency officers and school crossing patrols. You should watch out for signals given by other road users and carry on only when you are happy it is safe.

18 Use of speed

You should have made safe and reasonable progress along the road. You needed to keep in mind the road, traffic and weather conditions, road signs and speed limits. You needed to show confidence based on sound judgement. Remember, at all times you should have been able to stop within the distance you can see to be clear.

19 Following distance

You should have always kept a safe distance between you and the vehicle in front. You should be able to stop safely, well within the distance you can see to be clear. You should leave extra distance in wet or slippery conditions. Leave enough space when you are stopped in traffic queues.

20 Maintain progress

On test you needed to show that you can drive at a realistic speed appropriate to the road and traffic conditions. You needed to approach all hazards at a safe, controlled speed, without being over cautious or slowing or stopping other road users. You should always be ready to move away from junctions as soon as it is safe and correct to do so. Driving too slowly can frustrate other drivers which creates danger for yourself and others.

21 Junctions including roundabouts

The examiner would have looked for correct use of the Mirror – Signal – Manoeuvre MSM procedure. The examiner was also looking for correct positioning and approach speed at junctions and roundabouts. This is because these skills are essential for dealing with these hazards safely. Turning right across busy roads/dual carriageways is particularly dangerous. To drive safely and pass your test you must be confident that you can judge the speed and distance of oncoming traffic safely. You also need to look out for other road users emerging and turning at junctions and be ready to alter your course or stop. Be extra watchful in poor light or bad weather conditions for the more vulnerable road user, such as cyclists and motorcyclists.

22 Judgement

Your examiner will have assessed your judgment skills throughout the test. You will have needed to show sound judgment when overtaking, meeting or crossing the path of other road users. You should have only done this when it was safe and legal. You should have made your intentions clear and been sure that you understood the intentions of other road users.

23 Positioning

You should have positioned your car in a safe position; normally this would be keeping well to the left of the road. You needed to keep clear of parked vehicles and be positioned correctly for the direction that you intend to take. You needed to look for and be guided by road signs and markings. Other road users may judge your intentions by where you are positioned so be aware of where you are at all times.

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24 Pedestrian crossings

You should have been able to identify the different types of pedestrian crossing and take the correct action. You needed to monitor your speed and time your approach to crossings so that you can stop safely if you need to do so. You should have paid particular attention where crossings were partly hidden by queuing or parked vehicles. You should also show consideration for elderly or infirm pedestrians who are trying to cross the road.

25 Position / normal stops

You should have chosen a safe, legal and convenient place to stop, close to the edge of the road, where you will not block the road and create a hazard. You should know how and where to stop without causing inconvenience or danger to other road users.

26 Awareness / Planning

You must be aware of other road users at all times. Your examiner is looking to see that you plan ahead to judge what other road users are going to do. This will allow you to predict how their actions will affect you and react in good time. You needed to anticipate road and traffic conditions, and act in good time, rather than reacting to them at the last moment. You should have taken particular care to consider the actions of the more vulnerable groups of road users such as pedestrians, cyclists, other motorcyclists and horse riders.

27 Ancillary controls

You needed to show that you can operate all of your vehicle's controls safely and effectively. The examiner was looking to see that whilst on the move you kept proper control of your vehicle whilst using secondary controls. These include demisters, heating controls, indicators and windscreen wipers.

Eco Safe Driving

You should drive in an 'eco friendly manner', considering your impact on the environment. Plan well ahead and choose appropriate gears, avoid heavy braking and over revving of the engine, particularly when stopped or moving off. If you have to stop for a long period such as at road works or railway crossings, consider stopping the engine to reduce pollution and save fuel. The examiner will assess this on your test; however this assessment will not affect the overall result of the test. If there are areas that need improvement you will receive appropriate feedback at the end of the test.

29 Health Declaration

You must declare any change to your health status since you last applied for a licence. It is a criminal offence for you (or anyone else) to make a false statement in order for you to obtain a driving licence, and can lead to prosecution.

30 Residence

Normal residence means the place where you normally live and have personal or occupational ties. However, if you have moved to the UK from another European Country or European Economic Area (EC/EEA), you should not take a driving test or obtain a first full licence unless you have lived here for 185 days in the last 12 months and are still living here at the time of your licence application. You may be asked to provide evidence of this.

Manage your booking online at www.gov.uk


Driver & Vehicle
Standards
Agency

Basic Procedures

P O M

Preparation

Get the car ready

- in gear
- gas
- biting point
- handbrake ready

Observation

Look all around


- interior mirror
- door mirrors
- ahead
- blind spots

Rear window if reversing


Manoeuvre

- Release handbrake
- Control speed of car with pedals
- Steer as required
- Continue observation ahead and behind


M S P S L

Mirrors 


↓

Signal 

↓

Position 

↓

Speed (& gears) 

↓

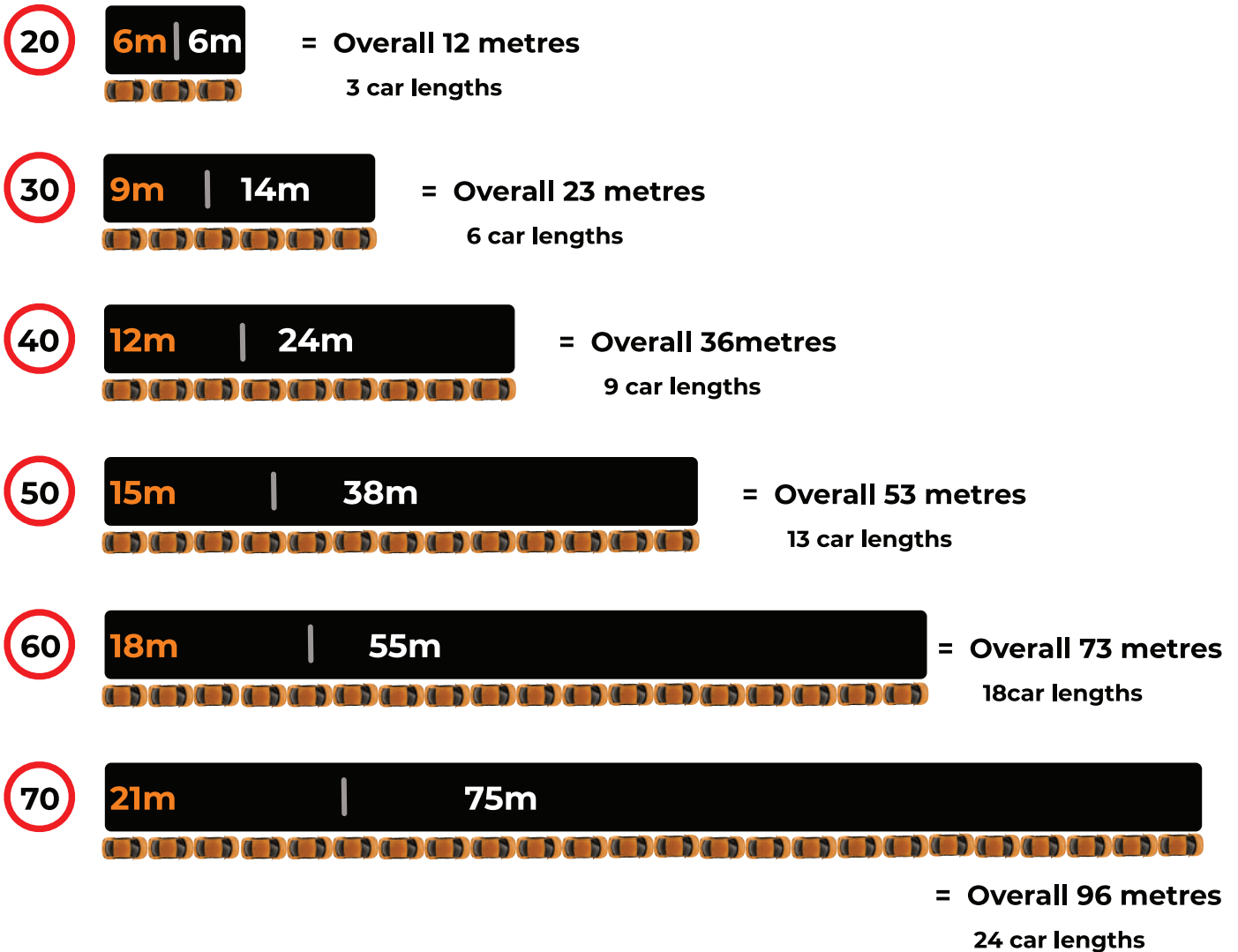
Look

L A D A
LOOK ASSESS
DECIDE ACT

S C A L P

Always choose somewhere that is a **Safe, Convenient and Lawful Place**

Stopping Distances



Thinking Distance = orange **Braking Distance = white**

The above stopping distances are for braking in good conditions

- Stopping distance x2 in wet conditions
- Stopping distance x10 in icy conditions

Source: Highway Code

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Many thanks

