# DRIVING LESSON PLANS AND DIAGRAMS

**Automatic**

& ELECTRIC VEHICLES

ADI Ninja

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# Index

# Basic Procedures

## P O M

### Preparation

Get the car ready
- in Drive
- 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 

Look 


## S C A L P

Always choose a
**S**afe
**C**onvenient
**a**nd
**L**awful
**P**lace

# Automatic & Electric Vehicles

## Learning Objectives

To understand how automatic and electric vehicles differ from petrol/diesel manual cars

## Automatics

- The benefits of cars with automatic gearboxes
- Potential drawbacks of cars with automatic gearboxes

## Electric Vehicles

- Advantages of electric vehicles
- Fuel Economy
- Charging electric vehicles
- Range, route planning and charging points
- Differences in performance and power compared to petrol and diesel cars
- Regenerative braking
- Greater awareness of pedestrians and cyclists due to low noise
- Hybrid vehicles

## Q & A

- In what ways is driving an automatic easier than a manual car?
- Do you think manual or automatic cars are safer and why?
- Why may cyclists not realise that an electric car is behind them?
- How is route planning affected by the range of an electric car?
- Could automatic and electric vehicles make drivers less attentive to the road ahead?

# 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

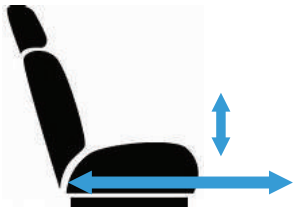
## Q & A

- 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?

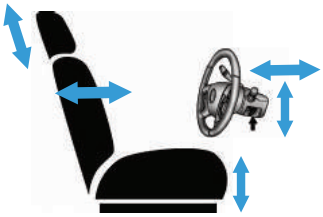
# Cockpit Checks

**Doors**

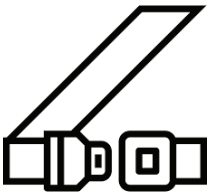
**Seat Base**



**Seat Back/Steering Wheel**



**Seat Belts**



**Mirrors**

# 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

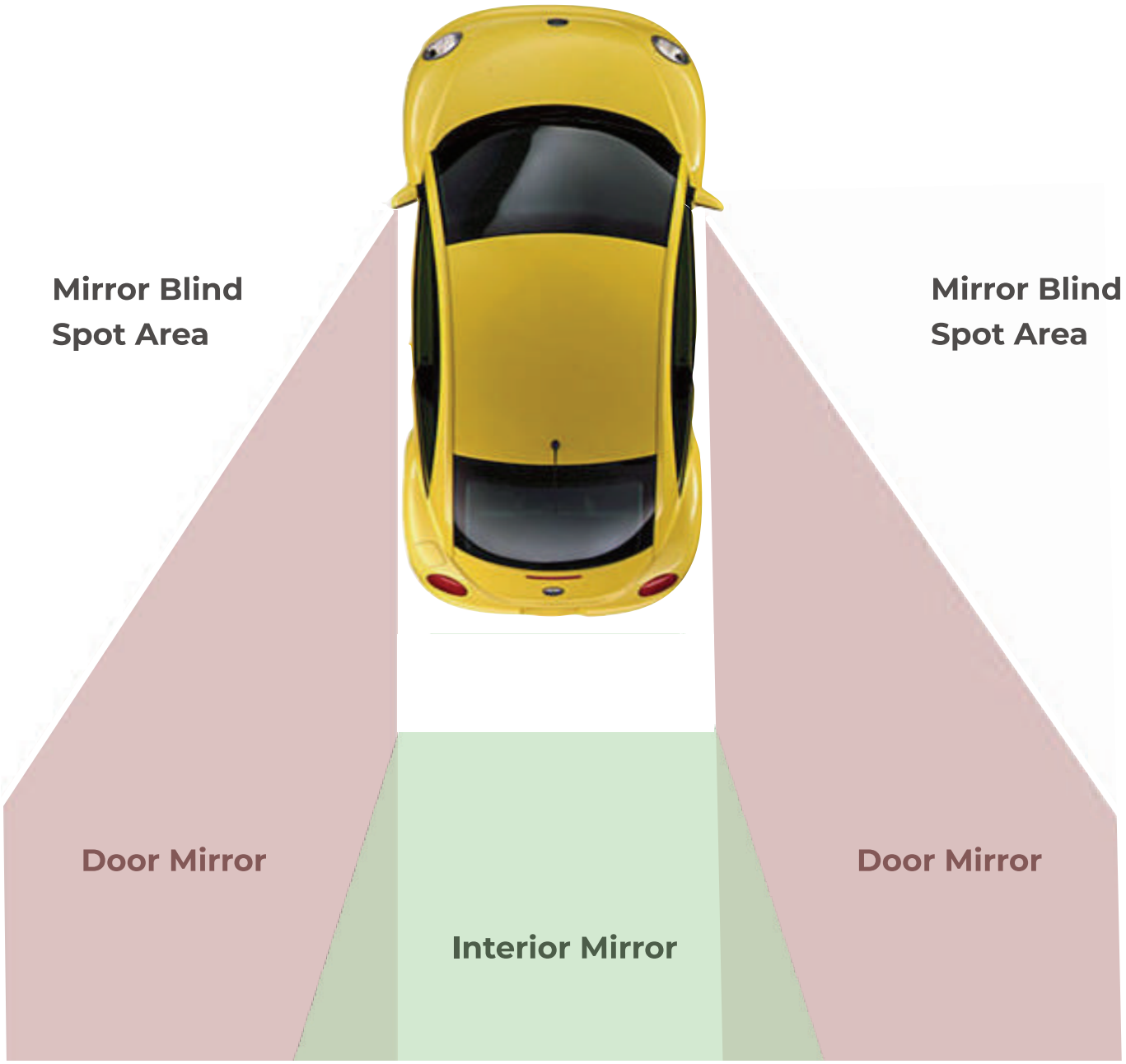
## Use of mirrors

- 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

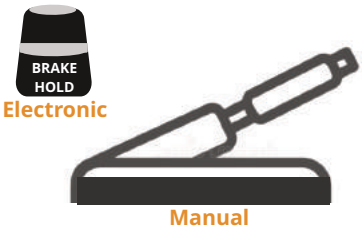


# Controls

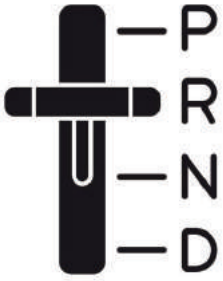
Brake

Accelerator

Steering Wheel




Parking Brake




Automatic Gears

# Ancillary Controls

## Ancillary Controls and their use

Lights including fog lights, dipped and main beam, interior lights and dashboard lighting
Windscreen wipers and washers - front and rear
Demisters front and rear
Heating and ventilation controls including air con
Horn
Cruise control and adaptive cruise control and speed limiters
Lane assist
Braking assist
Electronic handbrake and hill assist
Dashboard display and warning lights - speedometer, tachometer, fuel gauge, temperature gauge, oil temperature, odometer
Infotainment display including Android Auto/Apple CarPlay and sat nav
Vehicle information - trip counter, fuel till empty, average mpg, exterior temperature, vehicle settings and faults, servicing

# Pedals - Accelerator & Brake

## Learning Objectives

To understand the function of and use of the foot brake 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

- Foot brake
  - 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

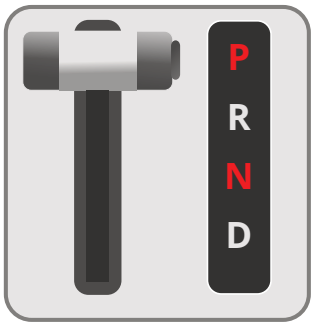
## Q & A

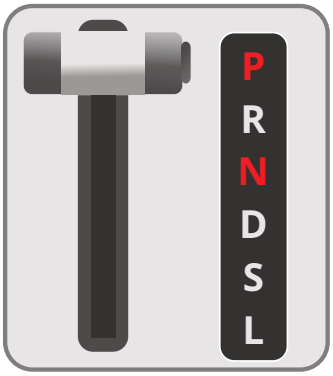
- What are the reasons for progressive braking?
- Why must you check the mirrors before you accelerate or brake?
- Why should you use the foot brake rather than the parking brake to slow or stop the vehicle?
- In what ways could choice of footwear affect your control of the vehicle?
- Why could driving barefoot be less safe?

# Automatic Gears

## Learning Objectives

To understand how automatic gear boxes work and using the selector




## Using the Selector

- What each position of the gear selector is used for
- Gear selector position for starting the car
- When to use the gear selector
- When to manually select lower gears
- Variation in gear selectors in different cars
- “Kick down” - how it works and why it is needed
- The effect of “creep” - how to utilise it and it’s dangers

## Q & A

- What are the dangers associated with automatic car “creep” at junctions?
- What may happen if you accidentally press the gas pedal too hard?
- Why are automatic cars considered to be easier to drive?
- When might you need to manually select a lower gear?
- What would you do if trying to keep the car slow and “creep” is making the car go too fast?
- What would be the advantages or disadvantages of putting the car into neutral when stopped at traffic lights?

# 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
- Lane assist technology

## Q & A

- 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 are the potential benefits of using the parking brake in queueing traffic?
- 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

# Moving Off

## 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
  - Select drive
- Observation
  - Mirrors
  - Blind spots
  - Signal if necessary
- Manoeuvre
  - Release parking brake
  - Control of pedals
  - Steering
  - Road position
  - Cancel the signal
  - Re-check mirrors

## Q & A

- Why must you check your mirrors before moving off?
- What are the advantages or disadvantages of releasing the handbrake before doing observations?
- 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

Depress brake pedal 

Select Drive 


## Observation

Mirrors 

Ahead 

Blind Spot 

Signal if necessary 

## Manoeuvre

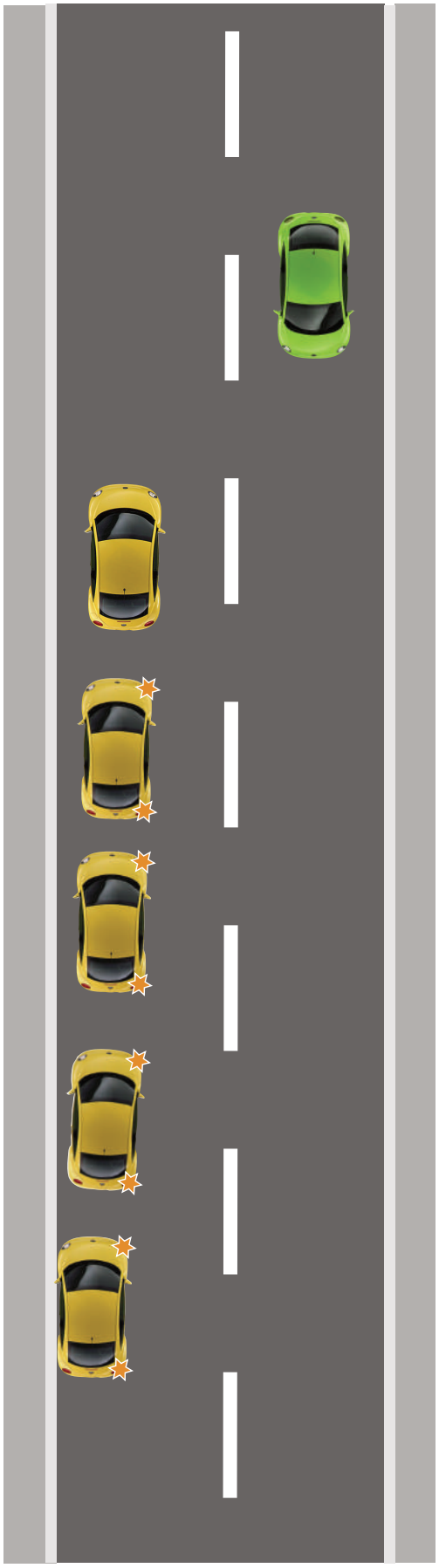
Release handbrake 

Ease off brake pedal 

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.

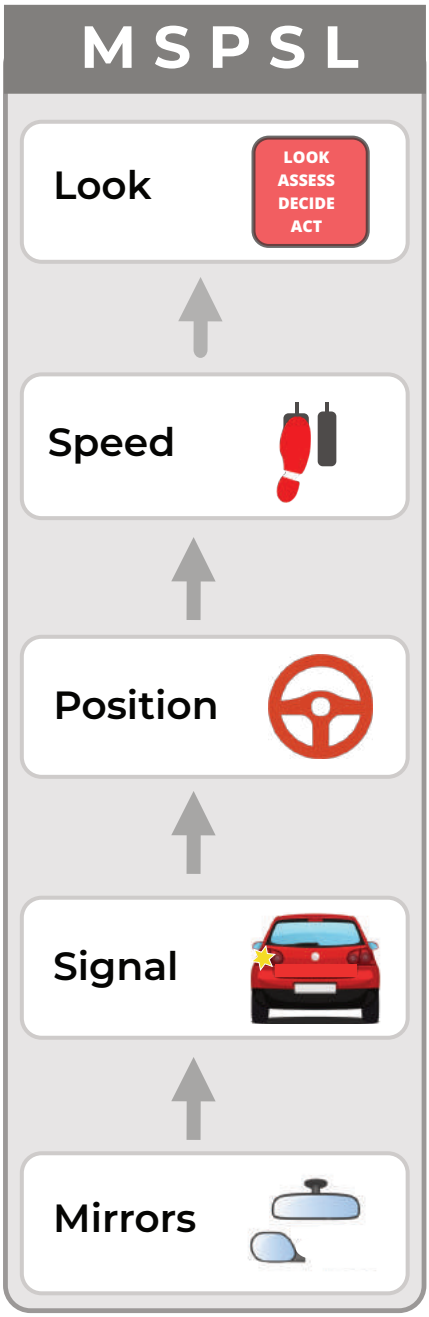
## Procedure - MSPSL

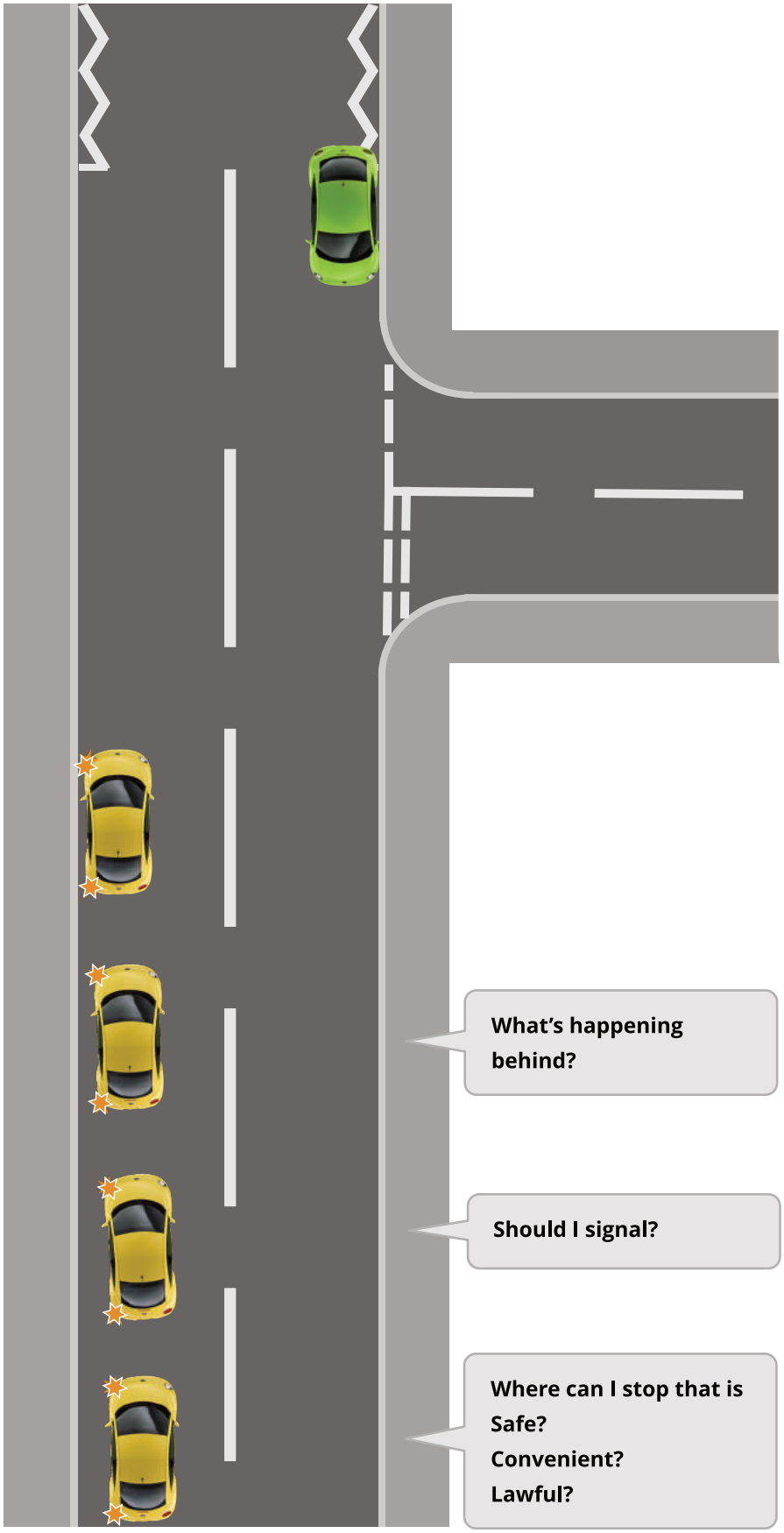
- Selecting a safe, convenient and lawful place (SCALP)
  - Parking and waiting restrictions
  - Avoiding driveway, junctions, traffic islands
  - What to do if there is traffic behind
- MSPSL routine
  - Necessity and timing of signal
  - Steering control
  - Progressive braking
- After stopping
  -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

## 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?
- What do we mean by 'progressive braking'?
- How can we park safely on a hill?

# Pulling Up On The Left



# 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

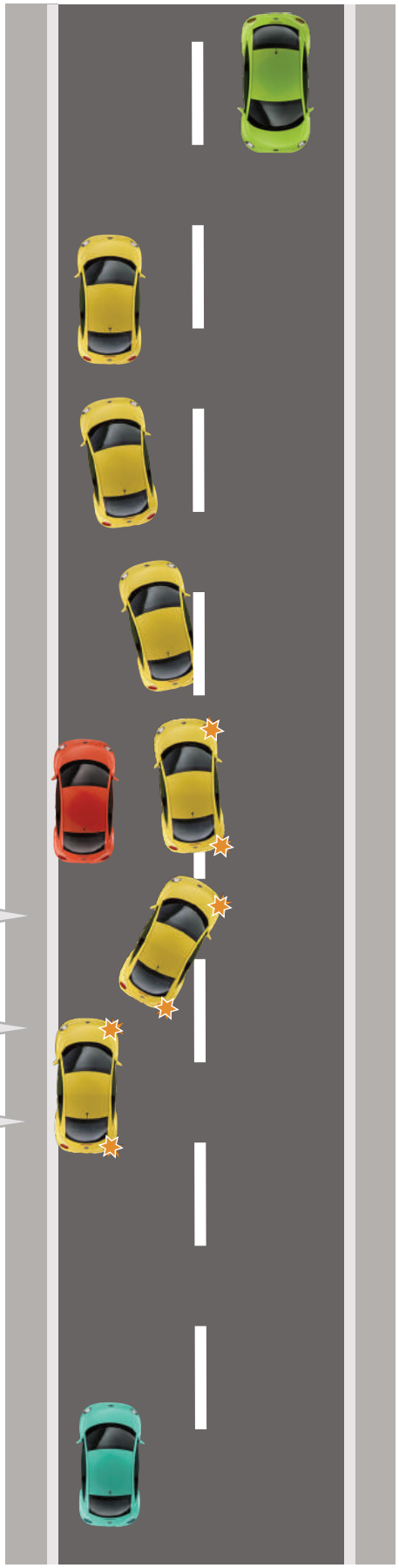
## Procedure - POM

- Preparation
  - Select drive
  - Use of gas
- Observation
  - Mirrors
  - Blind spots
  - Signal if necessary
- Manoeuvre
  - Release handbrake
  - Appropriate use of gas or brake
  - 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?

# Angled Start



**How will I keep the car slow?**

**Should I signal?**

**Where should I look?**

## Preparation

Depress brake pedal

Select Drive


## Observation

Mirrors

Ahead

Blind Spot

Signal if necessary

## Manoeuvre

Release handbrake

Ease off brake pedal

Increase gas

Steer away from the kerb & straighten up

Check mirrors
Cancel signal

# Emerging Left

## 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?

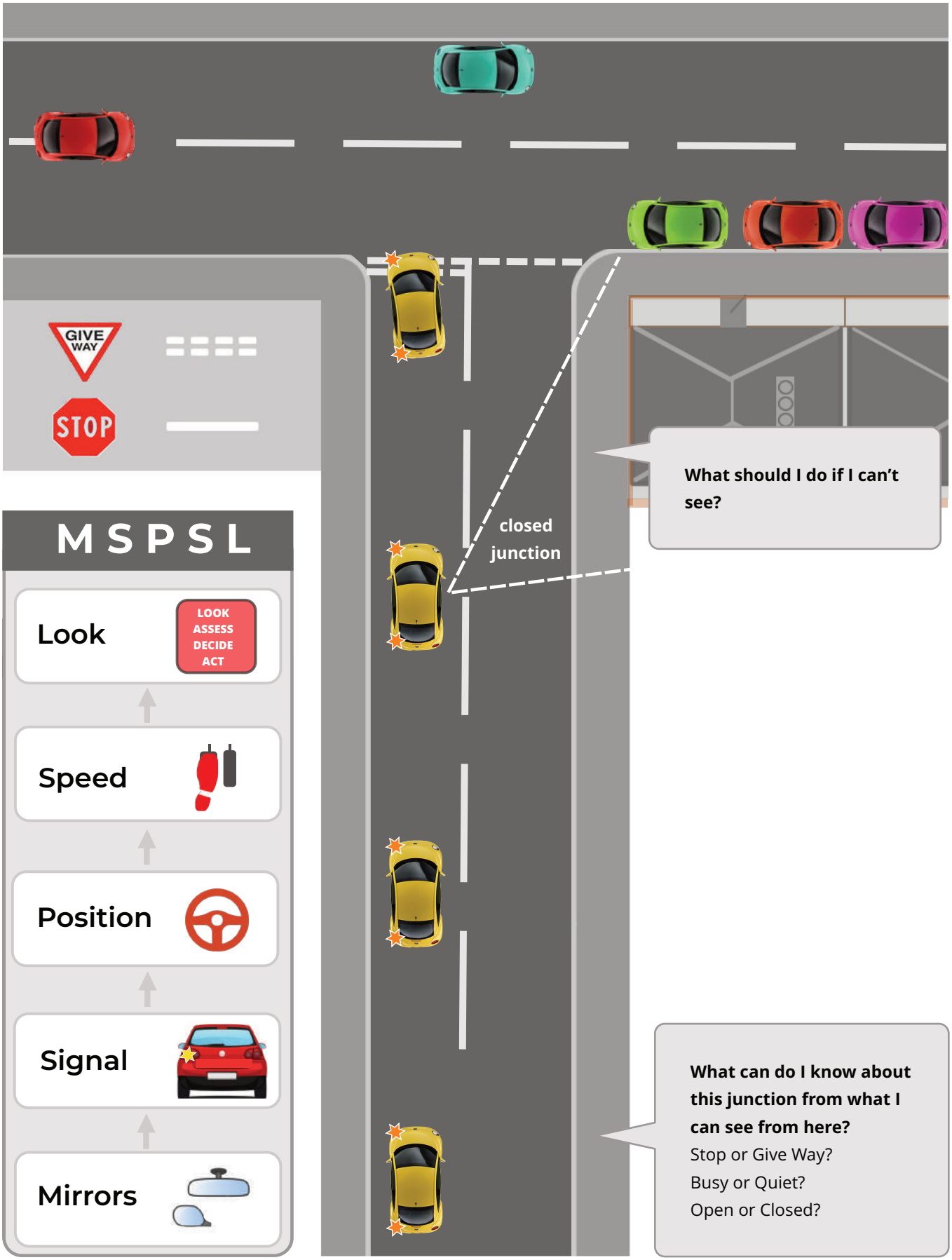
- Applying MSPSL routine
  - When to check mirrors
  - Timing of signal
  - Position on approach and following the line of the kerb
  - When to start slowing
  - Observation - where to look

- 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**
- **Position**
- **Signal**
- **Mirrors**

# Emerging Right

## 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?

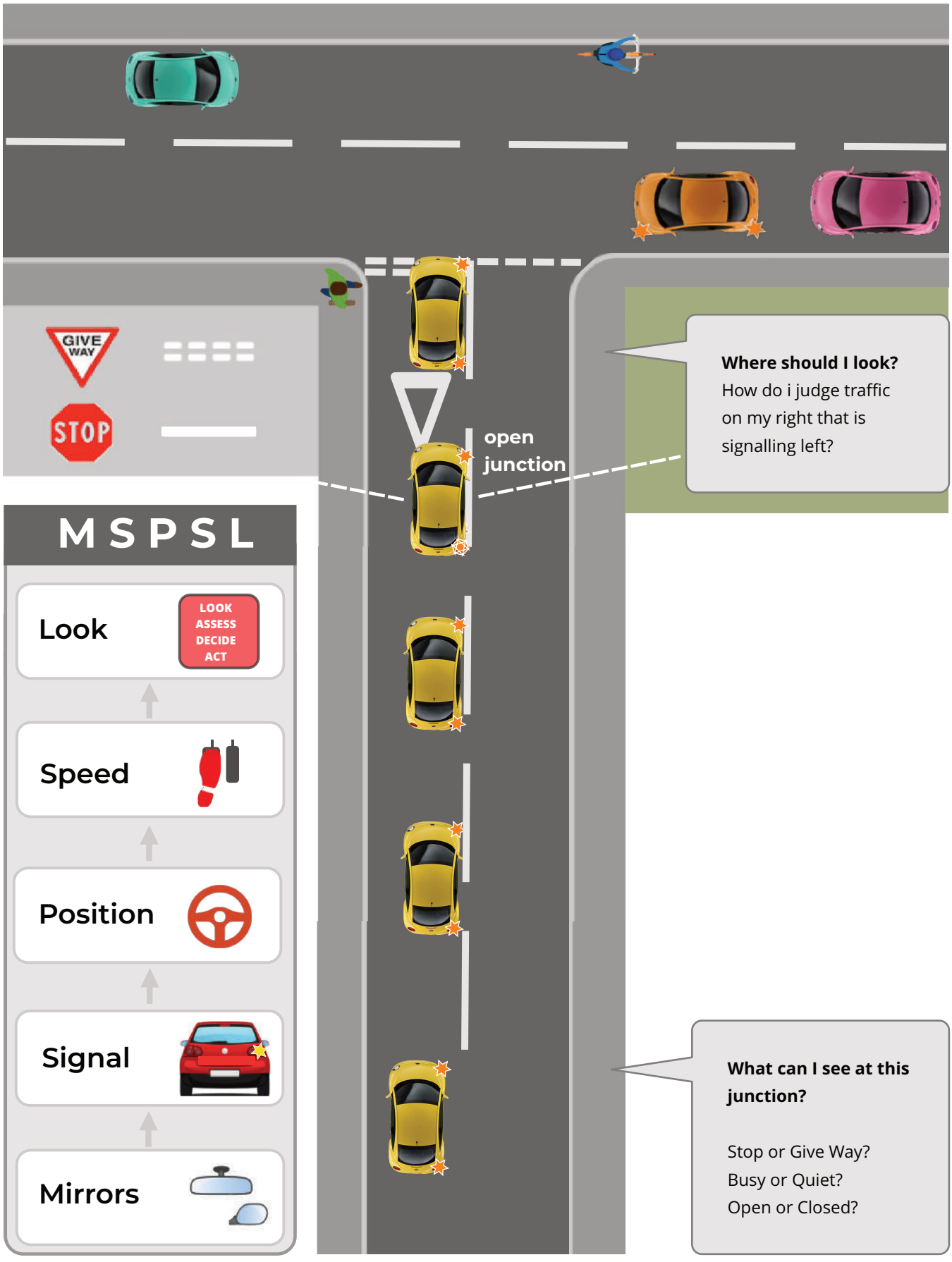
- Applying MSPSL routine
  - When to check mirrors
  - Timing of signal
  - Position on approach and following the line of the kerb
  - When to start slowing
  - Observation - where to look

- 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



# 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

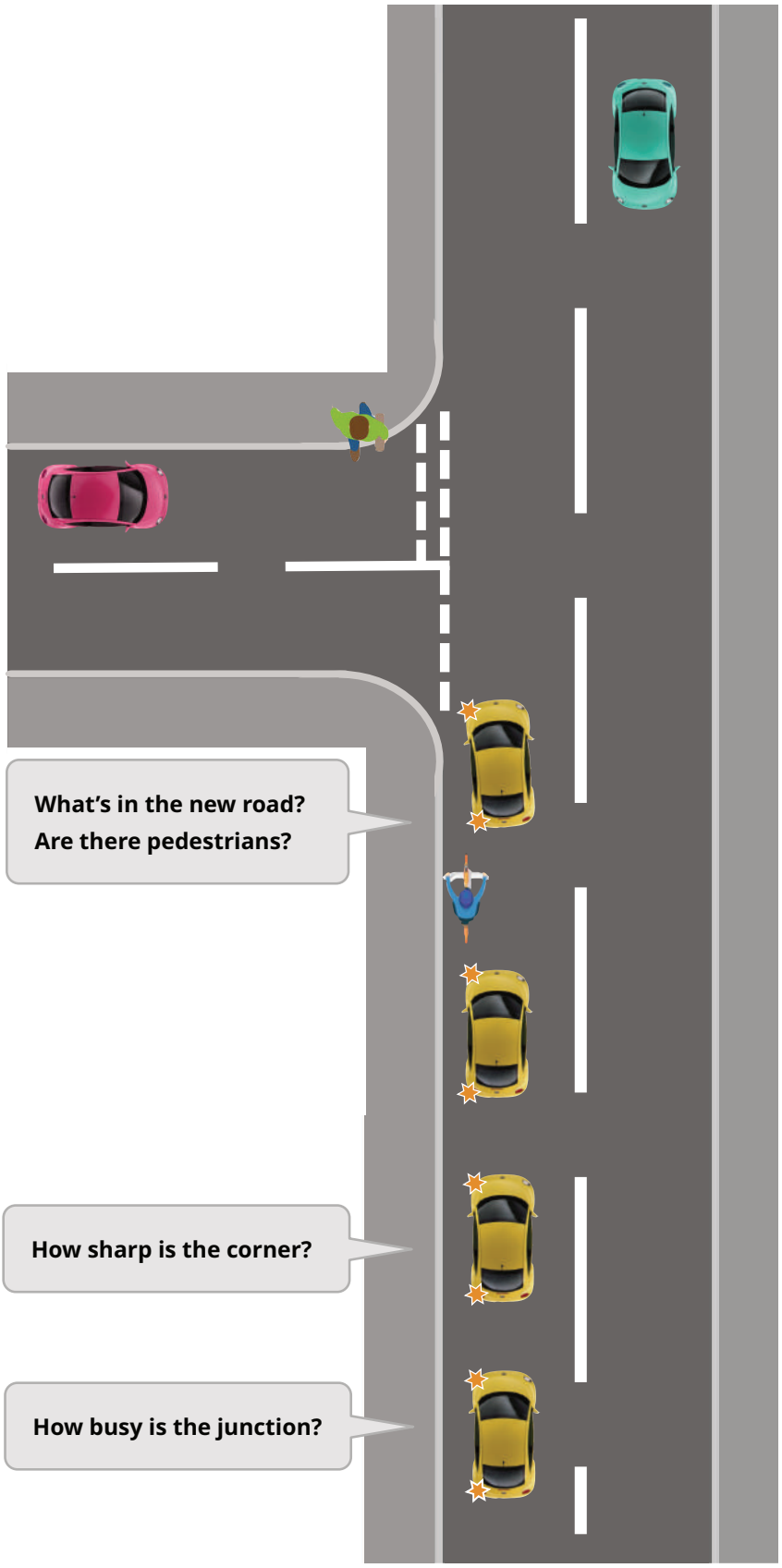
## Procedure - MSPSL

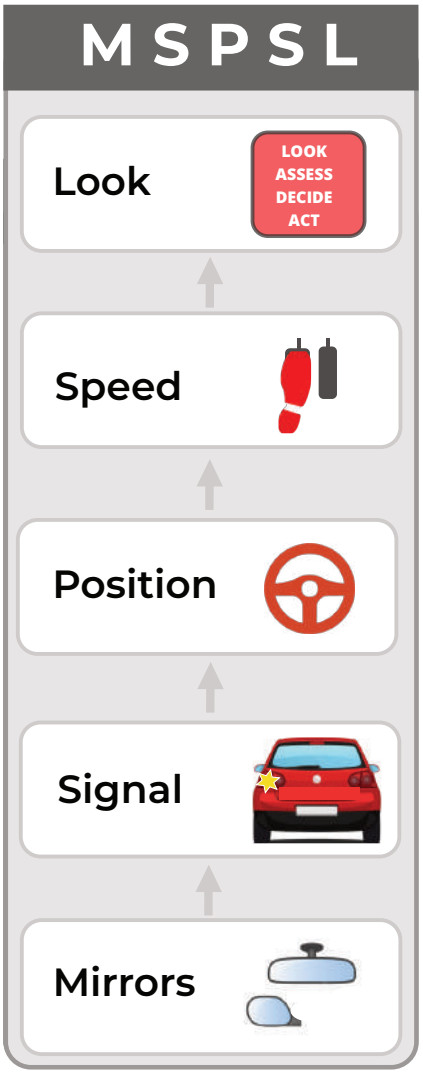
- Scanning ahead and identifying the junction
  - Road signs and markings
- MSPSL routine
  - Use of mirrors
  - Correctly timed signal
  - Position to turn left
  - Speed on approach
  - Looking into the new road - pedestrians and obstructions
- Giving way to pedestrians
- Avoiding cutting across the 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?
- 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



# 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
  - Assessing oncoming traffic - Look, Assess, Decide, Act
  - Looking into the new road - pedestrians and obstructions

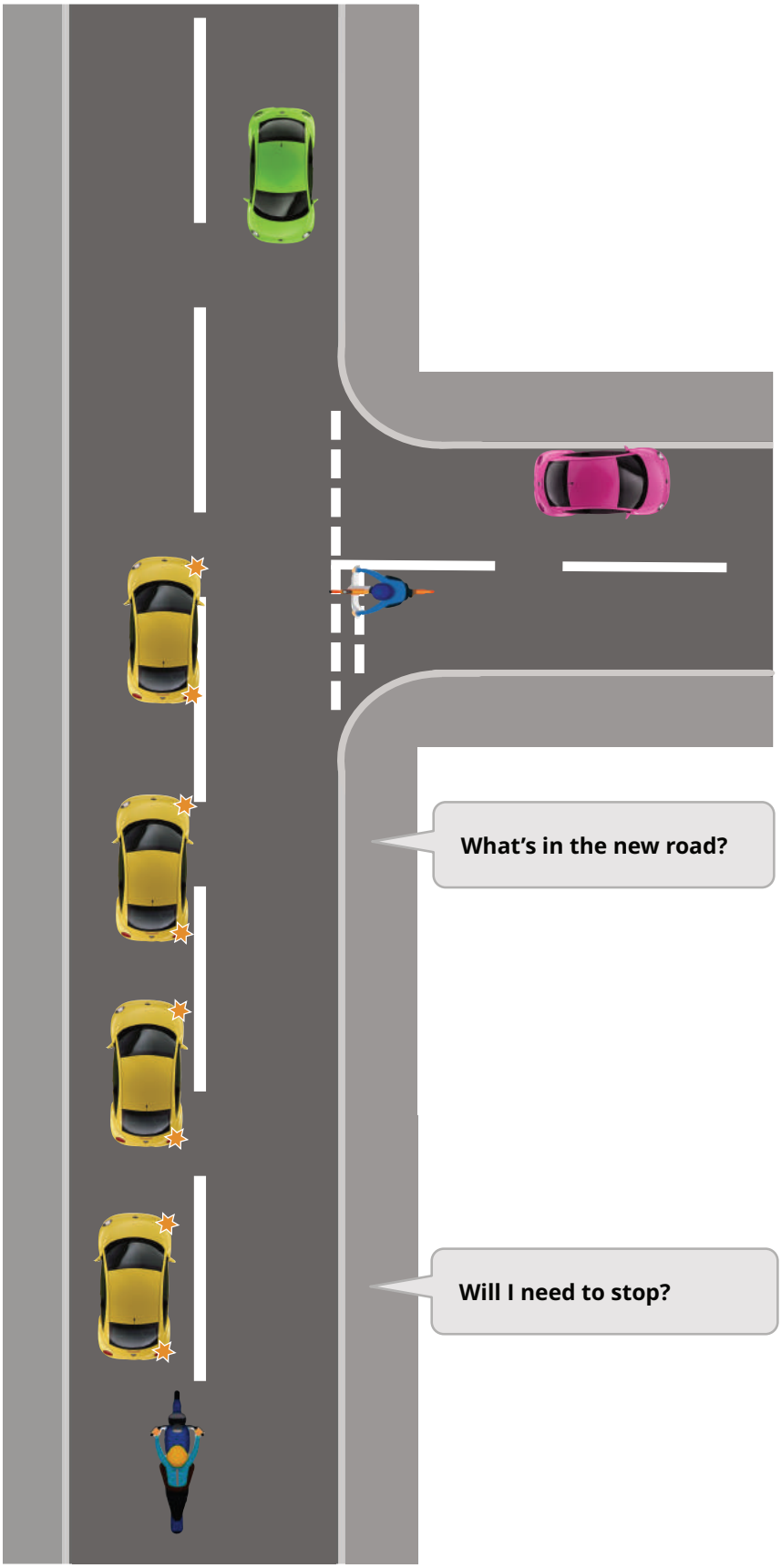
## Q & A

- 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 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** — LOOK ASSESS DECIDE ACT
- **Speed**
- **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

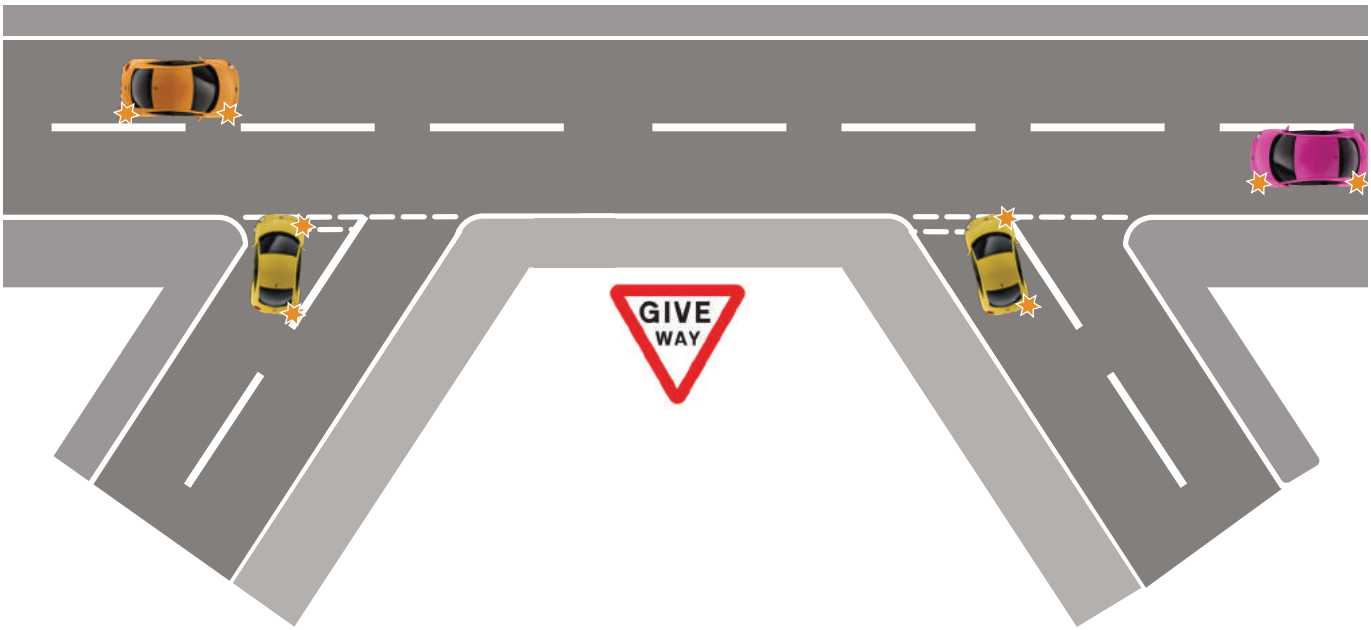
## Procedure - MSPSL

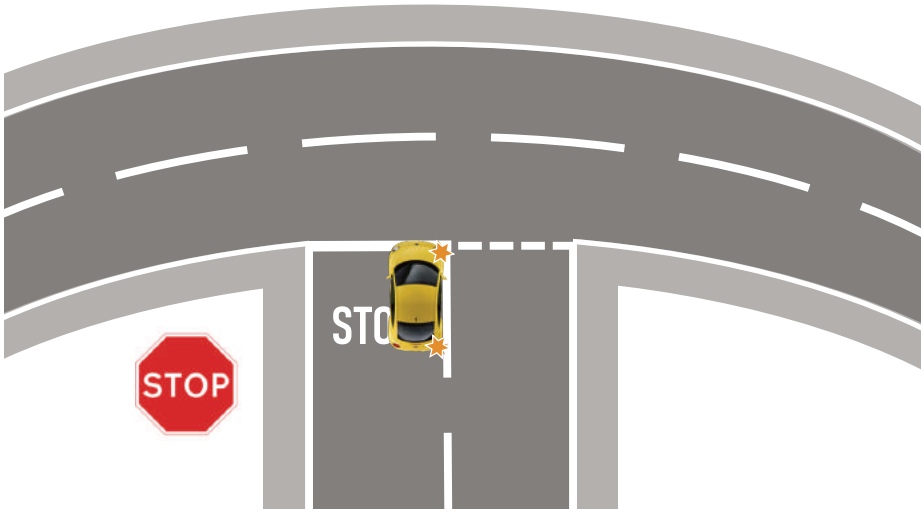
- Scanning ahead and identifying the junction
  - Road signs and markings
- MSPSL routine
  - Adapting normal procedures based on the road layout
  - Use of mirrors
  - Signalling at an appropriate time
  - Appropriate braking to slow down
  - Observation in difficult circumstances
- Awareness of and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

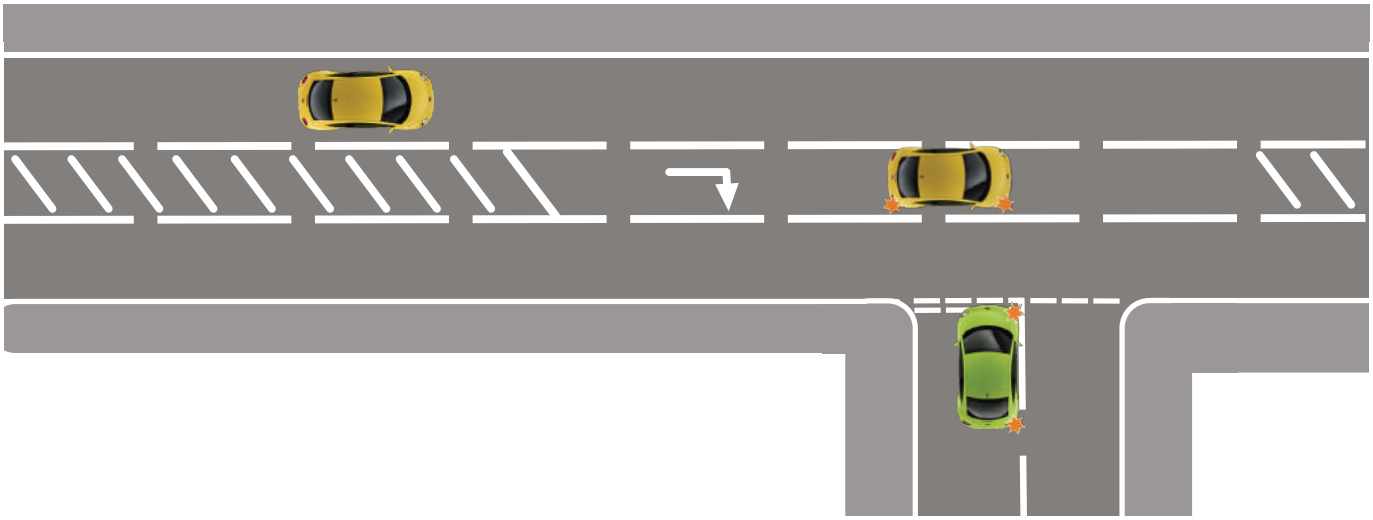
## Q & A

- 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?
- 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



# Crossroads

## 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

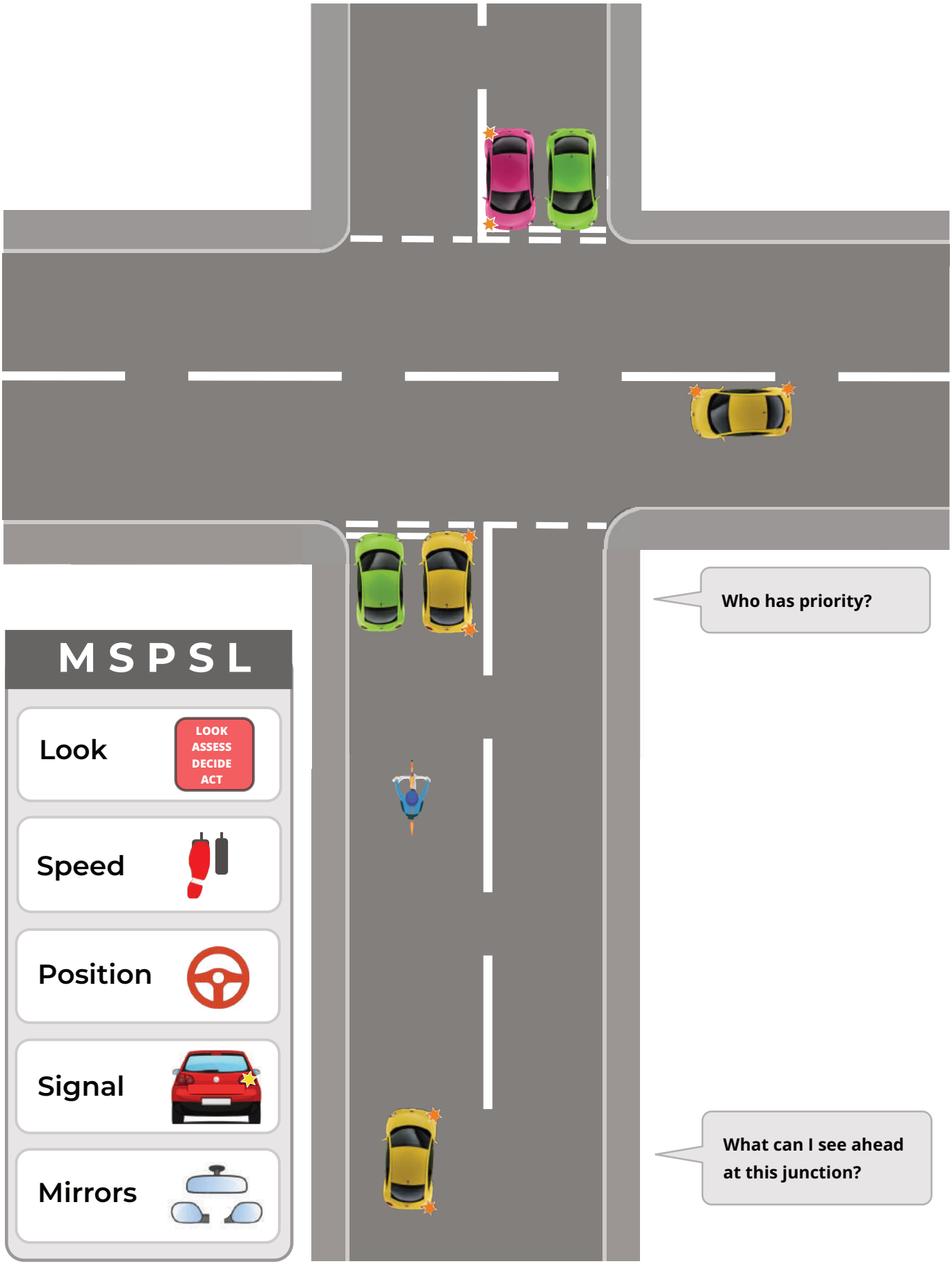
## Procedure - MSPSL

- 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
  - 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




## M S P S L

- **Look** — LOOK ASSESS DECIDE ACT
- **Speed**
- **Position**
- **Signal**
- **Mirrors**

# Other 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

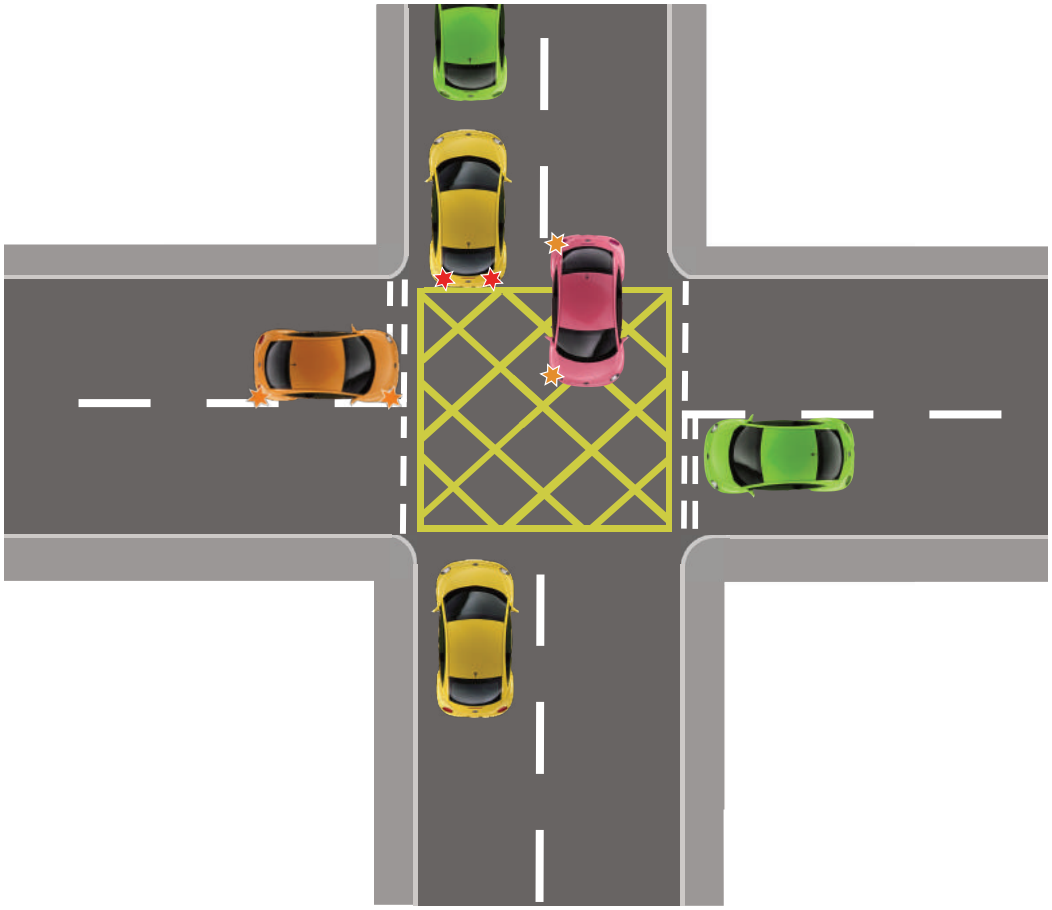
- Scanning ahead and identifying particular problems
  - Road signs and markings

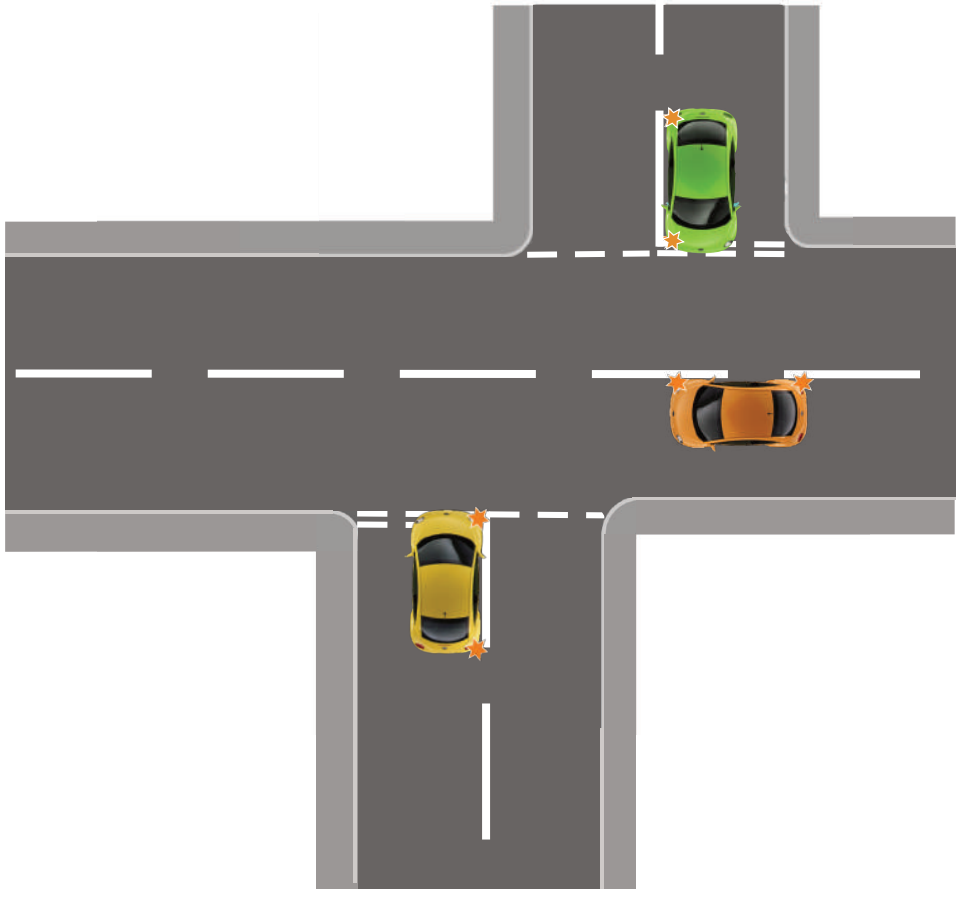
- MSPSL routine
  - Use of mirrors
  - Correctly timed signal
  - Correct positioning for intended direction
  - Avoiding coasting
  - Assessing all traffic - who has priority?
  - Look, Assess, Decide, Act

## 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





# Traffic Lights

## 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
- 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?

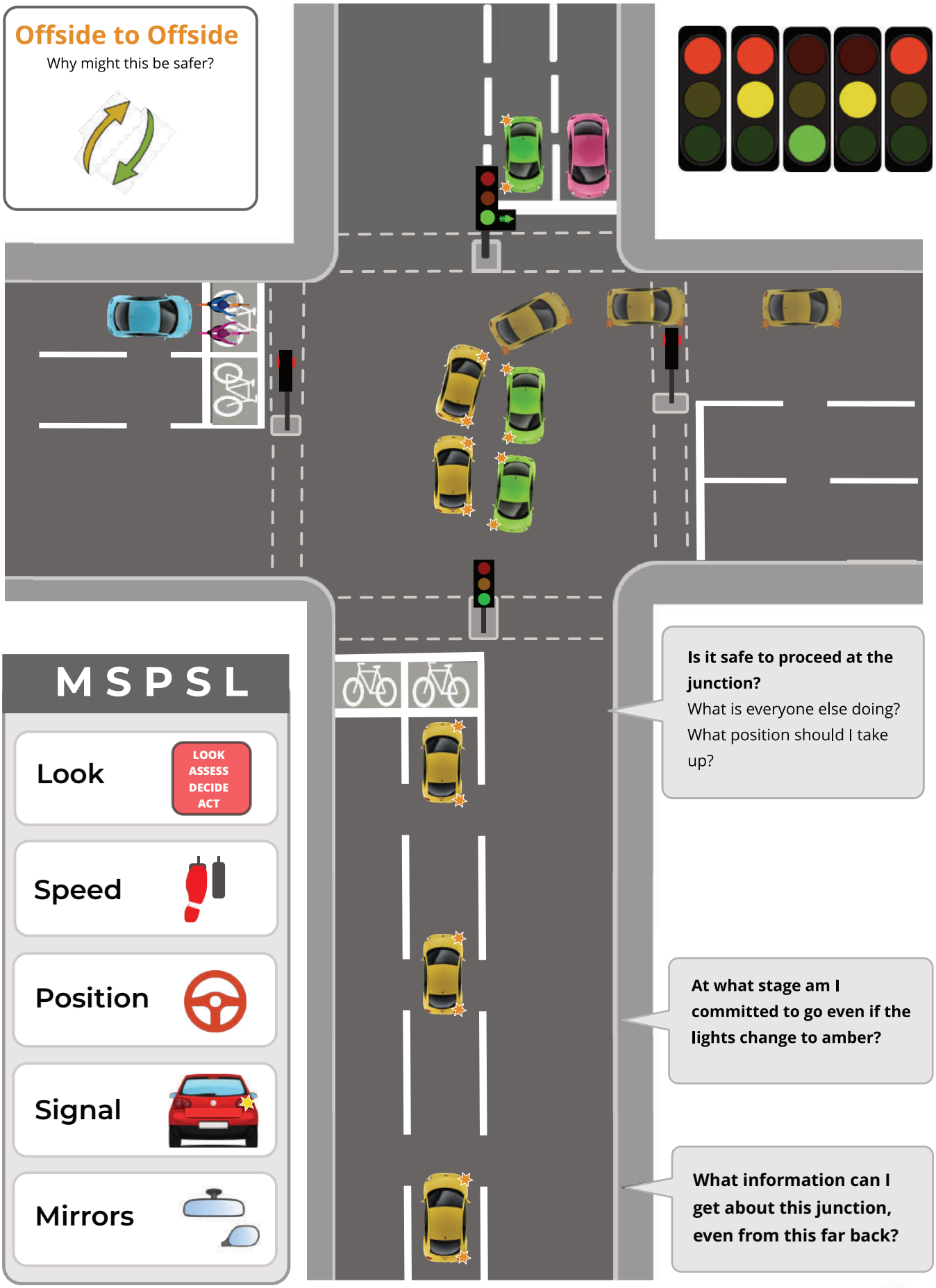
# Traffic Lights

## Offside to Offside

Why might this be safer?







## M S P S L

- **Look** — LOOK ASSESS DECIDE ACT
- **Speed**
- **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 information can I get about this junction, even from this far back?**

# Traffic Lights

## 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

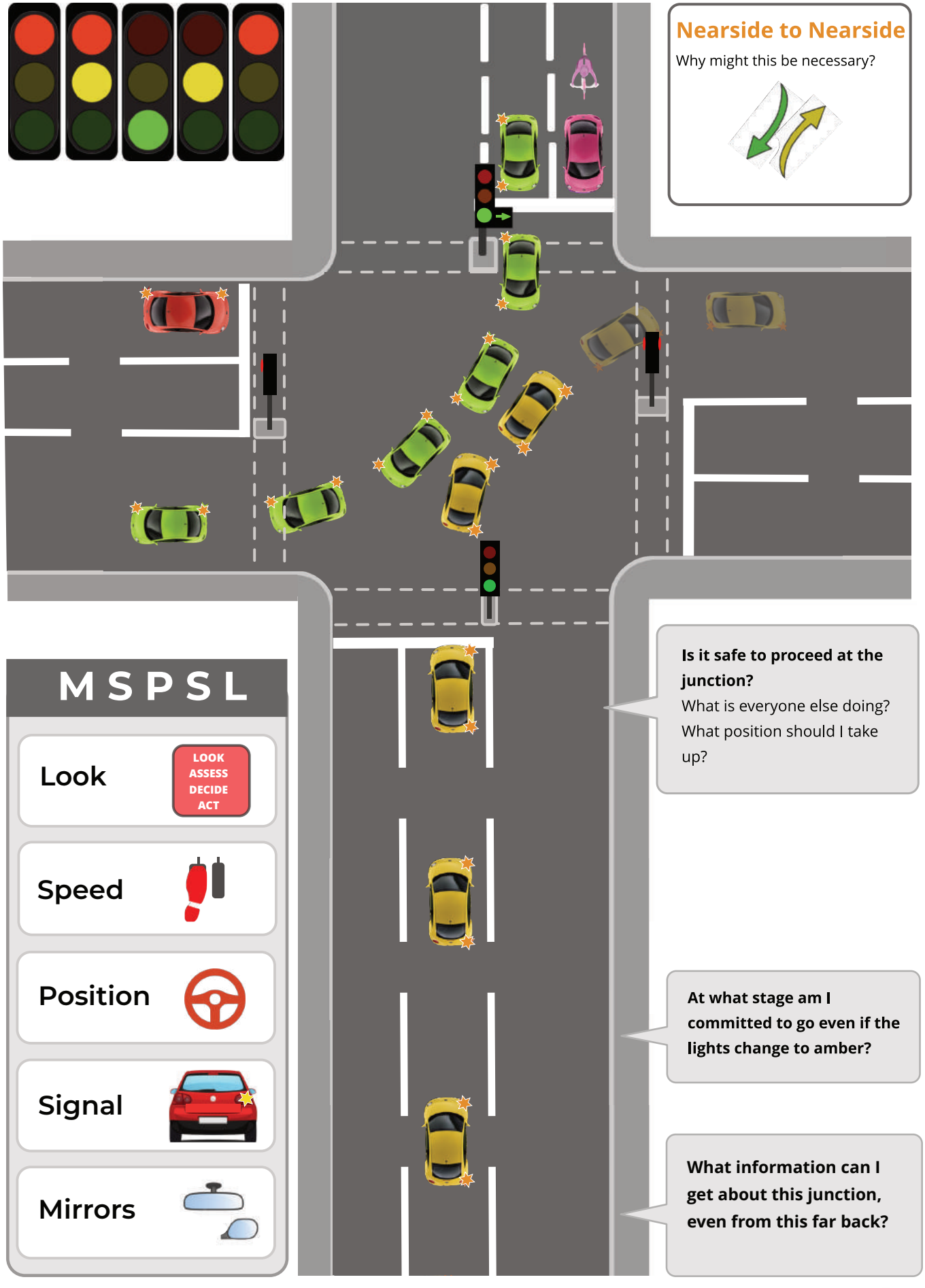
- Scanning ahead and identifying particular problems
  - Road signs and markings
  - Awareness of advanced stop lines for cyclists
- MSPSL routine
  - Correctly timed signal
  - Choosing the correct lane
  - Speed on approach
  - Anticipating the lights changing
  - Selection of gear
  - Avoiding coasting
  - 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?
- When may you need to turn nearside to nearside?

# Traffic Lights





## Nearside to Nearside

Why might this be necessary?



## M S P S L

- **Look** — LOOK ASSESS DECIDE ACT
- **Speed**
- **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 information can I get about this junction, even from this far back?**

# Roundabouts

## 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

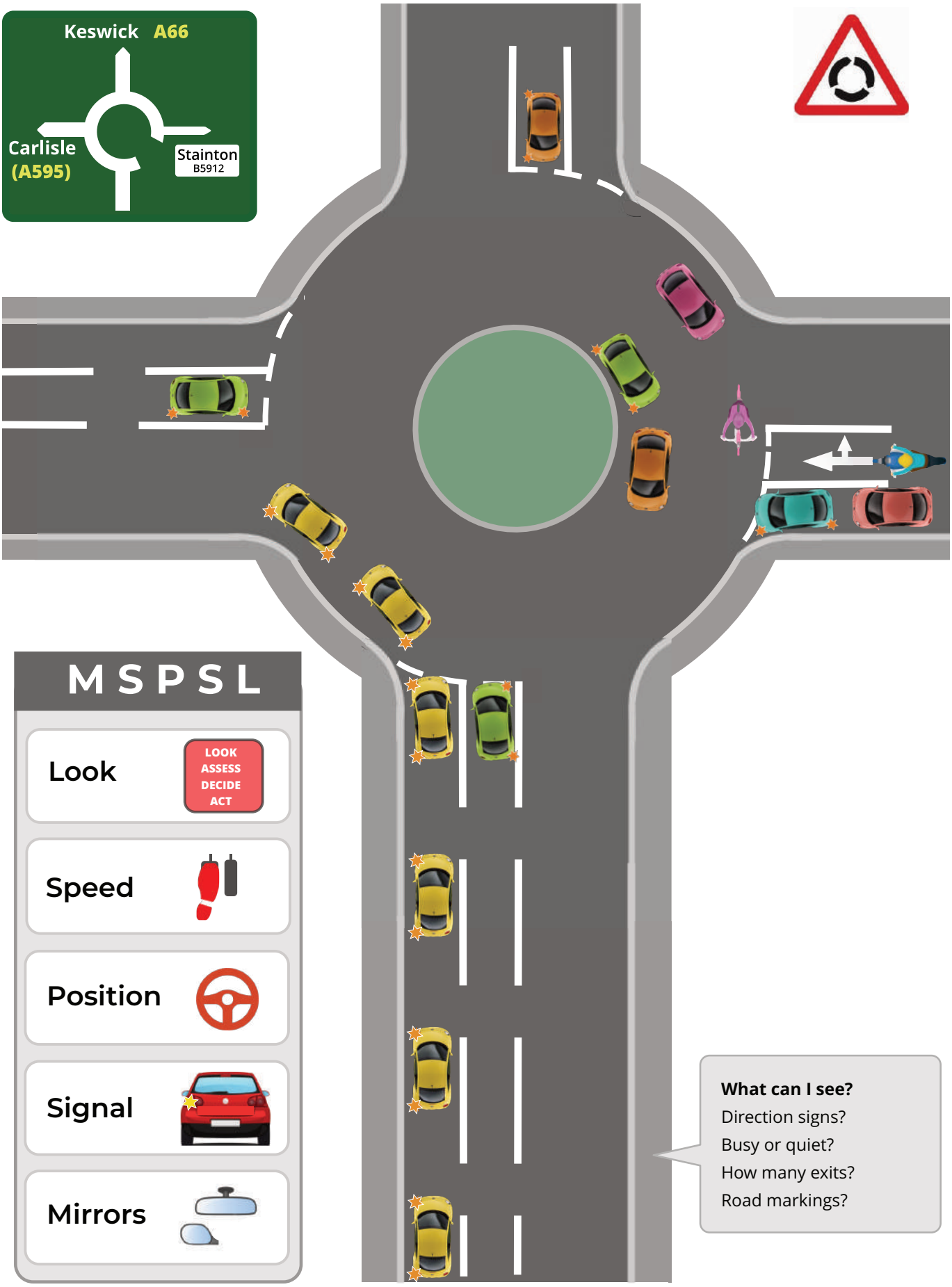
## Procedure - MSPSL

- 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
  - 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?

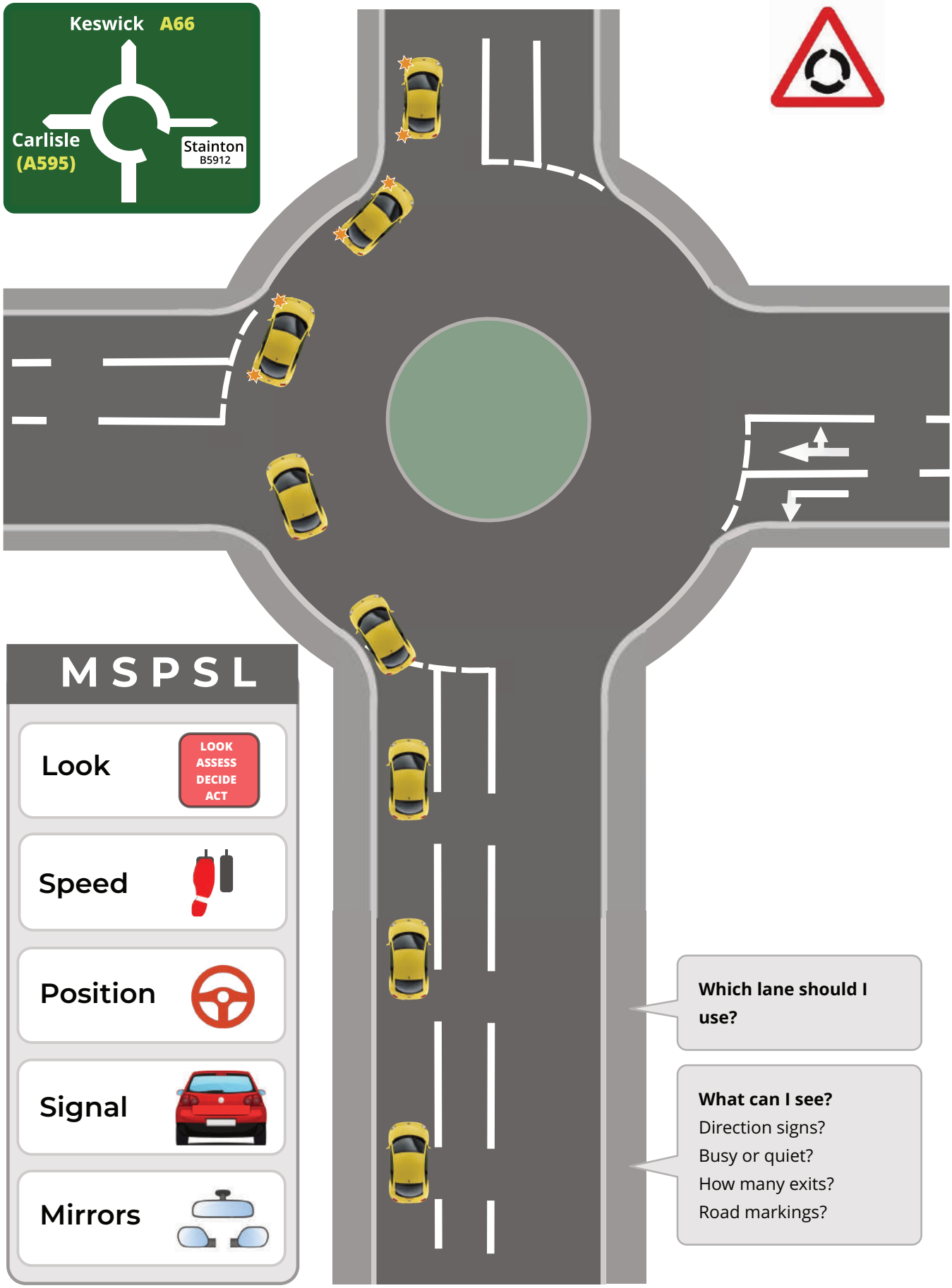
# Roundabouts - Left



# Roundabouts - Ahead





## MSPSL

- **Look** — LOOK ASSESS DECIDE ACT
- **Speed**
- **Position**
- **Signal**
- **Mirrors**

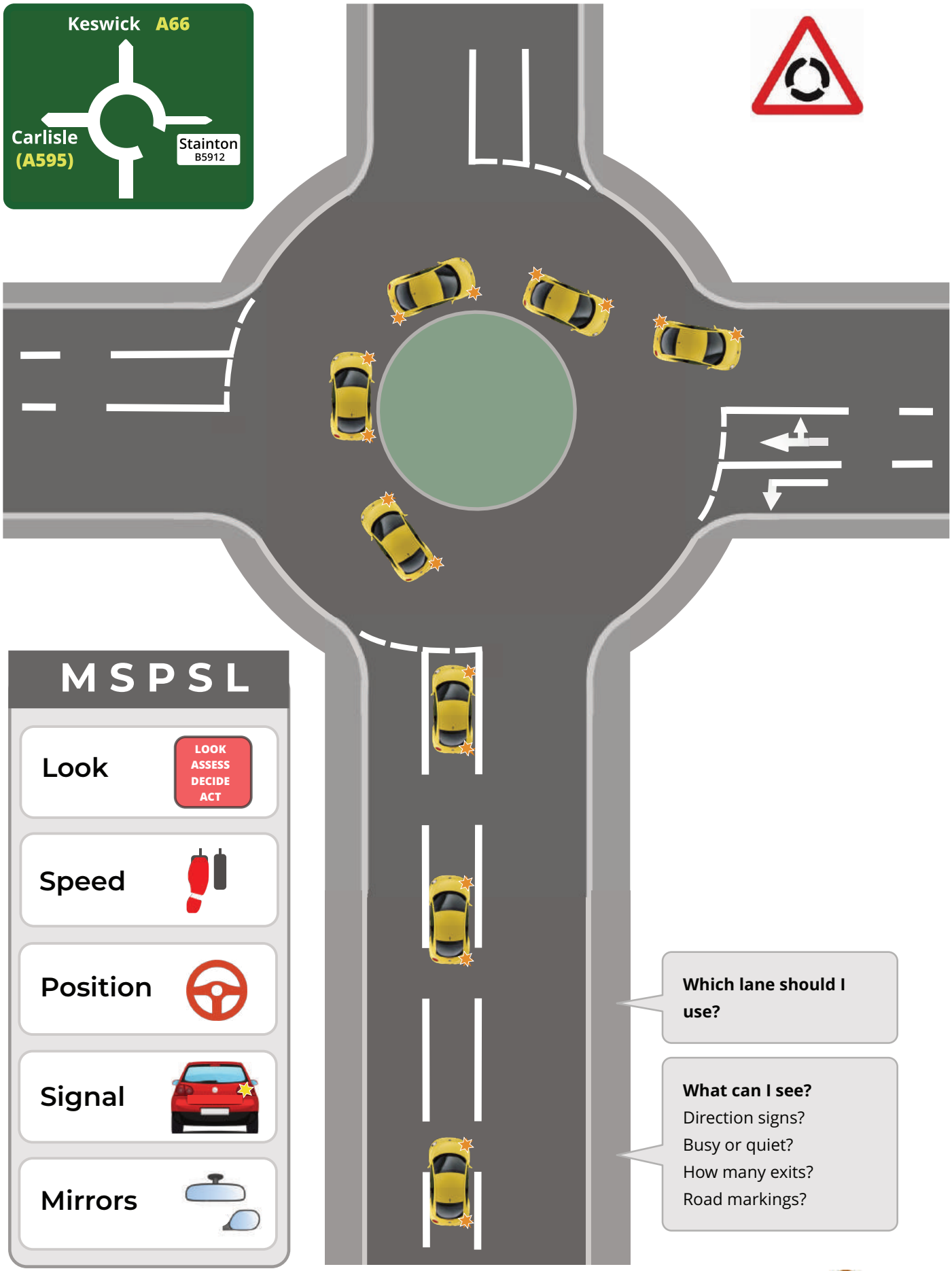
**Which lane should I use?**

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

# Roundabouts - Right





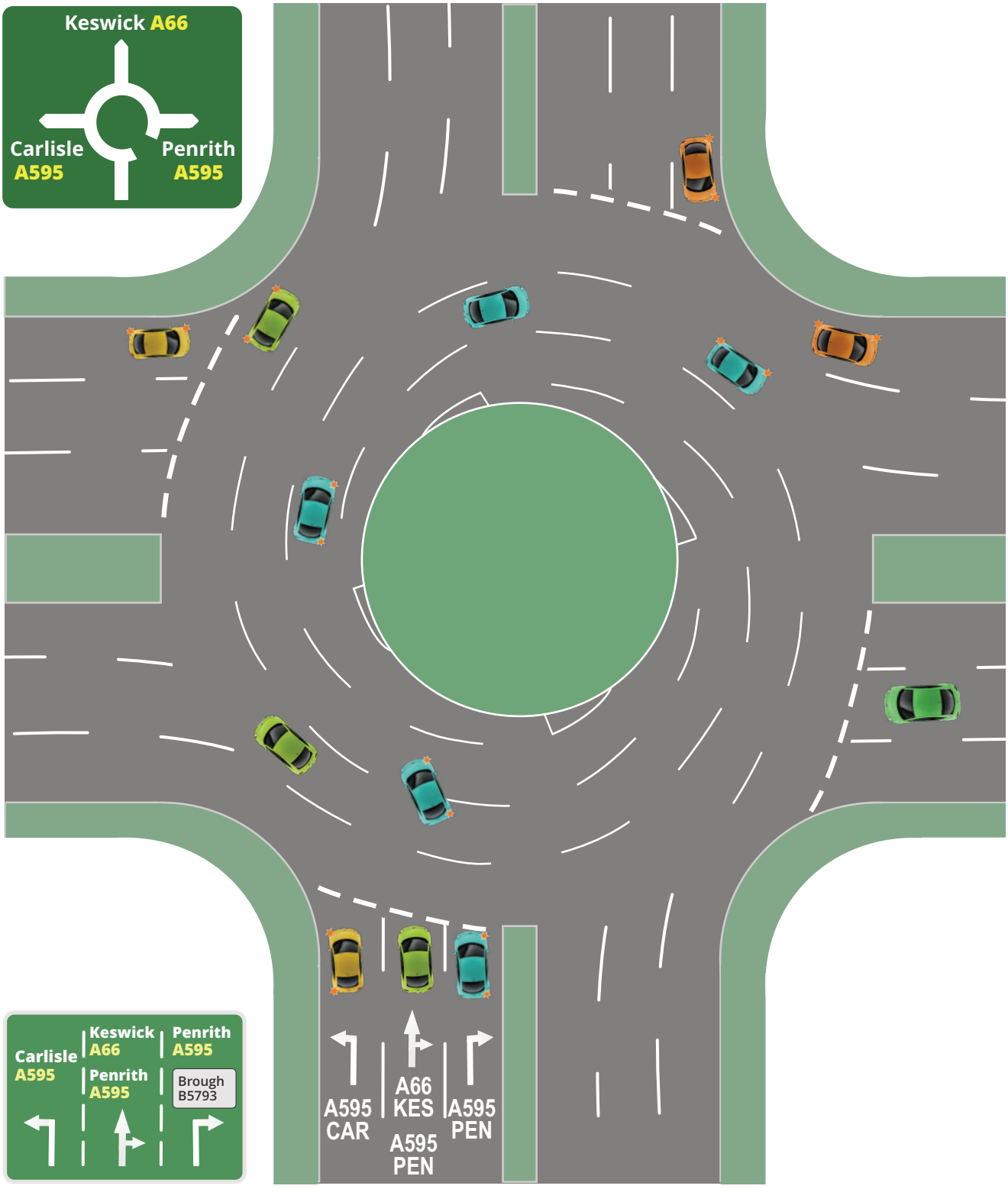
**M S P S L**

- **Look** — LOOK ASSESS DECIDE ACT
- **Speed**
- **Position**
- **Signal**
- **Mirrors**

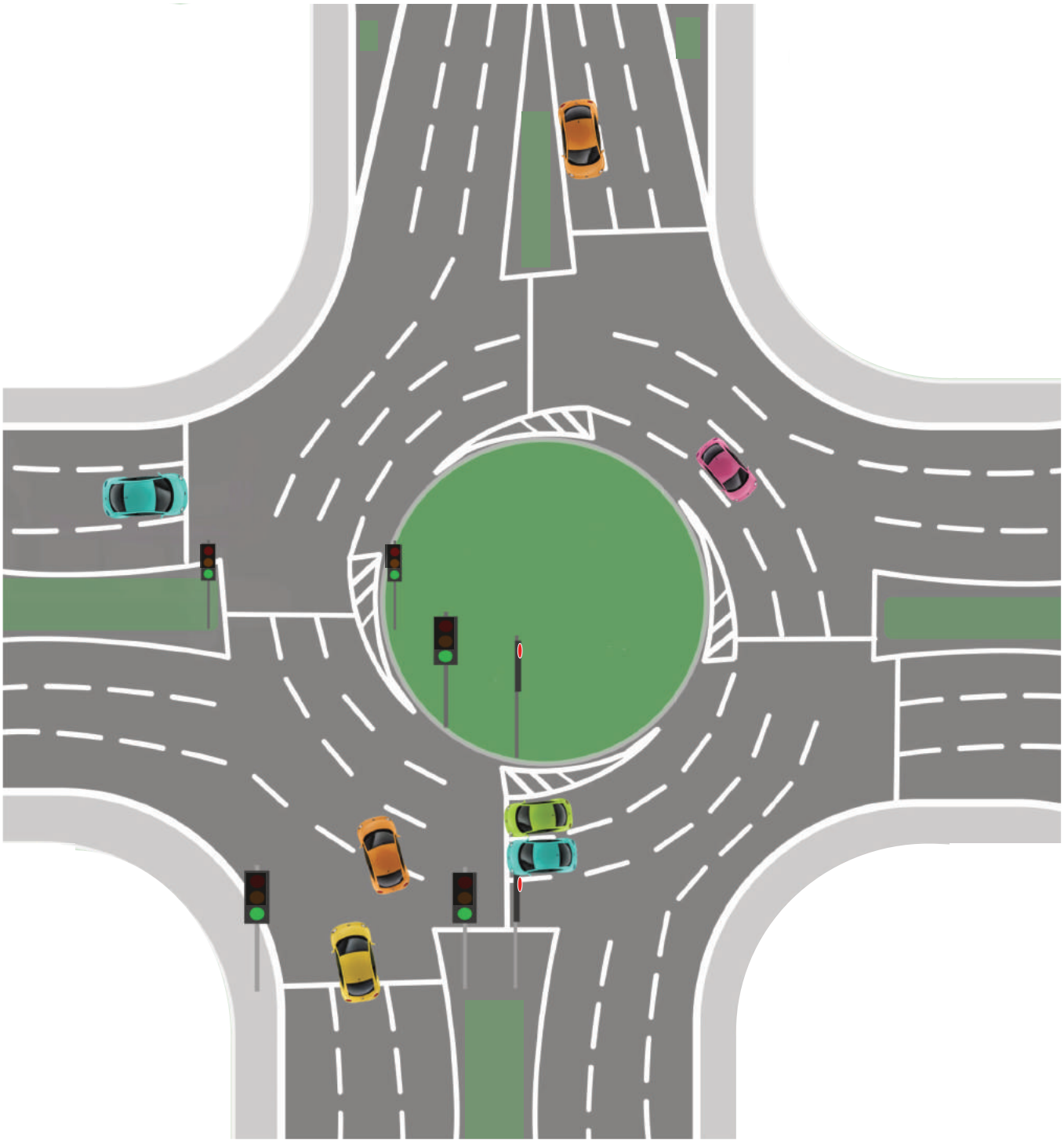
**Which lane should I use?**

**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

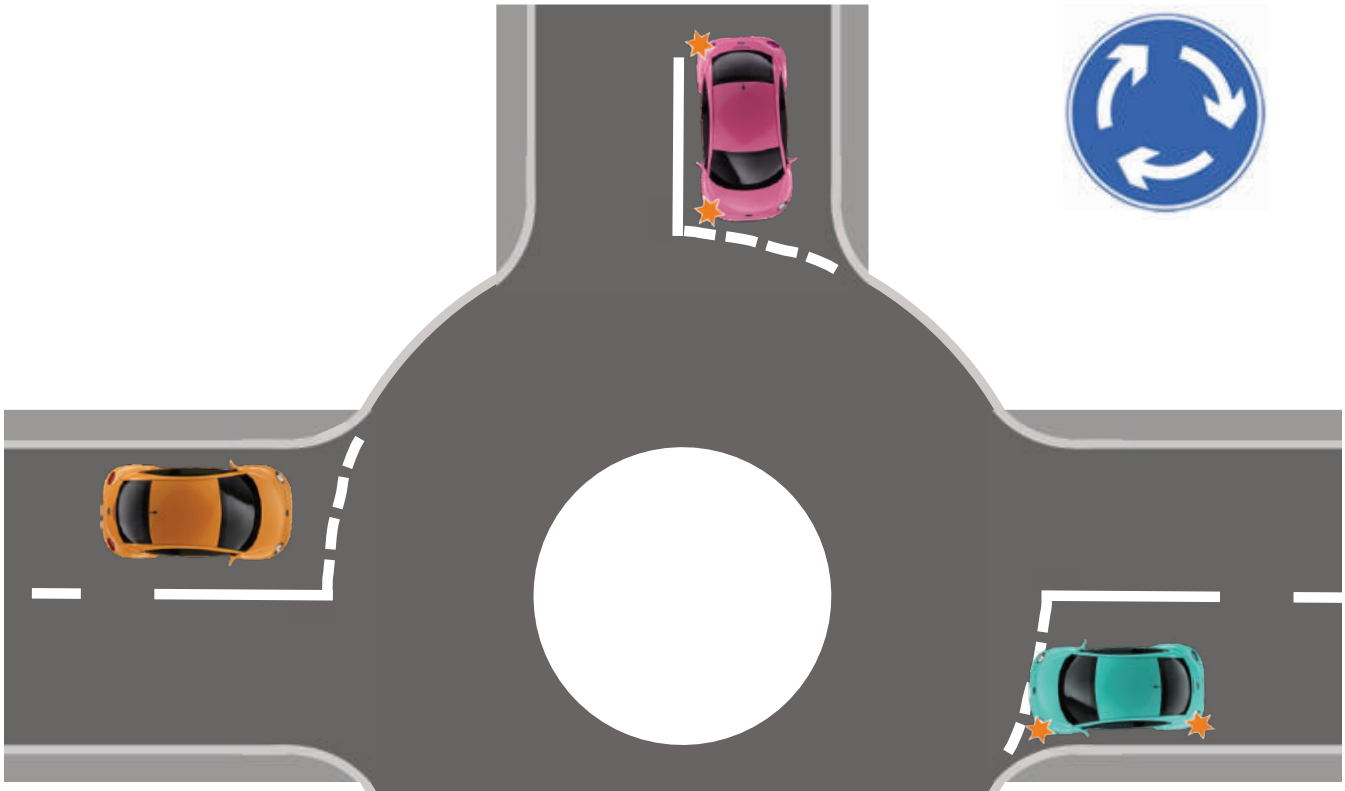
## Procedure - MSPSL

- 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





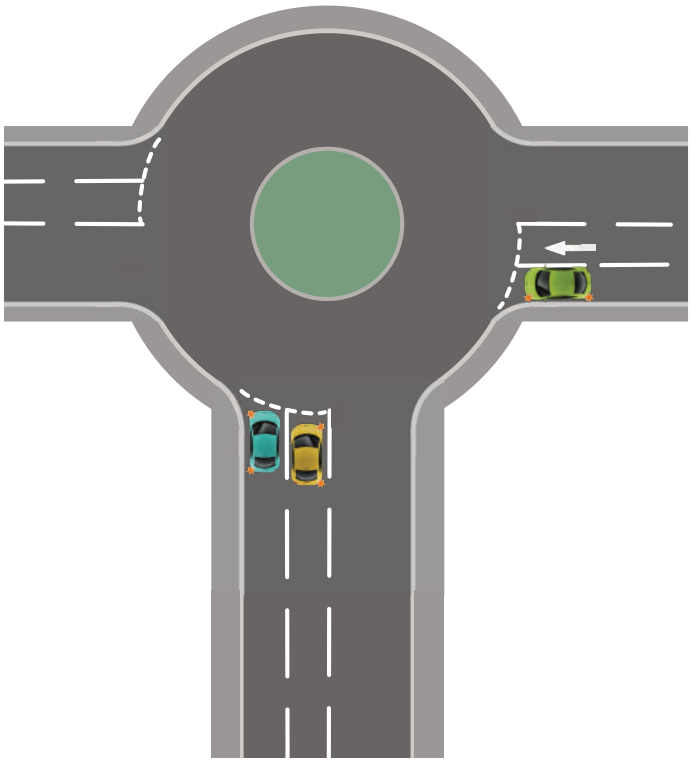
## M S P S L

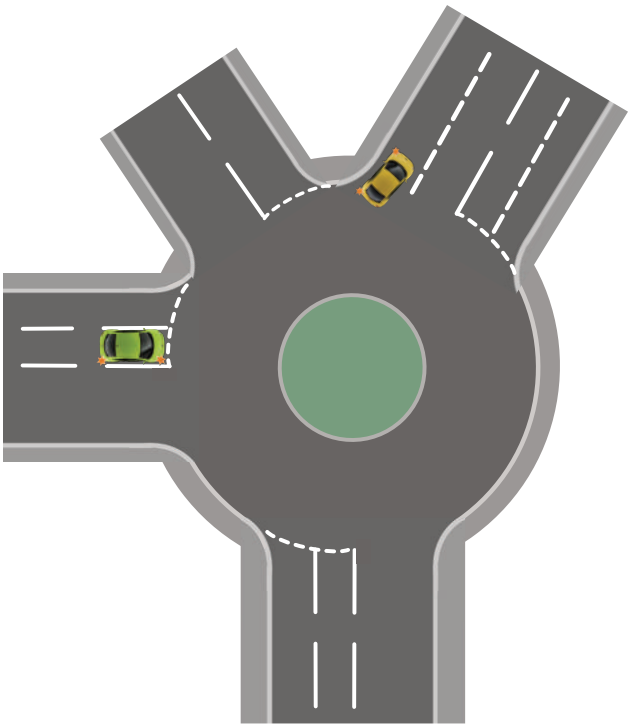
- **Look** — LOOK ASSESS DECIDE ACT
- **Speed**
- **Position**
- **Signal**
- **Mirrors**

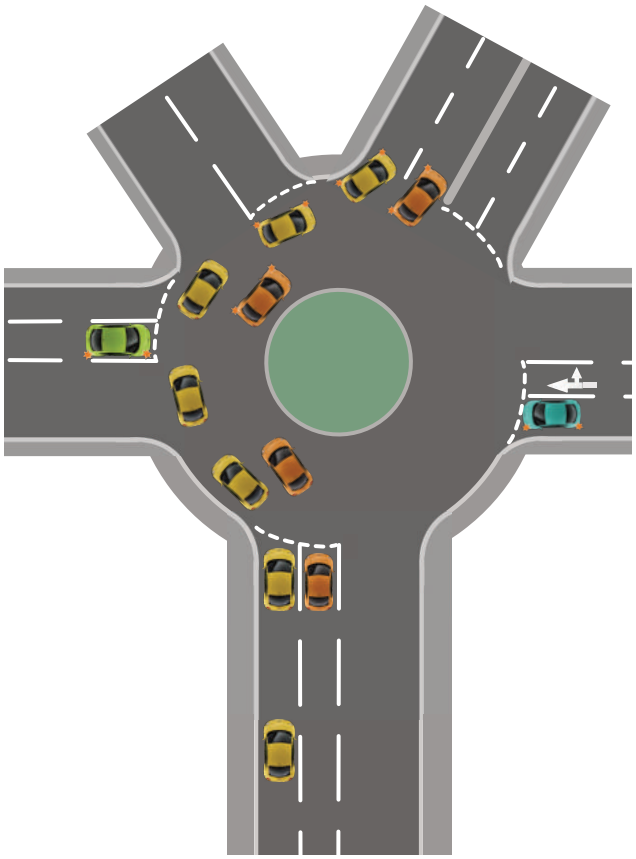
**Who has priority?**

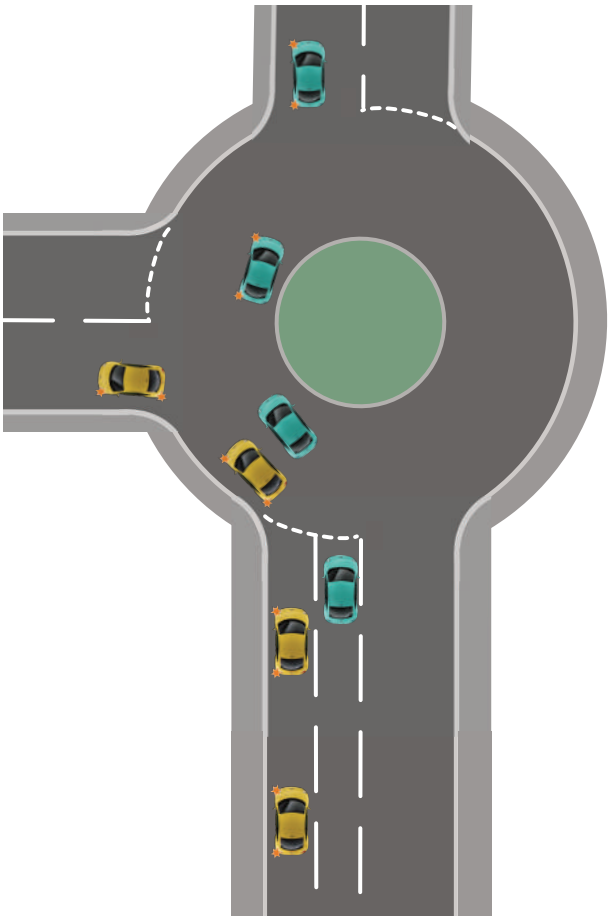
**What can I see?**
Direction signs?
Busy or quiet?
How many exits?
Road markings?

# Other Roundabout Layouts

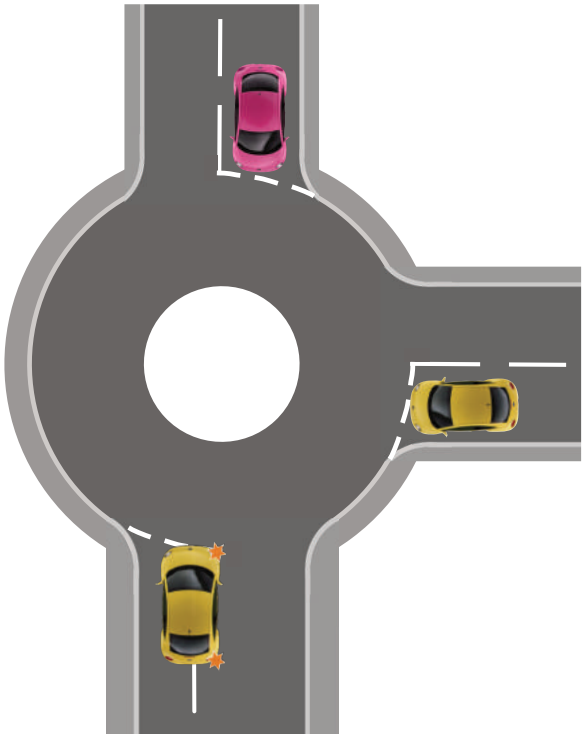


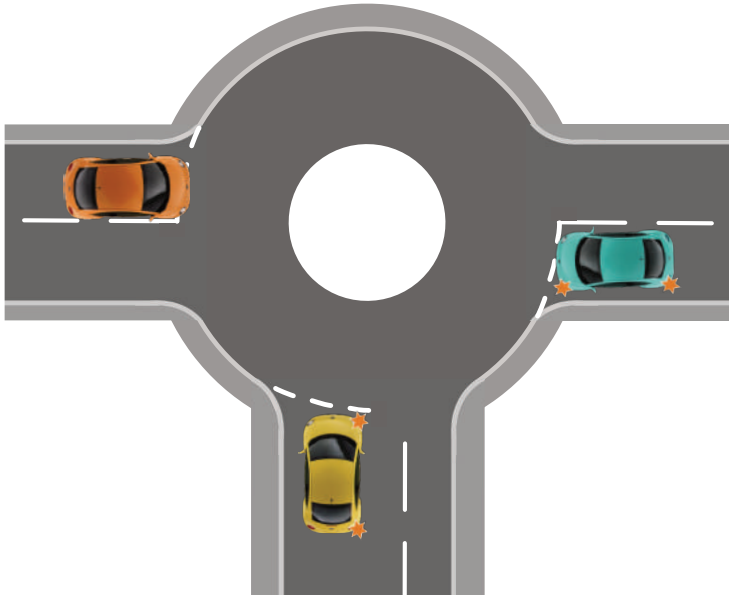


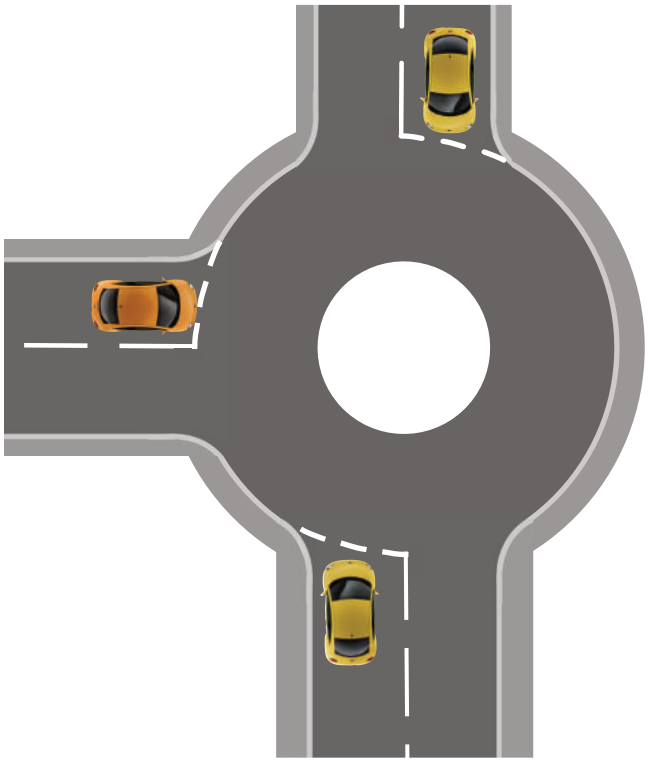




# Other Mini Roundabout Layouts







# 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

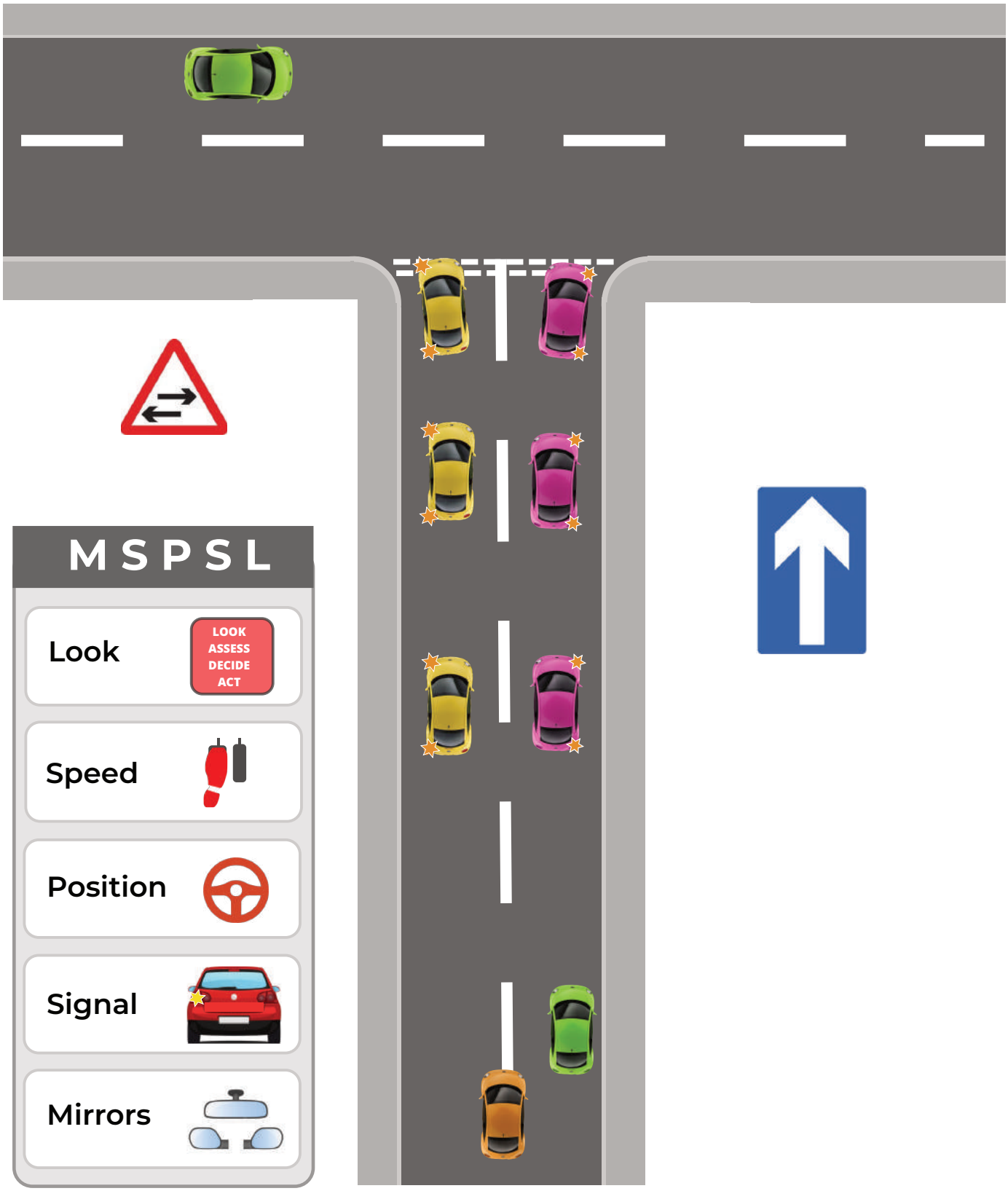
## Procedure

- 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?

# Meeting Traffic

## 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

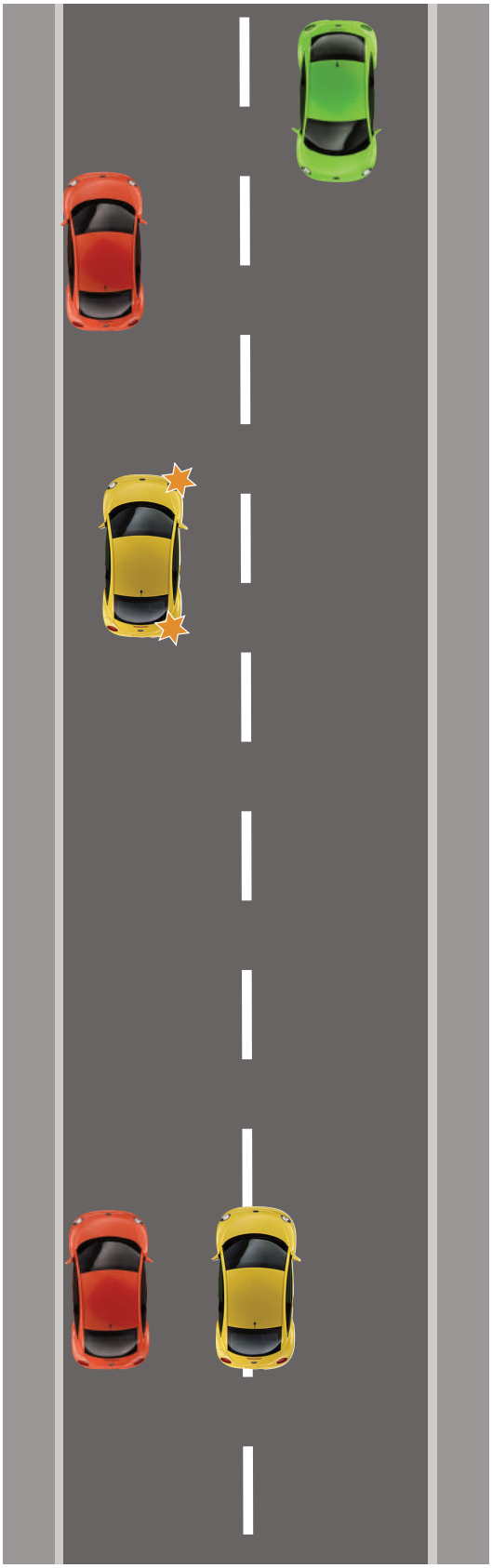
## Procedure

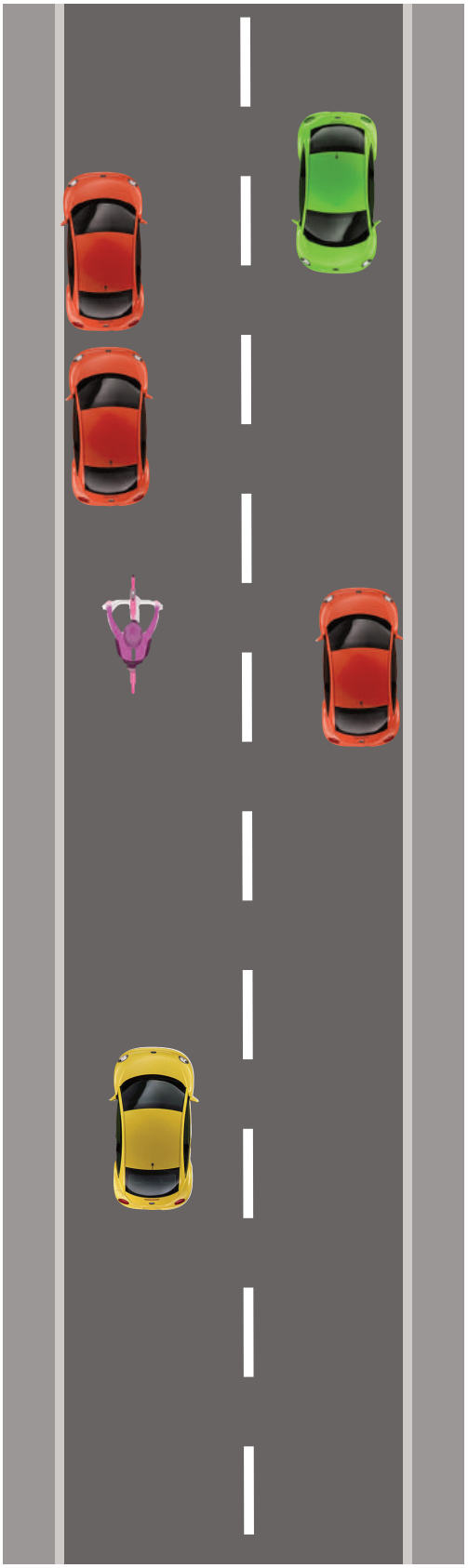
- Assessing the road ahead - narrow roads, parked vehicles and obstructions
- Clearance from parked vehicles and use of speed
- Always being willing to hold back
- Use of MSPSL
- Selecting an appropriate hold back position
- The benefits of slowing down early
- Cyclists and other vulnerable road users

## 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

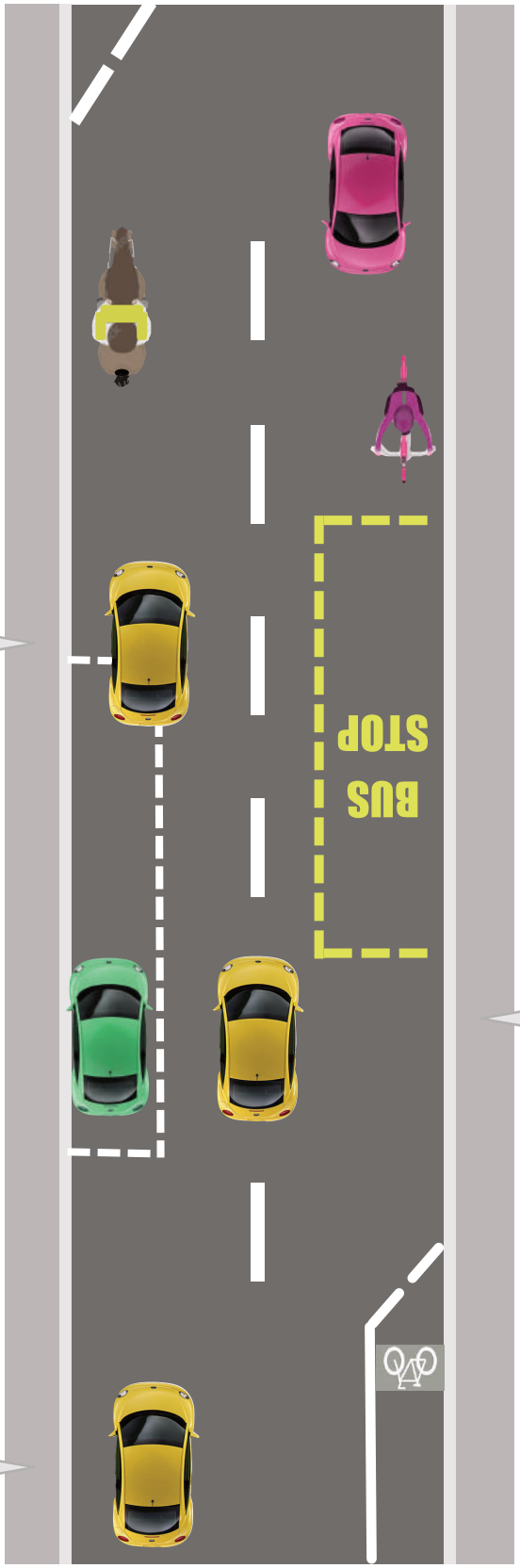
## Procedure

- 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?

# Speed

## 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

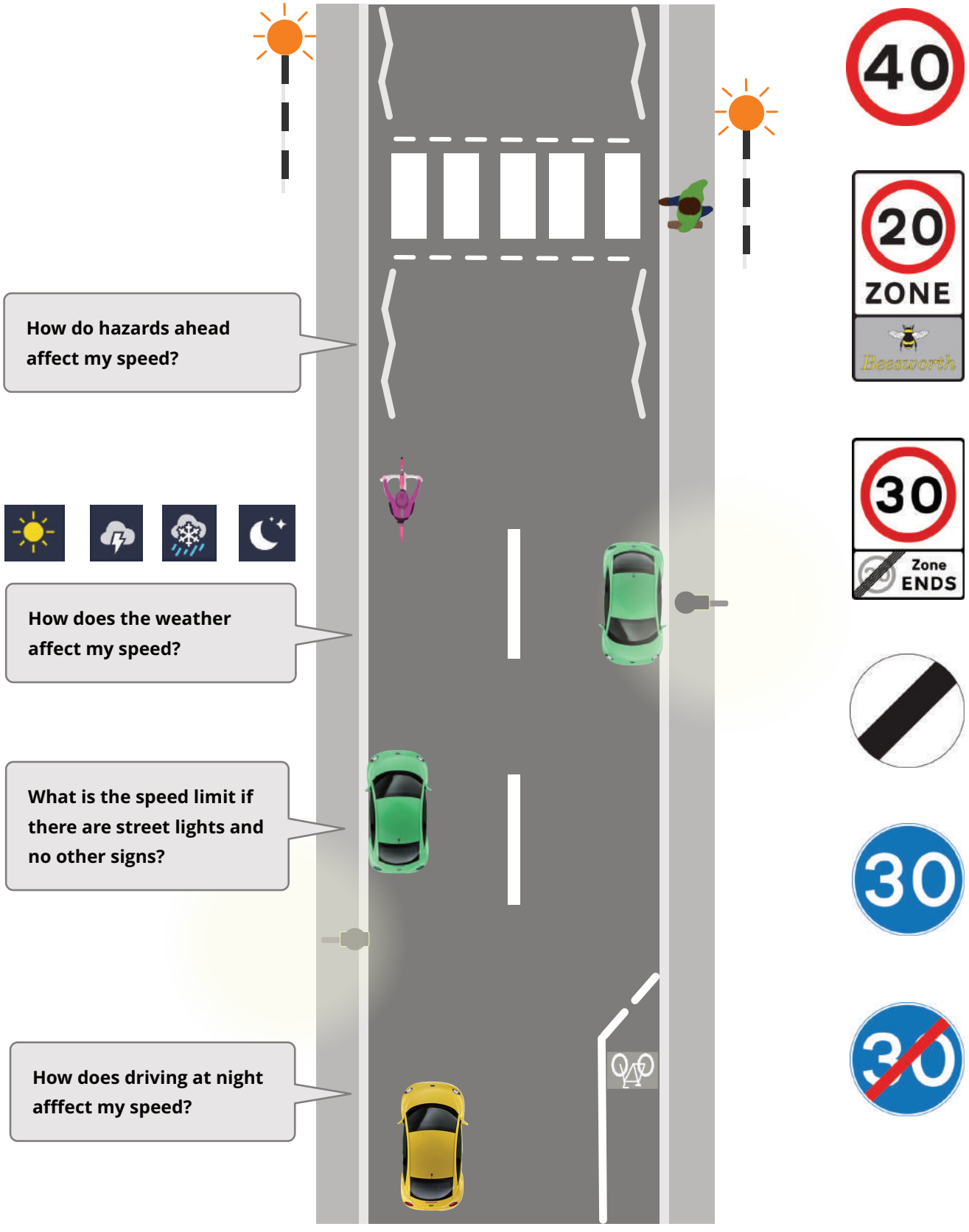
## Key Points

- 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, night time, 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
- Newer technologies - cruise control and speed limiters

## 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



# Overtaking

## 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

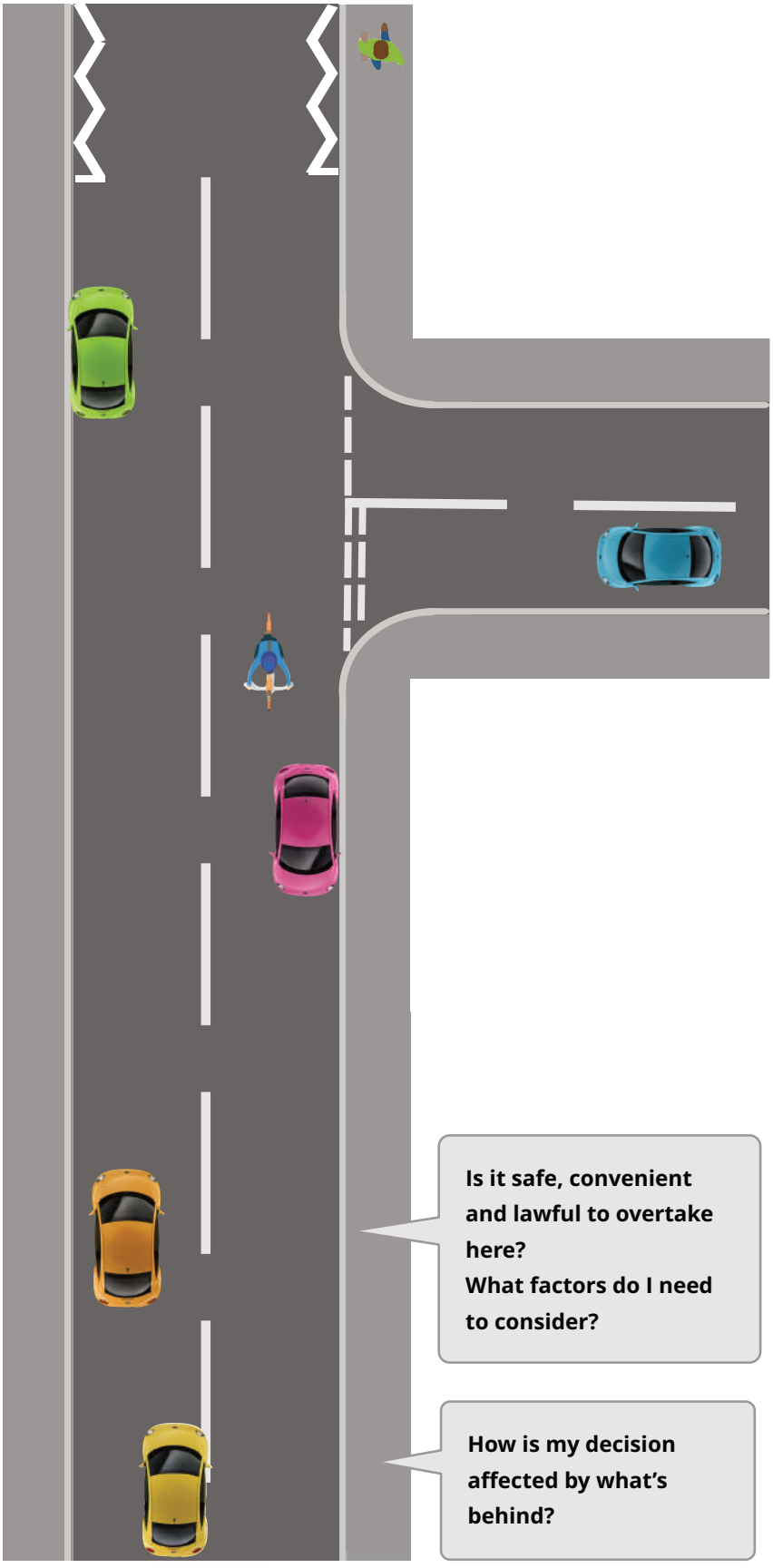
## Procedure

- 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 use of “kick down”
- 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



| MSPSL | |
|---|---|
| Look | LOOK ASSESS DECIDE ACT |
| Speed | |
| Position | |
| Signal | |
| Mirrors | |

Is it safe, convenient and lawful to overtake here?
What factors do I need to consider?

How is my decision affected by what's behind?

# 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

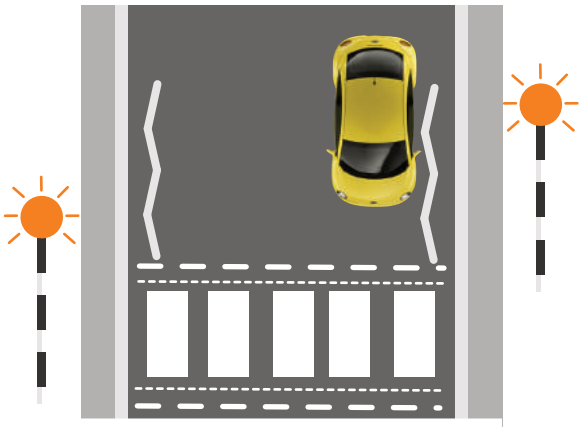
- Awareness of crossings ahead and pedestrians wishing to cross
- The specific rules associated with different kinds of crossing
  - zebra, parallel, toucan, puffin, pelican, pegasus/equine
- Anticipating the lights changing at light controlled crossings
- Application of MSPSL
- Keeping the crossing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

## Q & A

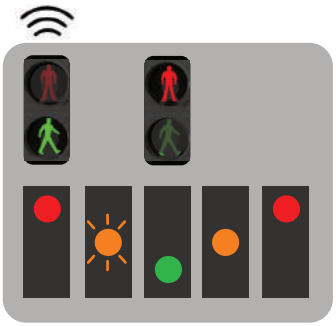
- What advance warning might you get of a zebra crossing ahead?
- What should be your first priority when you see a pedestrian crossing ahead?
- Why should you not wave for pedestrians to cross?
- What signal could you give?
- What should you do if a pedestrian is hesitant to cross?
- What is the meaning 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

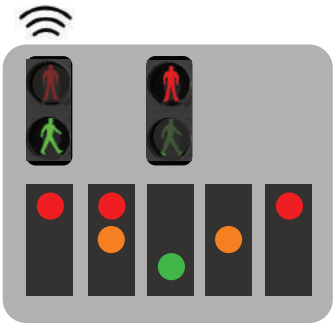
Zebra



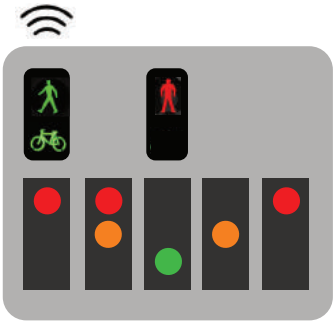
Pelican



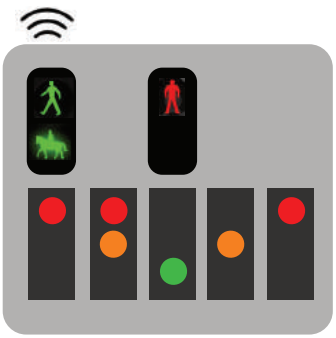
Puffin



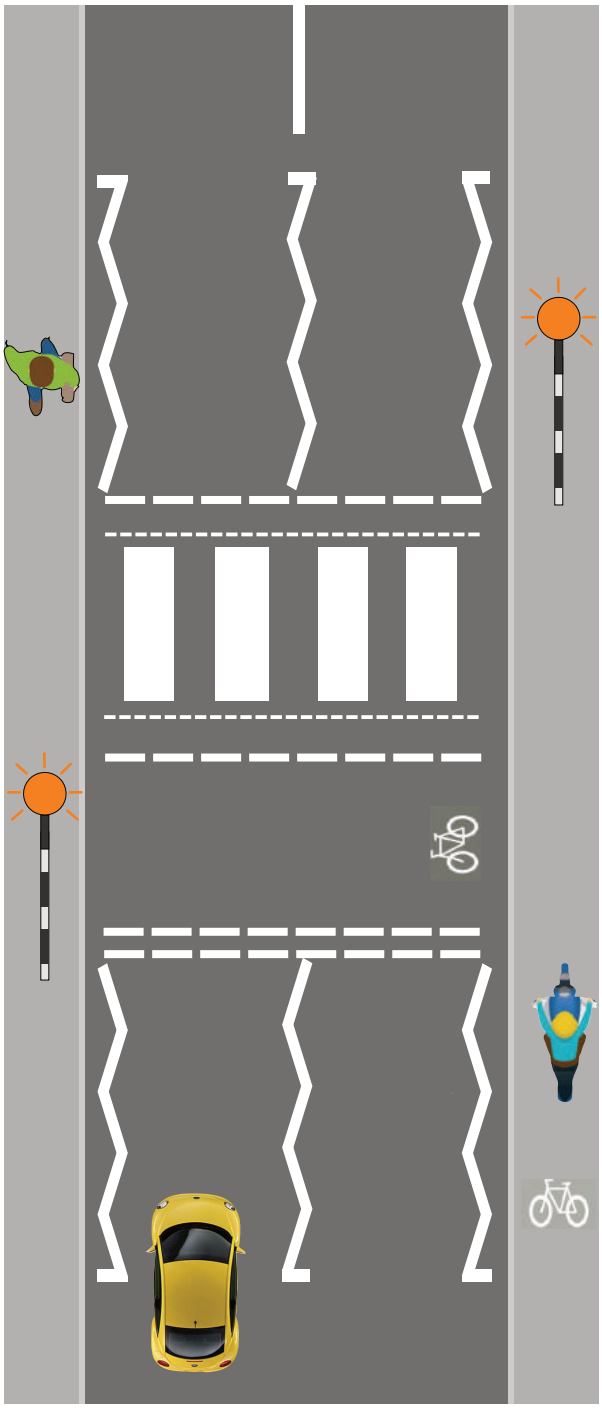
Toucan



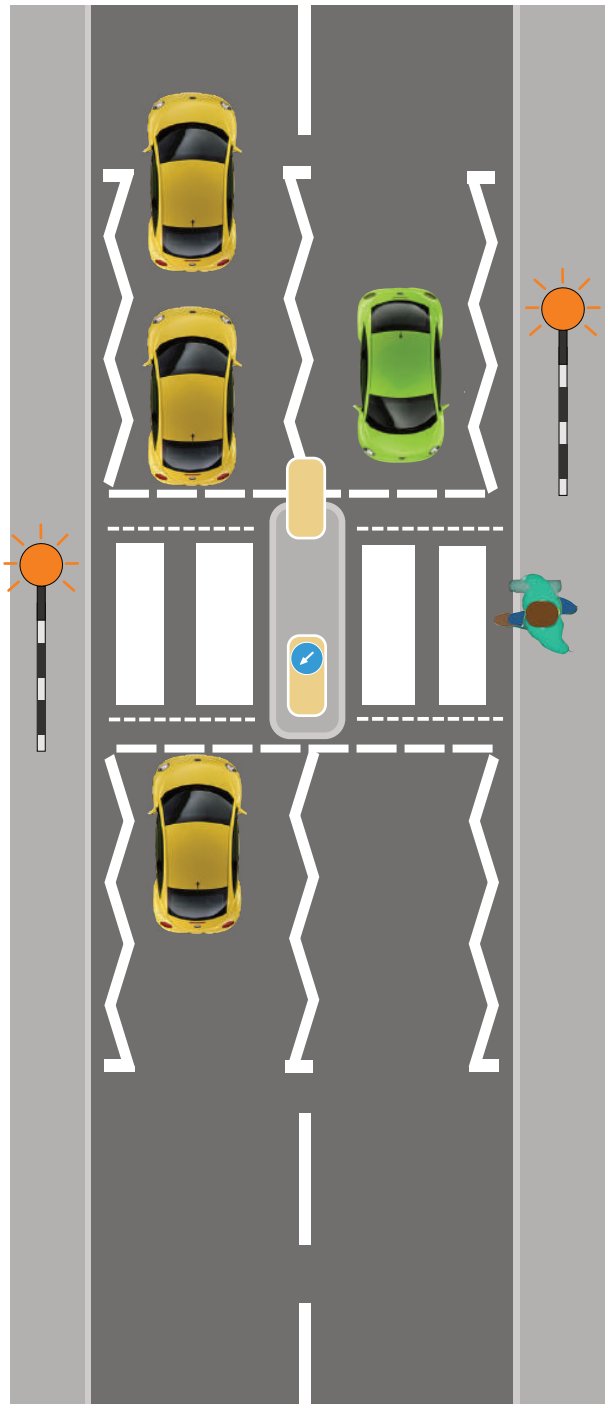
Pegasus/Equine



# Zebra Crossings

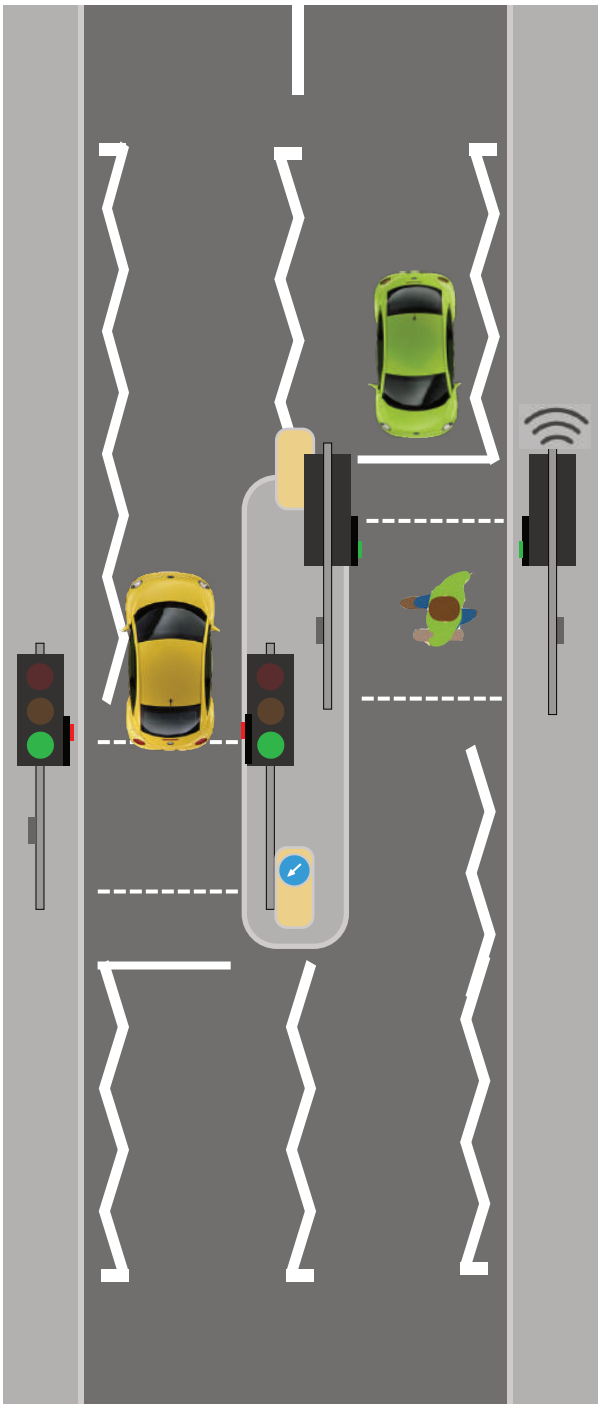


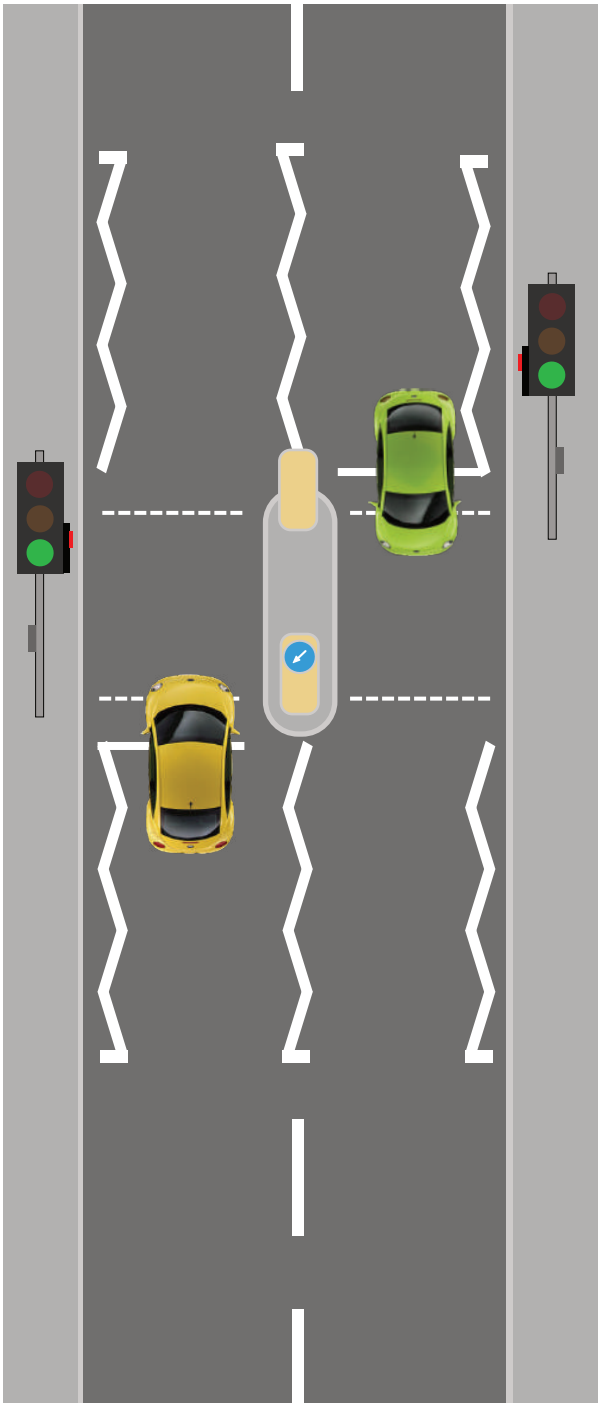
Parallel Crossing

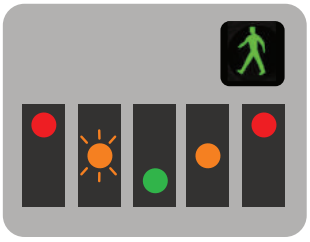


Zebra Crossing
with traffic island

# Light Controlled Crossings







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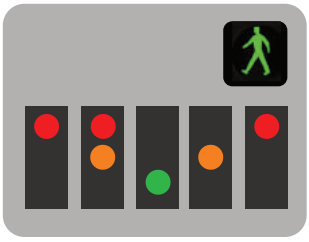
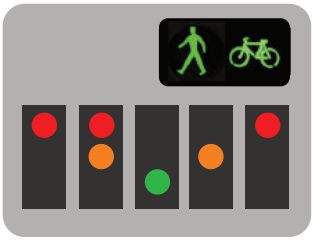


Puffin



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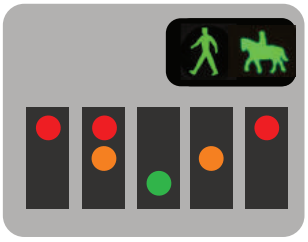


Pegasus/Equine

# 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
- Use of cruise control, speed limiters, lane assist

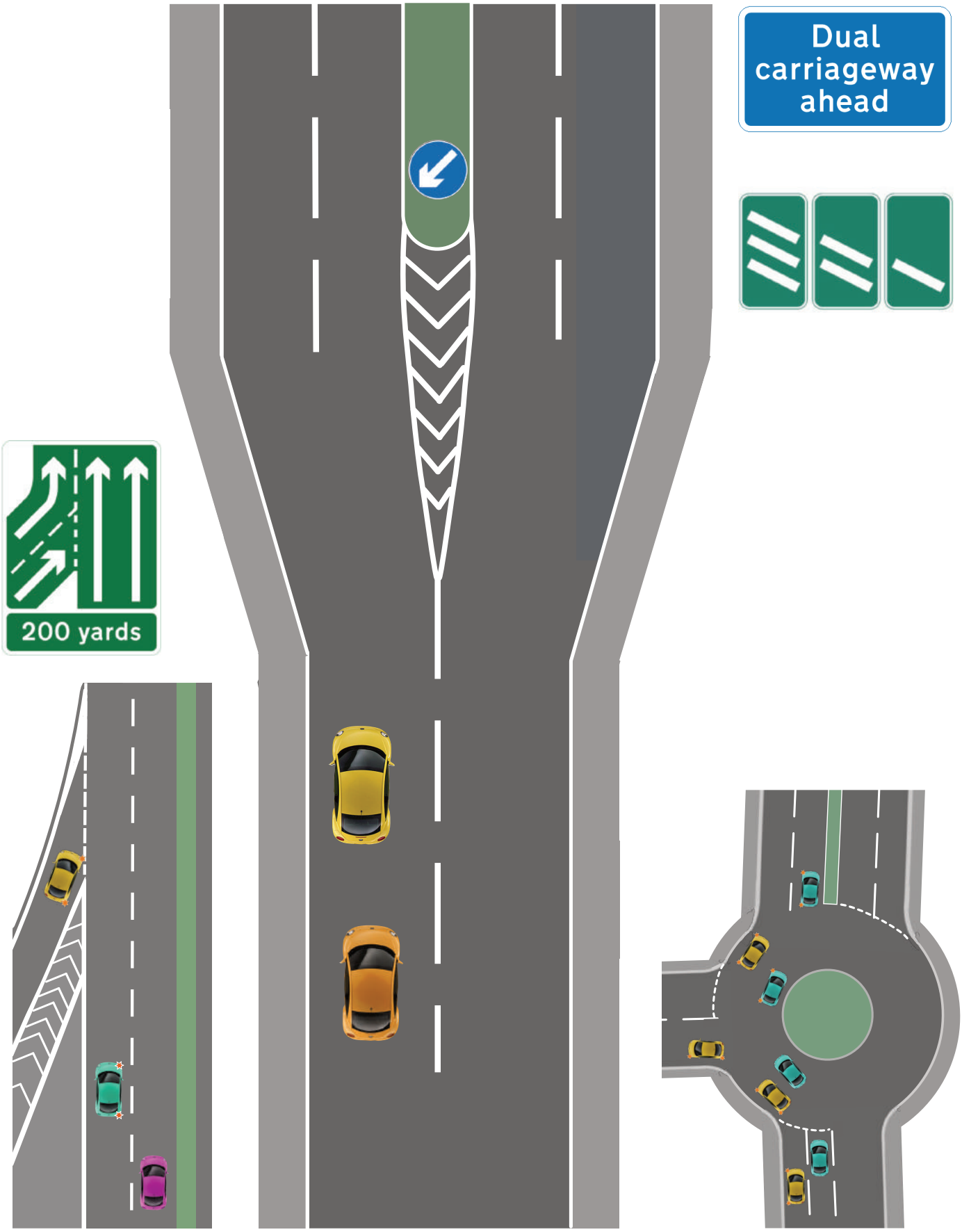
## Procedure

- 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

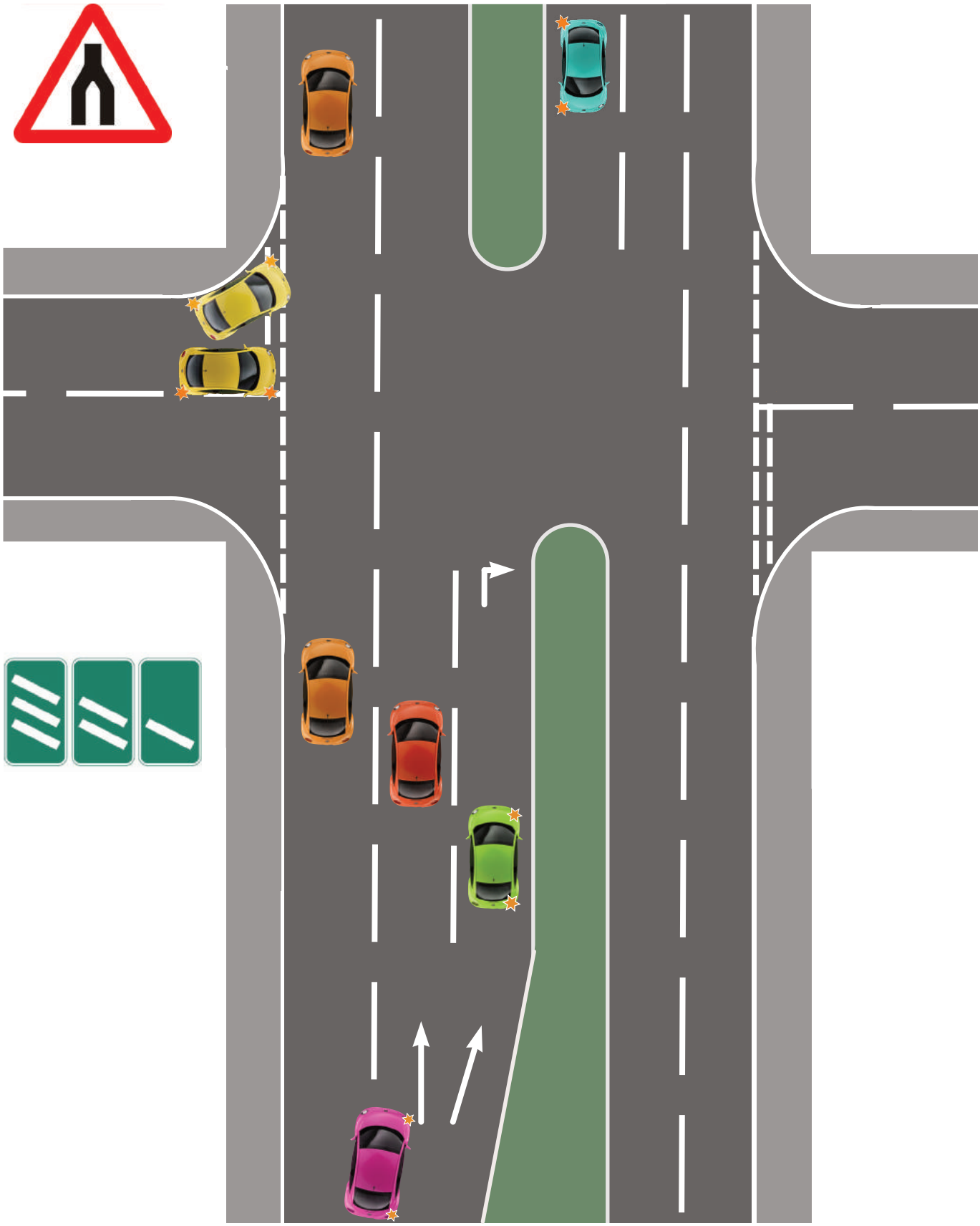
## Q & A

- 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?

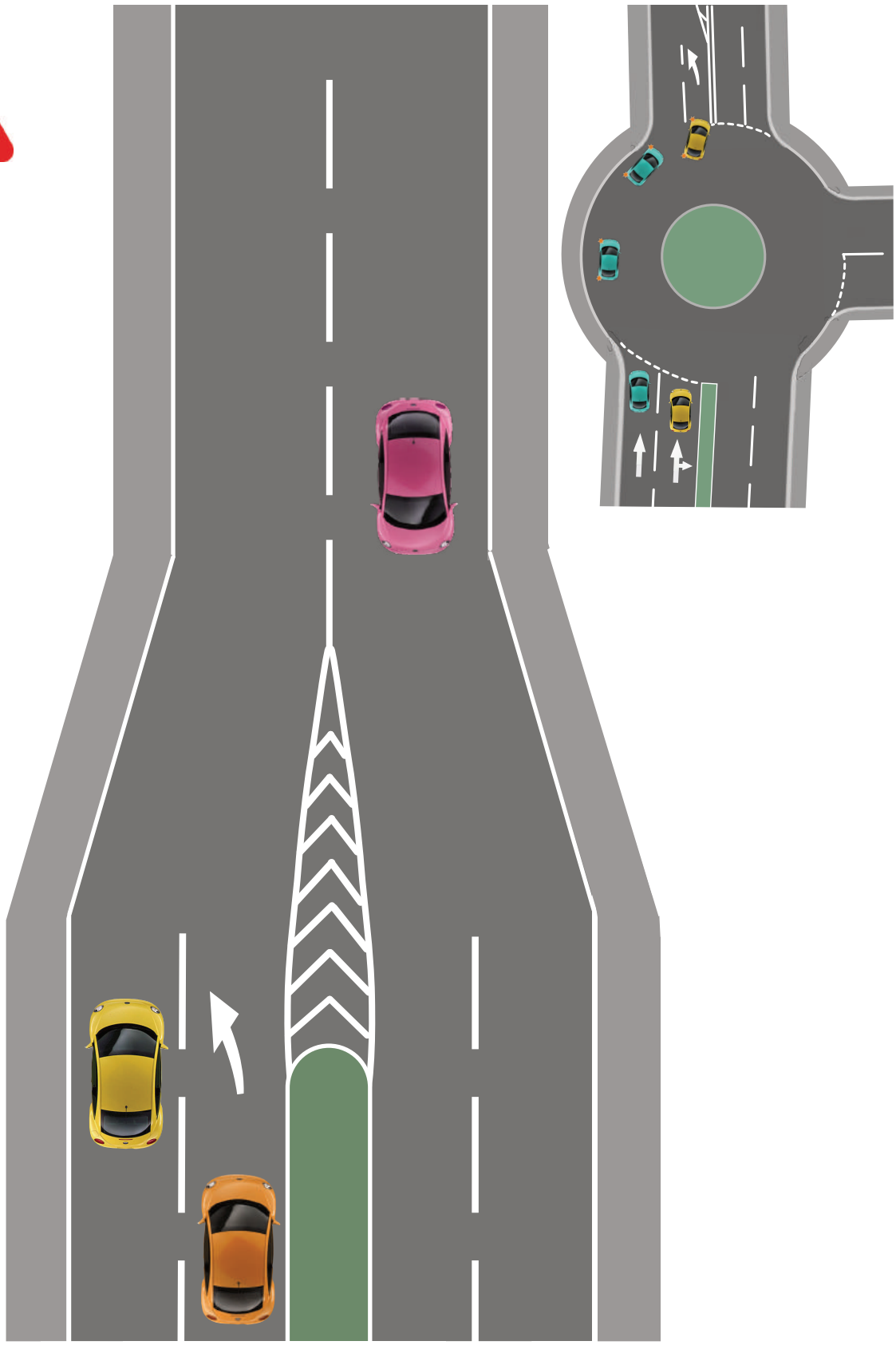
# Dual Carriageways



# Dual Carriageways



# Dual Carriageways



# Motorways

## 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
- Use of cruise control, speed limiters, lane assist

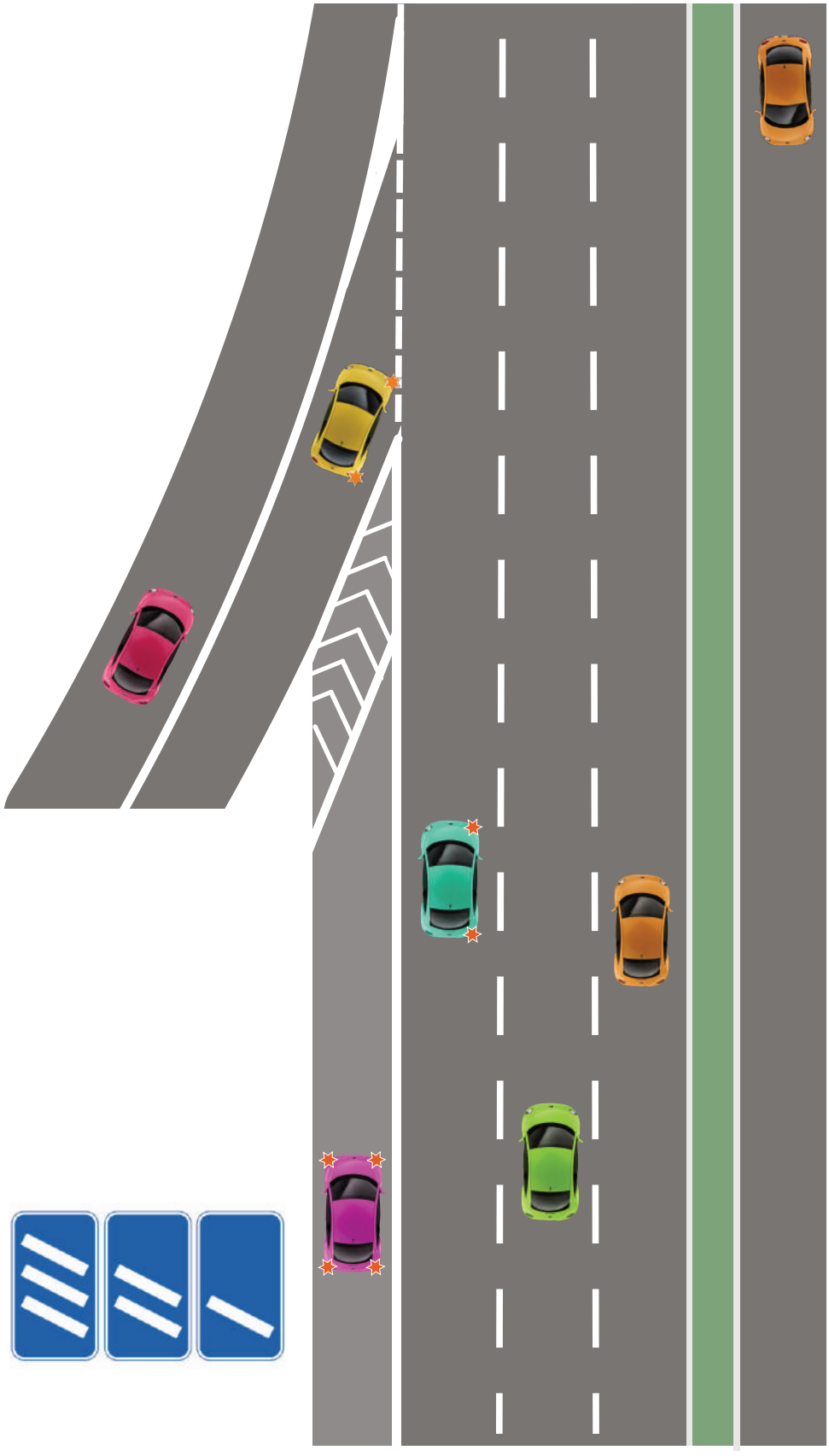
## Procedure

- 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







# Rural Roads

## 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

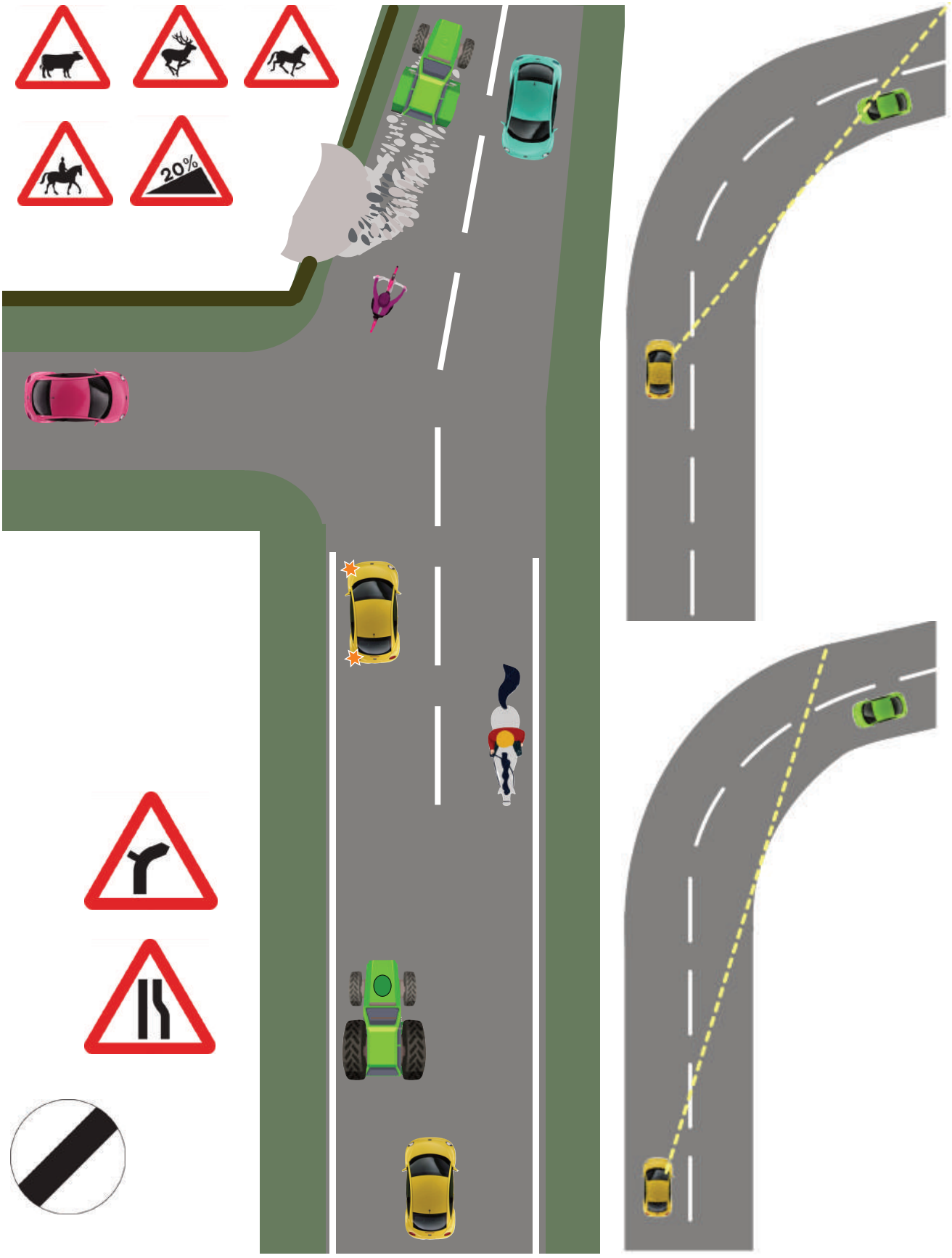
## Procedure

- 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

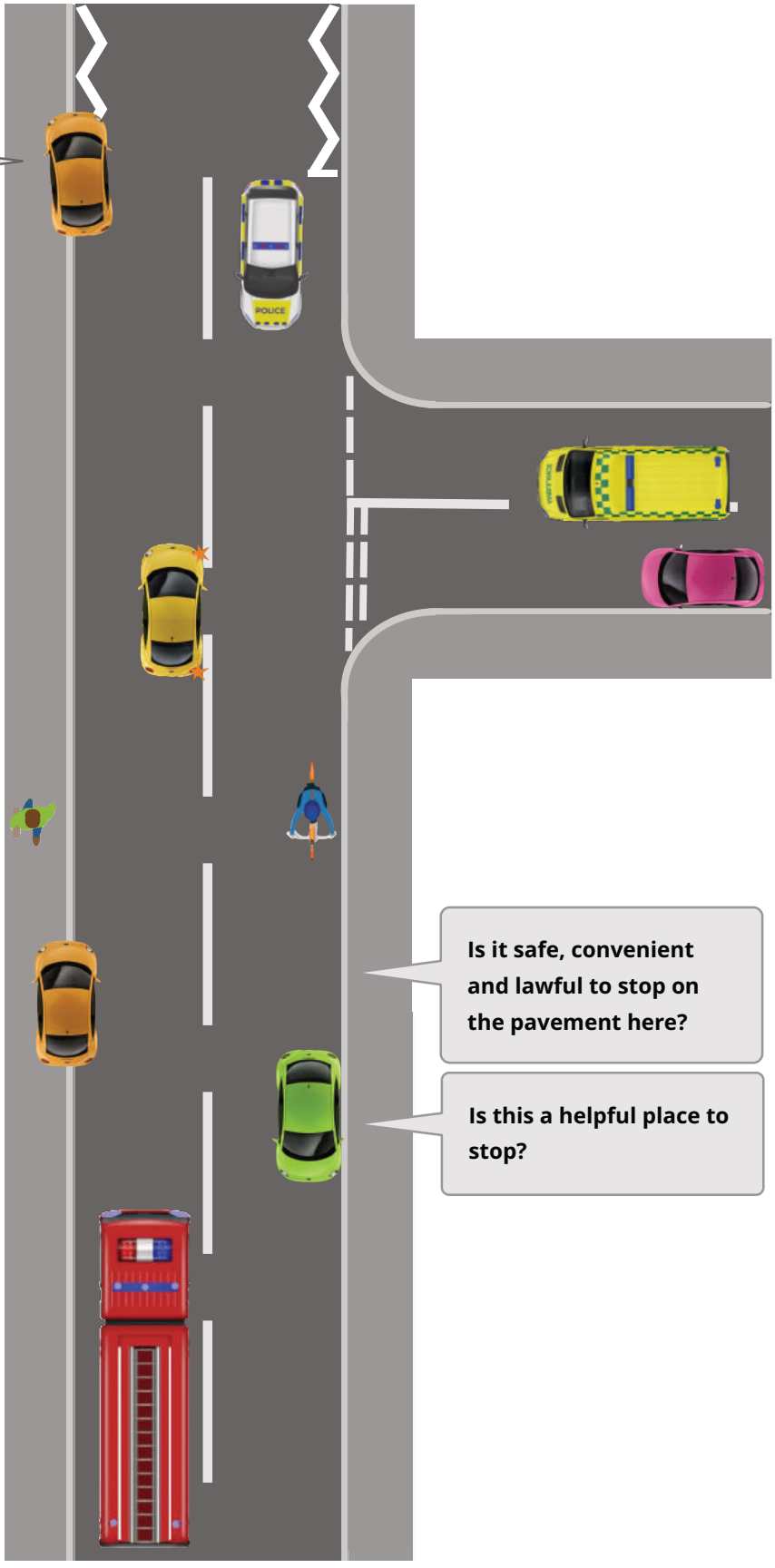
## Learning Objectives

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




## M S P S L

- **Look** — LOOK ASSESS DECIDE ACT
- **Speed**
- **Position**
- **Signal**
- **Mirrors**

# 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

Select Drive


Use gas or brake as appropriate

## Observation

Mirrors

Ahead

Blind Spot

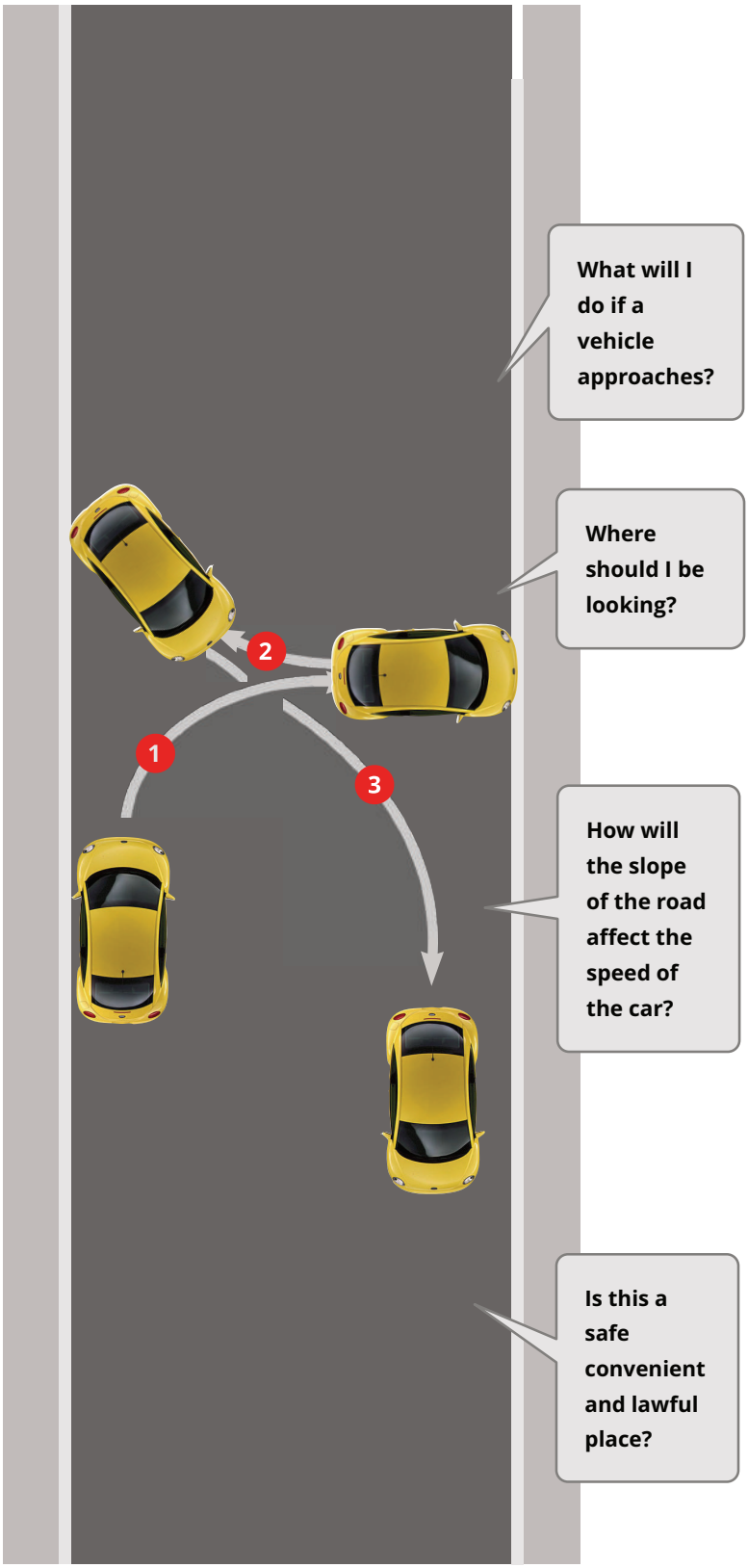
Signal if necessary

## Manoeuvre

Release handbrake

Control speed

Steer quickly then straighten up



# Left Reverse

## 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

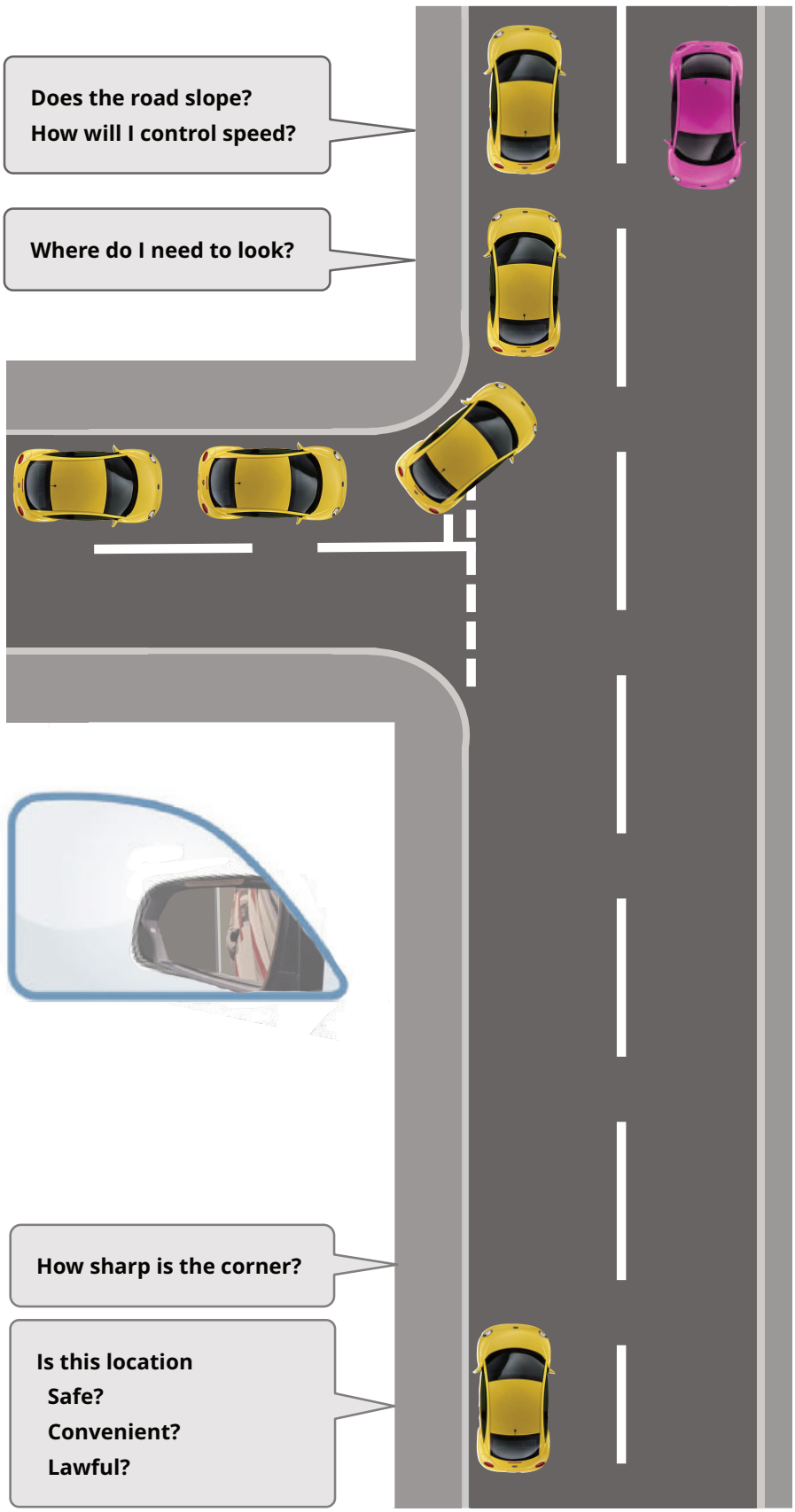
## Procedure

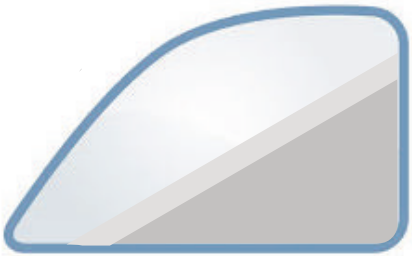
- Assess the location
- POM
  - Preparation - pedals ready as appropriate for the road
  - Observation - full check all around including blind spots
  - Manoeuvre - maintain a slow speed, steering at the point of turn
- Choosing appropriate point of turn
- Steering at appropriate speed
- Maintaining 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





## M S P S L

- **Look** — LOOK ASSESS DECIDE ACT
- **Speed**
- **Position**
- **Signal**
- **Mirrors**

# 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

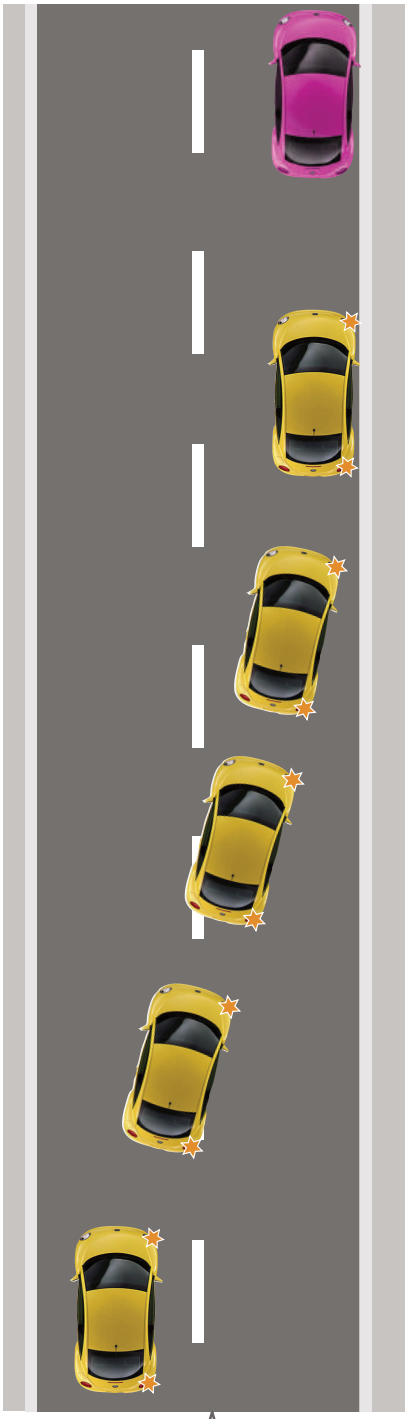
- Use of MSPSL to pull up on the right
- POM - Preparation, Observation, Manoeuvre before reversing
- Awareness of difficulty in assessing the road ahead before pulling away from the right

## 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?

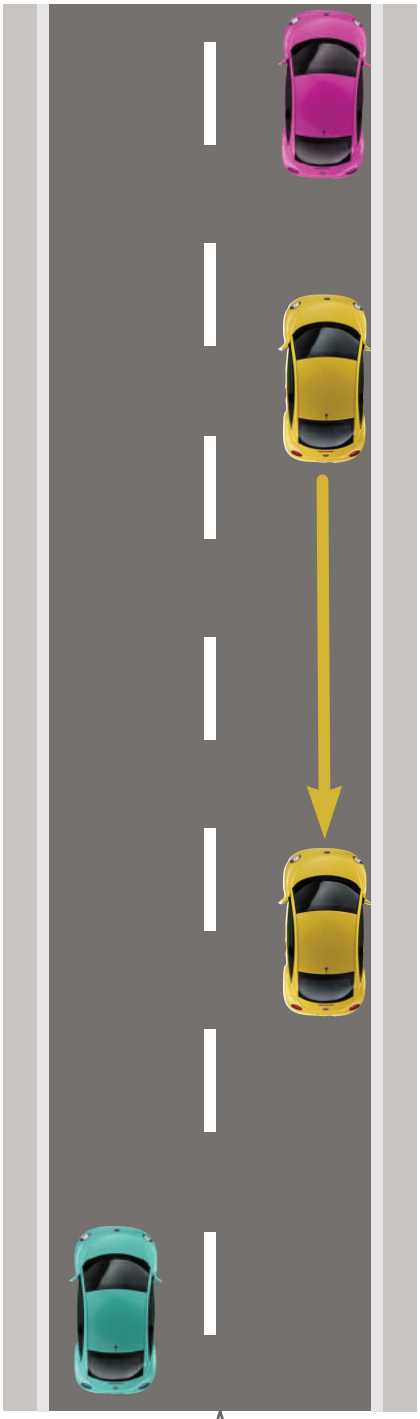
# Pull Up on the Right and Reverse

## Pull up on Right



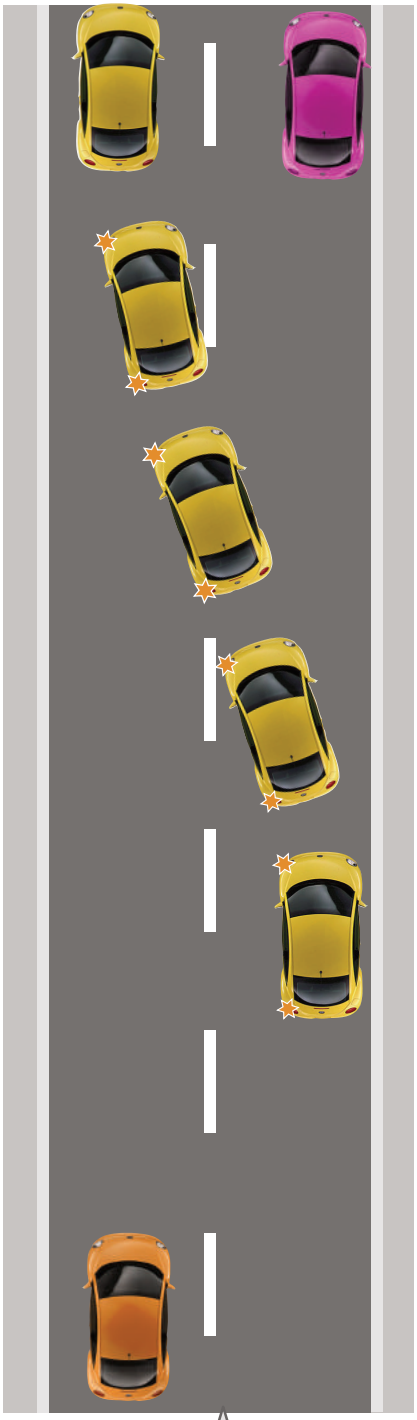
Where is a suitable place?
Is there oncoming traffic?
M-S-P-S-L

## 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

# Forward Bay Park

## 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

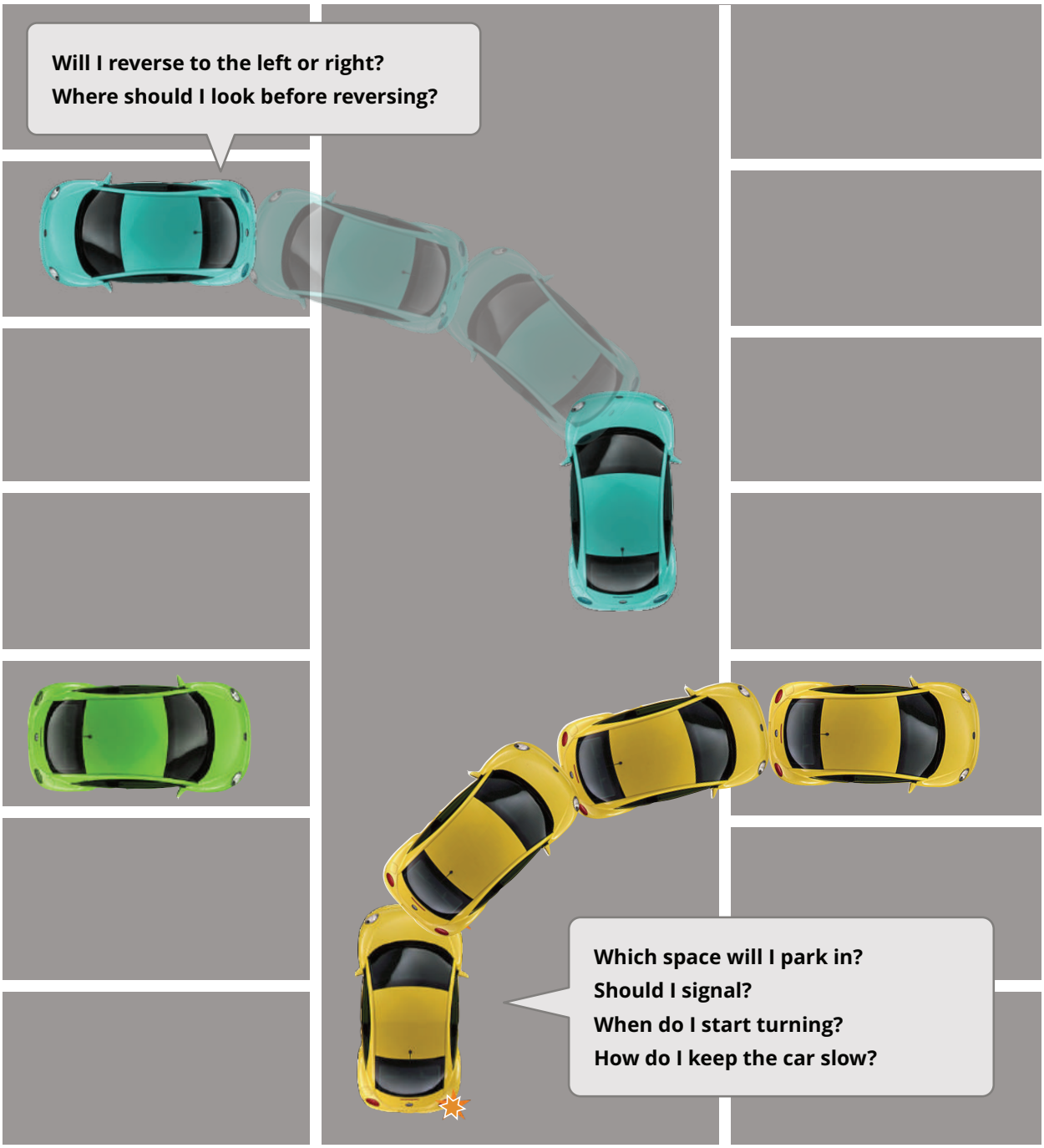
## Procedure - POM / MSPSL

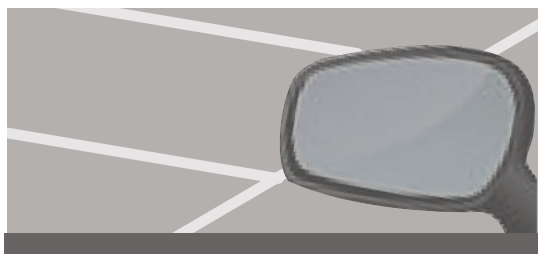
- Car park safety - hazards to deal with in car parks
- Choosing a suitable space
- Maintaining a slow speed, awareness of slope of the car park and its affect on speed
- Observation - where to look
- Choosing an appropriate point to start steering
- Avoiding parked vehicles in adjacent bays
- Adjusting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

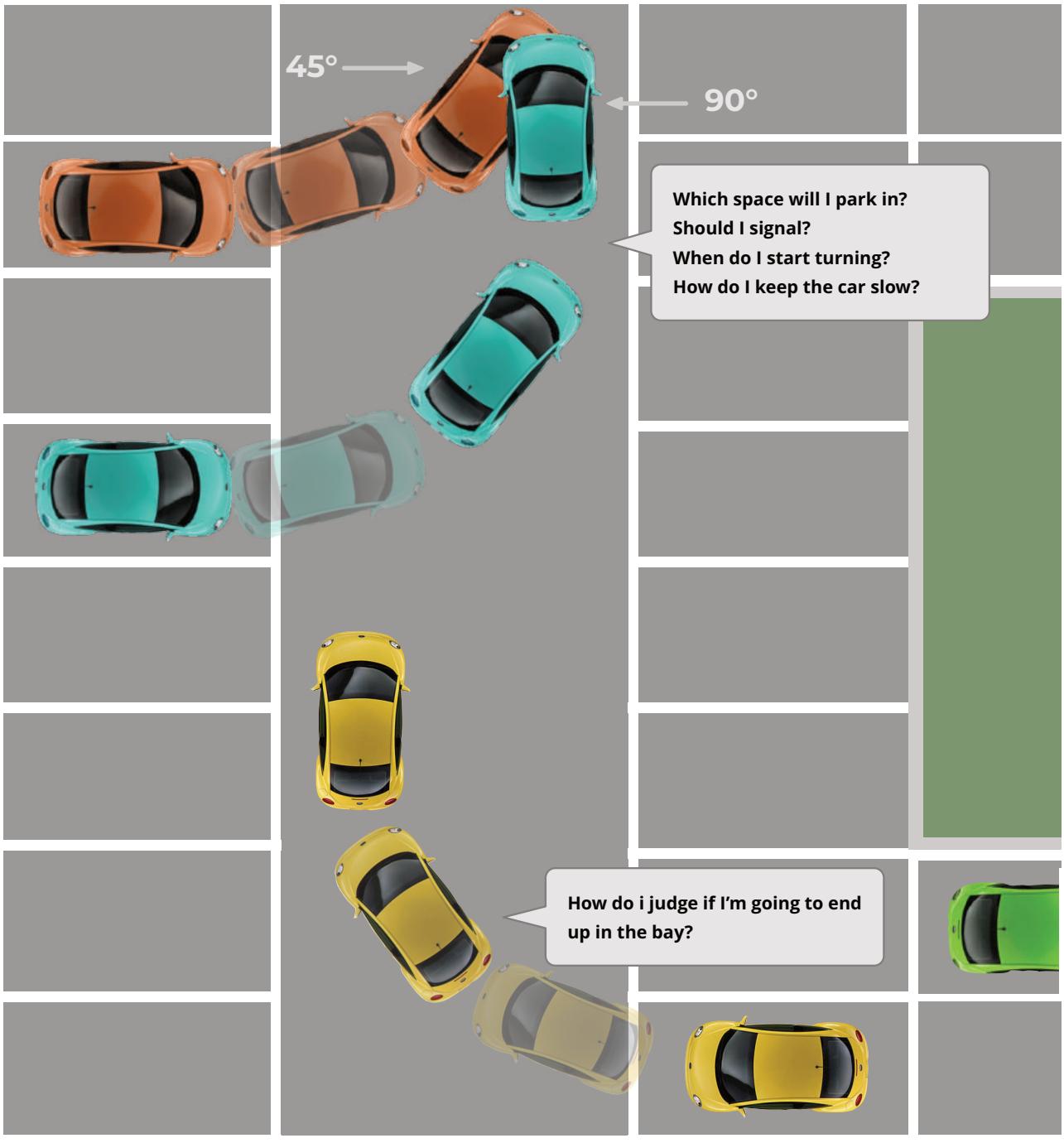
## Procedure - POM / MSPSL

- Car park safety - hazards to deal with in car parks
- Choosing a suitable space
- Choosing an appropriate starting position
- 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?
- How can you keep the speed slow?
- Why is it important to keep looking all around?
- What should you do if there is traffic or pedestrians?

# Reverse Bay Park




# Parallel 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

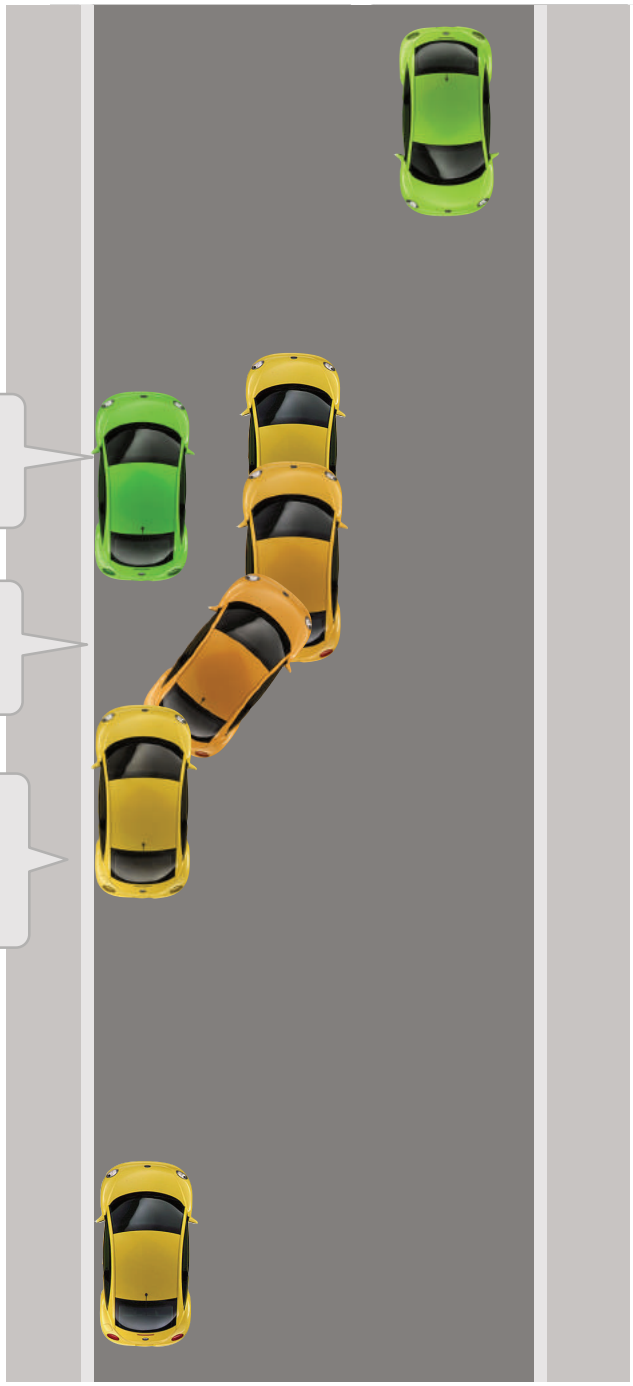
## Procedure

- 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?
- What will you do if the car starts going too fast?
- Why is it important to check over your right shoulder?
- Why should you not just rely on using your mirrors?

# Parallel Park



Where should I be looking?

When do I start to steer?

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

**Preparation**

**Observation**

**Manoeuvre**

## M S P S L

- **Look** — LOOK ASSESS DECIDE ACT
- **Speed**
- **Position**
- **Signal**
- **Mirrors**

# 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
- ABS and how it works

## 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
  - The differences between cars with ABS and without

- Steering when necessary to avoid a collision

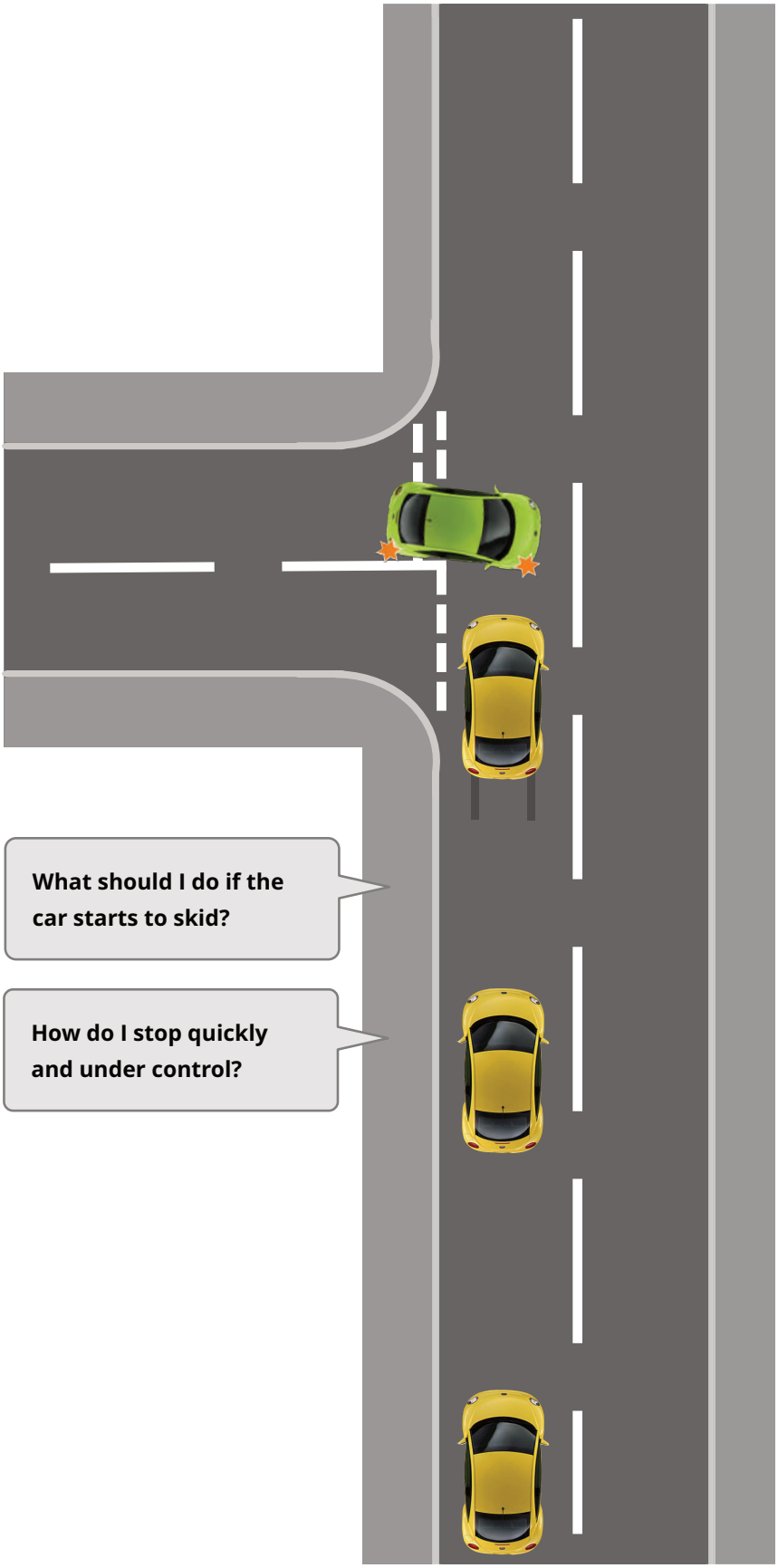
- Causes of skidding and factors that contibute to skidding
  - Rectifying a skid

- When stopped
  - Use of parking brake
  - Observation before moving off again

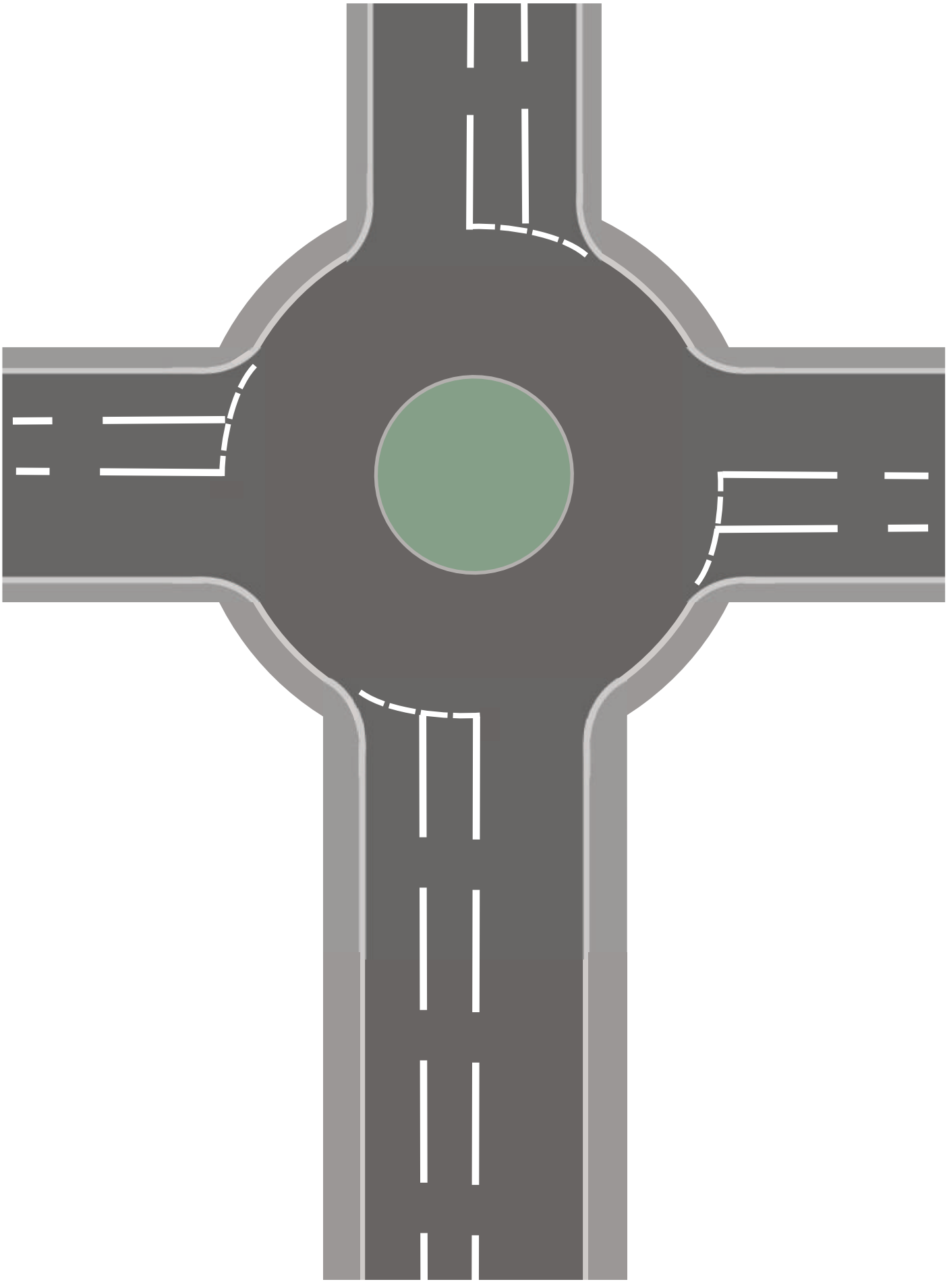
## Q & A

- 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?

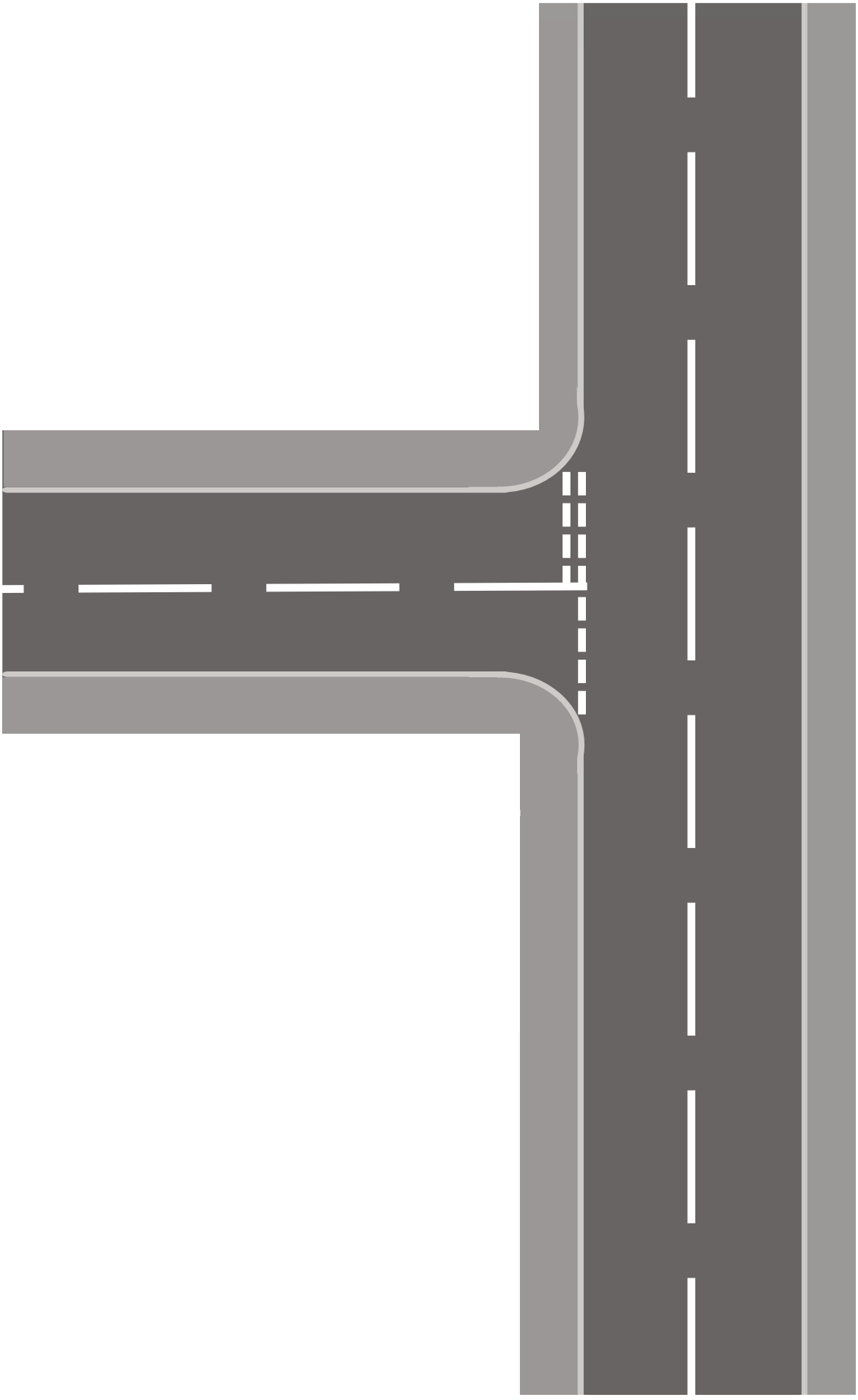
# Emergency Stop




# Blank Roundabout



# Blank Junction



# Road Signs & Markings

Warning

Orders - Must Not

Orders - Must

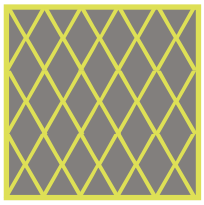
Road Works


Primary Routes

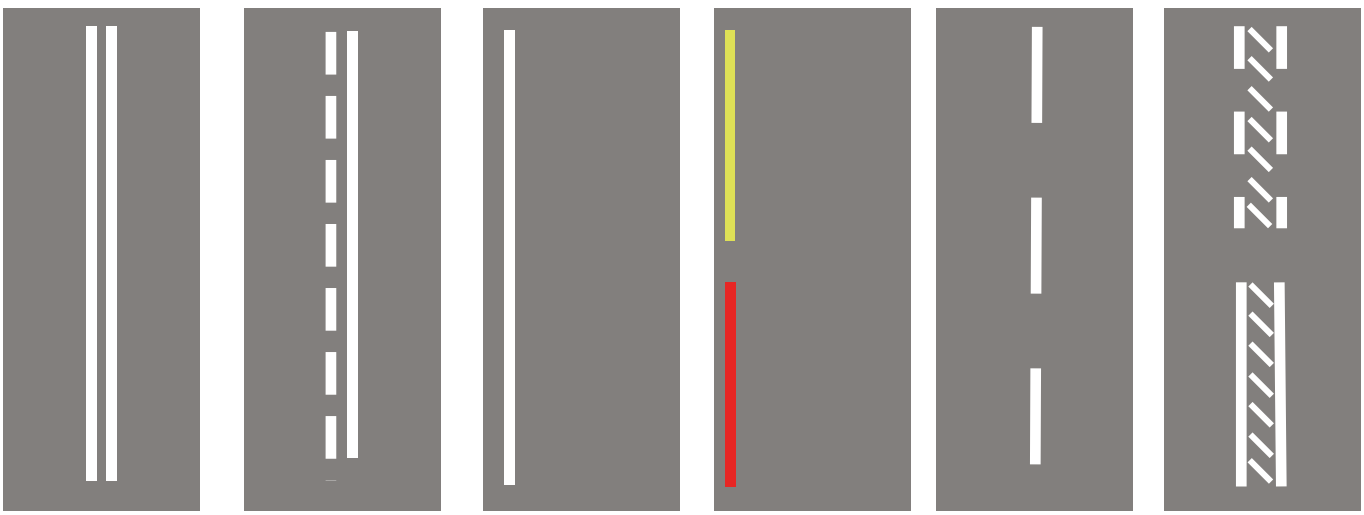

Local and non-Primary Routes

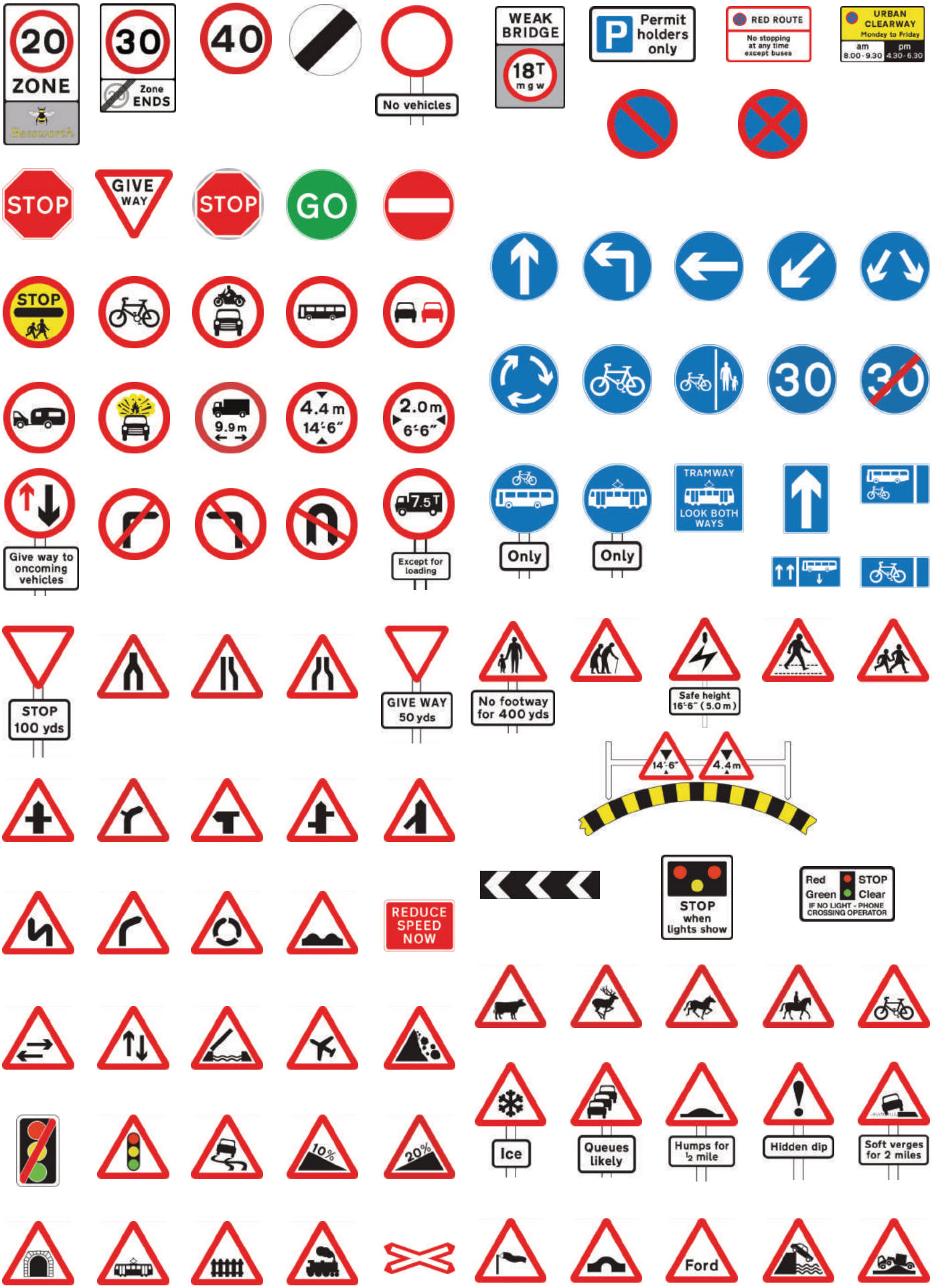

Motorways

Stop Give Way



Box Junction




20
ZONE
Beesworth
30
Zone
ENDS
40
No vehicles
WEAK
BRIDGE
18T
m g w
Permit
holders
only
RED ROUTE
No stopping
at any time
except buses
URBAN
CLEARWAY
Monday to Friday
am
8.00 - 9.30
pm
4.30 - 6.30
STOP
GIVE
WAY
STOP
GO
STOP
30
30
4.4 m
14'-6"
9.9 m
2.0 m
6'-6"
7.5T
Except for
loading
Give way to
oncoming
vehicles
Only
Only
TRAMWAY
LOOK BOTH
WAYS
STOP
100 yds
GIVE WAY
50 yds
No footway
for 400 yds
Safe height
16'-6" (5.0 m)
14'-6"
4.4 m
STOP
when
lights show
Red
Green
STOP
Clear
IF NO LIGHT - PHONE
CROSSING OPERATOR
REDUCE
SPEED
NOW
10%
20%
Ice
Queues
likely
Humps for
½ mile
Hidden dip
Soft verges
for 2 miles
Ford


Nottingham
23 M1


Nottingham
A 52
25
½ m


M 1
The NORTH
Sheffield 32
Leeds 59


A 404 Marlow
Birmingham, Oxford M 40
4 ½ m


A 46 (M 69) Leicester, Coventry (E)
2 ½ m
The NORTH WEST, Birmingham, Coventry (N) M 6


Controlled
ZONE
Mon - Fri
8.30 am - 6.30 pm
Saturday
8.30 am - 1.30 pm


Transport for London
Congestion charging
Central
ZONE
Mon - Fri
7am - 6.30pm


Zone
ENDS


Low bridge
2 miles
ahead
4.4 m
14'6"


P


PARK STREET
ROUNDABOUT
Birmingham
Bourne
M 16 (M)
(M 14)
Penderton
A 105
Waleham
A 1183
Nutfield
A 1183


Lampton
Astley
A 11
1 mile


Port Leyer
Hartleby
A 666
Ring road
Ring road
Maverton
A 6604
Doncastle
A 6604


TURPIN'S
CROSSROADS
Biggleswick A 11
Lampton (M 11)
Dorfield A 123
Astley B 1991
Steam railway


R

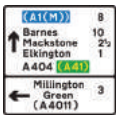

Except buses


local
taxi


2+
Mon - Fri
7 - 9 am
4 - 6 pm


2+ lane
For vehicles with
3 or more persons
in it
No HGVs
over 7.5T


HANGMAN'S
CROSSROADS
Axtley B 1234
(M 11)
Lampton
A 11
Townley
A 11


(A1(M))
Barnes
Mackstone
Elkington
A404 (A 41)
Millington
Green
(A4011)
8
10
2½
1
3


Market
Walborough
B 486
7
WC


M 62


150 yds


Wrest Park


P
Saturday
only


Zoo


300 yds


(A 33)
(M 1)


4


Marton 3


Public library
Council offices


GOOD FOOD
Puddleworth
services
½ m
LPG
Petrol
85p


Northtown


Priority over
oncoming
vehicles


H
A & E
not 24 hrs


Tourist
information


T


50
¾ mile
ahead


Delays
possible
until
Mar 08
1 mile


Sorry
for any
delay
End


800 yds


Home Zone


Bus lane

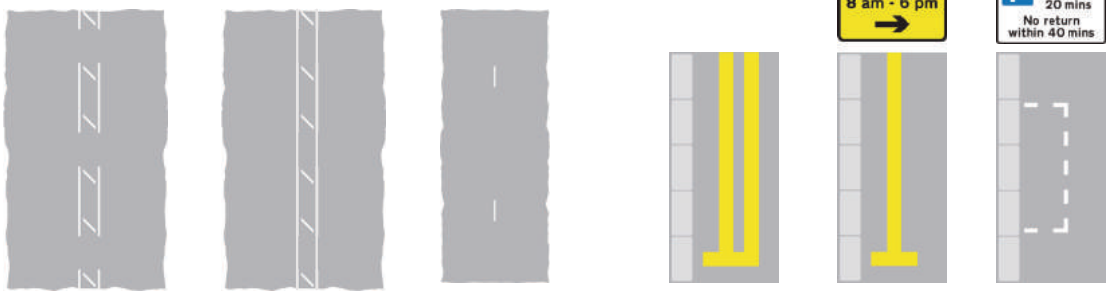

M1
&
A 617
20
M1 only
ANY
VEH
800 yards

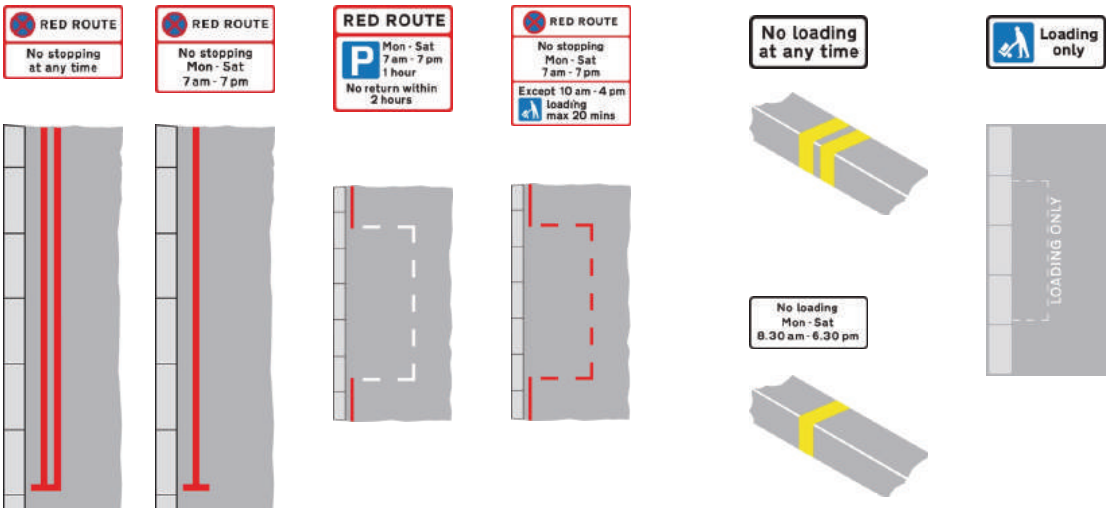

STAY IN LANE
Max
speed 30

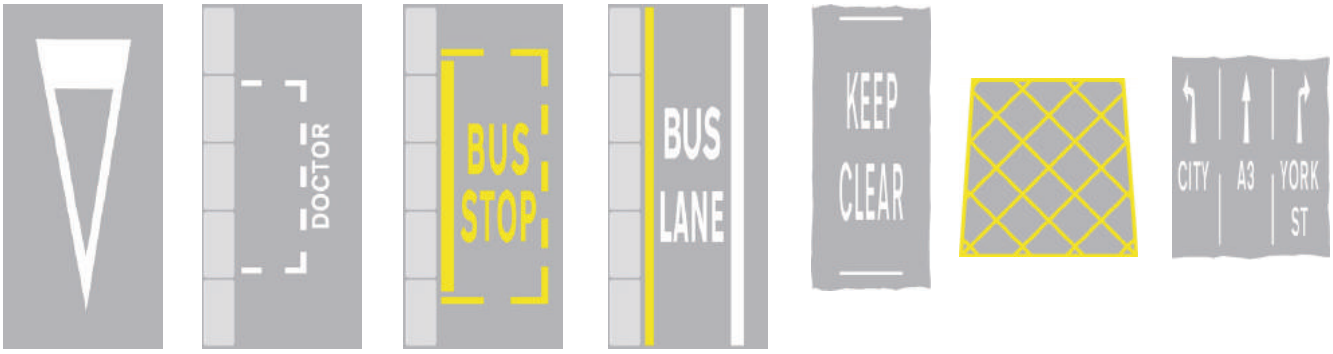

450 yds


SLOW
WET TAR


800 yards


8 am - 6 pm
Mon - Sat
8 am - 7 pm
20 mins
No return
within 40 mins


RED ROUTE
No stopping
at any time
RED ROUTE
No stopping
Mon - Sat
7 am - 7 pm
RED ROUTE
Mon - Sat
7 am - 7 pm
1 hour
No return within
2 hours
RED ROUTE
No stopping
Mon - Sat
7 am - 7 pm
Except 10 am - 4 pm
loading
max 20 mins
No loading
at any time
No loading
Mon - Sat
8.30 am - 6.30 pm
Loading
only
LOADING ONLY


DOCTOR
BUS
STOP
BUS
LANE
KEEP
CLEAR
CITY
A3
YORK
ST

# 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** | |
| **Time** | **Signature** |

☐ **Eyesight test**

**Manoeuvres**

- ☐ Reverse / Right
- ☐ Reverse park (road)
- ☐ Reverse park (car park)
- ☐ Forward park

| | S | D |
|---|---|---|
| Control | S | D |
| Observation | S | D |

☐ **Show me / Tell me**

| | S | D |
|---|---|---|
| Show me / Tell me | S | D |

☐ **Controlled stop**

| | S | D |
|---|---|---|
| Controlled stop | S | D |

**Control**

| | S | D |
|---|---|---|
| Accelerator | S | D |
| Clutch | S | D |
| Gears | S | D |
| Footbrake | S | D |
| Parking brake | S | D |
| Steering | S | D |

| | S | D |
|---|---|---|
| Precautions | S | D |
| Ancillary Controls | S | D |

**Move off**

| | S | D |
|---|---|---|
| Safety | S | D |
| Control | S | D |

**Use of Mirrors**

| | S | D |
|---|---|---|
| Signalling | S | D |
| Change direction | S | D |
| Change speed | S | D |

**Signals**

| | S | D |
|---|---|---|
| Necessary | S | D |
| Correctly | S | D |
| Timed | S | D |

**Junctions**

| | S | D |
|---|---|---|
| Approach speed | S | D |
| Observation | S | D |
| Turning right | S | D |
| Turning left | S | D |
| Cutting corners | S | D |

**Judgement**

| | S | D |
|---|---|---|
| Overtaking | S | D |
| Meeting | S | D |
| Crossing | S | D |

**Positioning**

| | S | D |
|---|---|---|
| Normal driving | S | D |
| Lane discipline | S | D |

| | S | D |
|---|---|---|
| Pedestrian crossings | S | D |
| Position/ normal stop | S | D |
| Awareness planning | S | D |
| Clearance | S | D |
| Following distance | S | D |
| Use of speed | S | D |

**Progress**

| | S | D |
|---|---|---|
| Appropriate speed | S | D |
| Undue hesitation | S | D |

**Response to signs / signals**

| | S | D |
|---|---|---|
| Traffic signs | S | D |
| Road markings | S | D |
| Traffic lights | S | D |
| Traffic controllers | S | D |
| Other road users | S | D |

**Total faults** ☐

| Pass | Fail |
|---|---|
| ☐ | ☐ |

☐ ETA Physical ☐ Verbal ☐ | ☐ ECO Control ☐ Planning ☐

# 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

# Stopping Distances

20 — 6m | 6m = Overall 12 metres (3 car lengths)

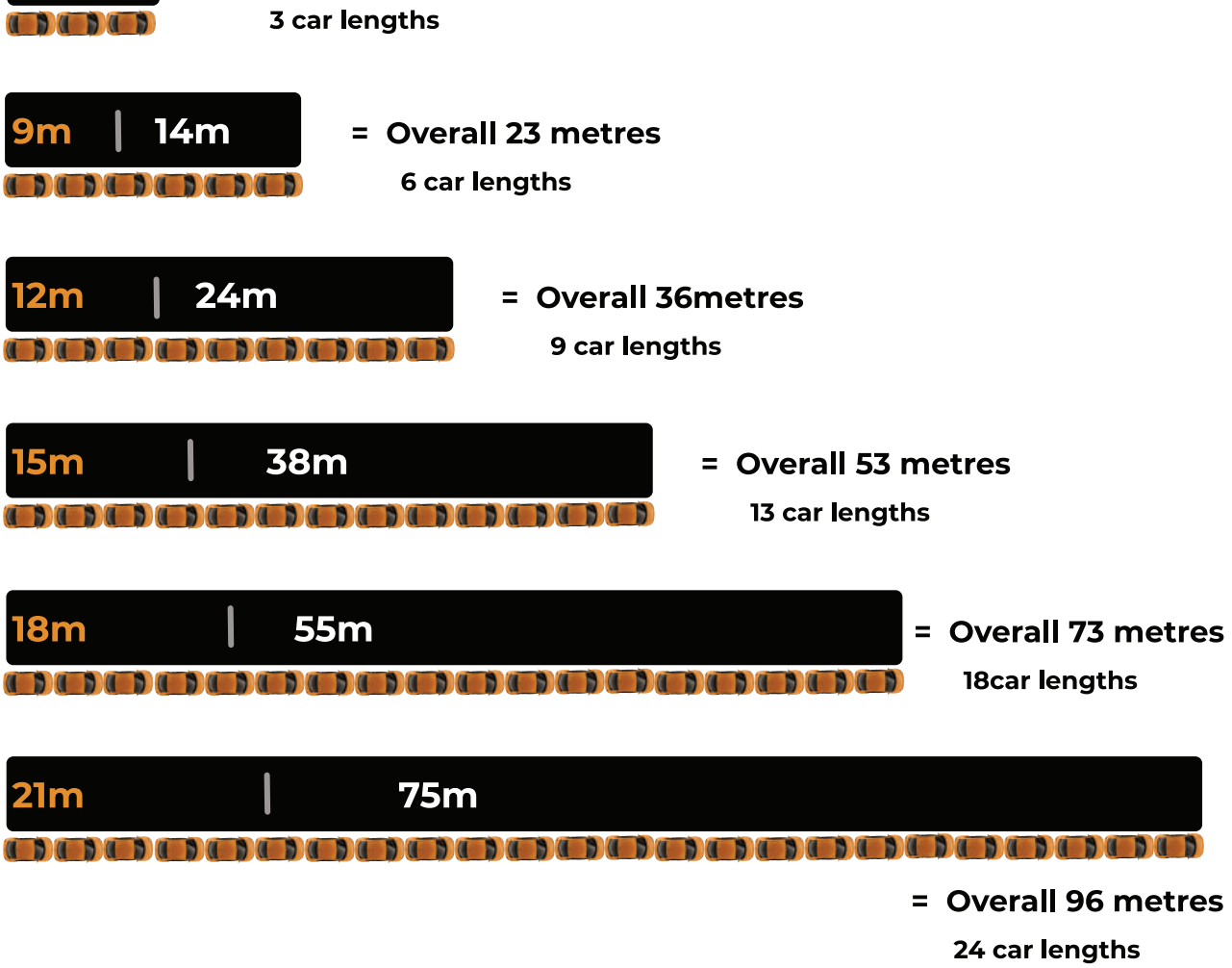
30 — 9m | 14m = Overall 23 metres (6 car lengths)

40 — 12m | 24m = Overall 36metres (9 car lengths)

50 — 15m | 38m = Overall 53 metres (13 car lengths)

60 — 18m | 55m = Overall 73 metres (18car lengths)

70 — 21m | 75m = Overall 96 metres (24 car lengths)



**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**

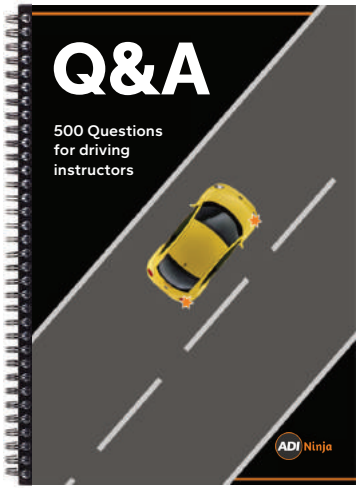
Source: Highway Code

# Q&A - Additional Questions

**These are general questions for use as discussion starters. No answers are given to the questions in this section as the answers are open ended.**

- **If you were setting the speed limit on a particular road what factors would you consider?**
- **Do you think the national speed limit should be higher or lower and why?**
- **What do you think is more important: anticipation or quick reactions? Why do you think that?**
- **Why do you think it's important to make sure that your car is properly maintained?**
- **Do you think that in general attitudes towards other road users are good or bad? Do you have examples that you could cite?**
- **In what ways do you think that driving should be seen as a right and in what ways as a privilege?**
- **At what age do you think people should be able to start to learn to drive?**
- **What do you think are the benefits of the theory test?**
- **To what extent do, you think, how learners drive is affected by how they see other people drive?**
- **How do you feel if someone is driving close behind you?**
- **What can we do to reduce the risk of a collision if someone is following you too closely?**
- **Do you feel more inspired by the concept of being a safe driver or being a skilful driver?**
- **What do you think is good or bad about speed humps?**

## Also available from ADI Ninja

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