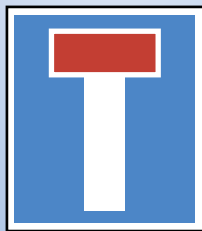
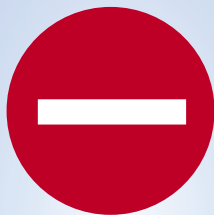


THE GIBRALTAR HIGHWAY CODE



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Introduction

This Highway Code applies to Gibraltar. However it also focuses on Traffic Signs and Road Situations outside Gibraltar, that as a driver you will come across most often.

The most vulnerable road users are pedestrians, particularly children, older or disabled people, cyclists, motorcyclists and horse riders. It is important that all road users are aware of The Code and are considerate towards each other. This applies to pedestrians as much as to drivers and riders.

Many of the rules in the Code are legal requirements, and if you disobey these rules you are committing a criminal offence. You may be fined, or be disqualified from driving. In the most serious cases you may be sent to prison. Such rules are identified by the use of the words '**MUST/ MUST NOT**'.

Although failure to comply with the other rules of the Code will not, in itself, cause a person to be prosecuted, The Highway Code may be used in evidence in any court proceedings under the Traffic Act to establish liability. This includes rules which use advisory wording such as 'should/should not' or 'do/do not'.

Knowing and applying the rules contained in The Highway Code could significantly reduce road casualties. Cutting the number of deaths and injuries that occur on our roads is a responsibility we all share. The Highway Code can help us discharge that responsibility.

I-28: Rules for pedestrians

General guidance

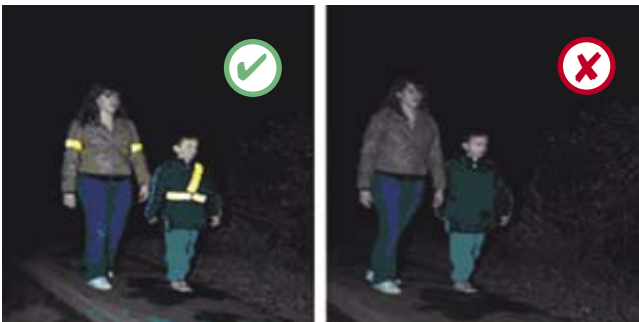
1 Pavements (including any path along the side of a road) should be used if provided. Where possible, avoid being next to the kerb with your back to the traffic. If you have to step into the road, look both ways first. Always show due care and consideration for others.

2 If there is no pavement, keep to the left-hand side of the road so that you can see oncoming traffic. You should take extra care and

- be prepared to walk in single file, especially on narrow roads or in poor light
- keep close to the side of the road

It may be safer to cross the road well before a sharp left-hand bend so that oncoming traffic has a better chance of seeing you. Cross back after the bend.

3 Help other road users to see you. Wear or carry something light-coloured, bright or fluorescent in poor daylight conditions. When it is dark, use reflective materials (e.g. armbands, sashes, waistcoats, jackets, footwear), which can be seen by drivers using headlights up to three times as far away as non-reflective materials.



Rule 3: Help yourself to be seen

4 Young children should not be out alone on the pavement or road. When taking children out, keep between them and the traffic and hold their hands firmly. Strap very young children into push-chairs or use reins. When pushing a young child in a buggy, do not push the buggy into the road when checking to see if it is clear to cross, particularly from between parked vehicles.

5 Organised walks. Large groups of people walking together should use a pavement if available; if one is not, they should keep to the right. Look-outs should be positioned at the front and back of the group, and they should wear fluorescent clothes in daylight and reflective clothes in the dark. At night, the look-out in front should show a white light and the one at the back a red light. People on the outside of large groups should also carry lights and wear reflective clothing.

6 Motorways. Pedestrians **MUST NOT** be on motorways or slip roads except in an emergency.

Crossing the road

7 The Green Cross Code. The advice given below on crossing the road is for all pedestrians. Children should be taught the Code and should not be allowed out alone until they can understand and use it properly. The age when they can do this is different for each child. Many children cannot judge how fast vehicles are going or how far away they are. Children learn by example, so parents and carers should always use the Code in full when out with their children. They are responsible for deciding at what age children can use it safely by themselves.

A. First find a safe place to cross and where there is space to reach the pavement on the other side. Where there is a crossing nearby, use it. It is safer to cross using a subway, a footbridge, an island, a zebra or pelican crossing, or where there is a crossing point controlled by a police officer, a school crossing patrol or a traffic

warden. Otherwise choose a place where you can see clearly in all directions. Try to avoid crossing between parked cars, on a blind bend, or close to the brow of a hill. Move to a space where drivers and riders can see you clearly. Do not cross the road diagonally.



Rule 7: Look all around and listen for traffic before crossing

B. Stop just before you get to the kerb, where you can see if anything is coming. Do not get too close to the traffic. If there's no pavement, keep back from the edge of the road but make sure you can still see approaching traffic.

C. Look all around for traffic and listen. Traffic could come from any direction. Listen as well, because you can sometimes hear traffic before you see it.

D. If traffic is coming, let it pass. Look all around again and listen. Do not cross until there is a safe gap in the traffic and you are certain that there is plenty of time. Remember, even if traffic is a long way off, it may be approaching very quickly.

E. When it is safe, go straight across the road – do not run. Keep looking and listening for traffic while you cross, in case there is any traffic you did not see, or in case other traffic appears suddenly. Look out for cyclists and motorcyclists travelling between lanes of traffic. Do not walk diagonally across the road.

8 At a junction. When crossing the road, look out for traffic turning into the road, especially from behind you. If you have started crossing and traffic wants to turn into the road, you have priority and they should give way.

9 Pedestrian Safety Barriers. Where there are barriers, cross the road only at the gaps provided for pedestrians. Do not climb over the barriers or walk between them and the road.

10 Tactile paving. Raised surfaces that can be felt underfoot provide warning and guidance to blind or partially sighted people. The most common surfaces are a series of raised studs, which are used at crossing points with a dropped kerb, or a series of rounded raised bars which are used at level crossings, at the top and bottom of steps and at some other hazards.

11 One-way streets. Check which way the traffic is moving. Do not cross until it is safe to do so without stopping.

12 Parked vehicles. If you have to cross between parked vehicles, use the outside edges of the vehicles as if they were the kerb. Stop there and make sure you can see all around and that the traffic can see you. Make sure there is a gap between any parked vehicles on the other side, so you can reach the pavement. Never cross the road in front of, or behind, any vehicle with its engine running, especially a large vehicle, as the driver may not be able to see you.

13 Reversing vehicles. Never cross behind a vehicle which is reversing, showing white reversing lights or sounding a warning.

14 Moving vehicles. You **MUST NOT** get onto or hold onto a moving vehicle.

15 At night. Wear something reflective to make it easier for others to see you (see Rule 3). If there is no

pedestrian crossing nearby, cross the road near a street light so that traffic can see you more easily.

Crossings

16 At all crossings. When using any type of crossing you should

- always check that the traffic has stopped before you start to cross or push a pram onto a crossing
- always cross between the studs or over the zebra markings. Do not cross at the side of the crossing or on the zig-zag lines, as it can be dangerous.

You **MUST NOT** loiter on any type of crossing.

17 Zebra crossings. Give traffic plenty of time to see you and to stop before you start to cross. Vehicles will need more time when the road is slippery. Wait until traffic has stopped from both directions or the road is clear before crossing. Remember that traffic does not have to stop until someone has moved onto the crossing. Keep looking both ways, and listening, in case a driver or rider has not seen you and attempts to overtake a vehicle that has stopped.



Rule 17: Zebra crossings have flashing beacons

18 Where there is an island in the middle of a zebra crossing, wait on the island and follow Rule 17 before you cross the second half of the road – it is a separate crossing.

19 At traffic lights. There may be special signals for pedestrians. You should only start to cross the road when the green figure shows. If you have started to cross the road and the green figure goes out, you should still have time to reach the other side, but do not delay. If no pedestrian signals have been provided, watch carefully and do not cross until the traffic lights are red and the traffic has stopped. Keep looking and check for traffic that may be turning the corner. Remember that traffic lights may let traffic move in some lanes while traffic in other lanes has stopped.



20 Pelican crossings. These are signal-controlled crossings operated by pedestrians. Push the control button to activate the traffic signals. When the red figure shows, do not cross. When a steady green figure shows, check the traffic has stopped then cross with care. When the green figure begins to flash you should not start to cross. If you have already started you should have time to finish crossing safely.

21 When the road is congested, traffic on your side of the road may be forced to stop even though their lights are green. Traffic may still be moving on the other side

of the road, so press the button and wait for the signal to cross.

22 At some crossings there is a bleeping sound or voice signal to indicate to blind or partially sighted people when the steady green figure is showing, and there may be a tactile signal to help deafblind people.

23 ‘Staggered’ or pelican crossings. When the crossings on each side of the central refuge are not in line they are two separate crossings. On reaching the central island, press the button again and wait for a steady green figure.



Rule 23: Staggered crossings (with an island in the middle) are two separate crossings

24 Crossings controlled by an authorised person. Do not cross the road unless you are signalled to do so by a police officer, traffic warden or school crossing patrol. Always cross in front of them.

25 Where there are no controlled crossing points available it is advisable to cross where there is an island in the middle of the road. Use the Green Cross Code (see Rule 7) to cross to the island and then stop and use it again to cross the second half of the road.

Situations needing extra care

26 Emergency vehicles. If an ambulance, fire engine, police or other emergency vehicle approaches using

flashing blue lights, headlights and/or sirens, keep off the road.

27 Buses. Get on or off a bus only when it has stopped to allow you to do so. Watch out for cyclists when you are getting off. Never cross the road directly behind or in front of a bus. Wait until it has moved off and you can see clearly in both directions.

28 Street and pavement repairs. A pavement may be closed temporarily because it is not safe to use. Take extra care if you are directed to walk in or to cross the road.

29-38: Rules for users of powered wheelchairs and mobility scooters

29 There is one class of manual wheelchair and two classes of powered wheelchairs and powered mobility scooters. Manual and powered wheelchairs and powered mobility scooters with an upper speed limit of 6 km/h are designed to be used on pavements. Powered mobility scooters vehicles with an upper speed limit of 12 km/h are equipped to be used on the road as well as the pavement.

30 When you are on the road you should obey the guidance and rules for other vehicles; when on the pavement you should follow the guidance and rules for pedestrians.

On pavements

31 Pavements are safer than roads and should be used when available. You should give pedestrians priority and show consideration for other pavement users, particularly those with a hearing or visual impairment who may not be aware that you are there.

32 Powered wheelchairs and scooters **MUST NOT** travel faster than 6 km/h on pavements or in pedestrian areas. You may need to reduce your speed to adjust to

other pavement users who may not be able to move out of your way quickly enough or where the pavement is too narrow.

33 When moving off the pavement onto the road, you should take special care. Before moving off, always look round and make sure it's safe to join the traffic. Always try to use dropped kerbs when moving off the pavement, even if this means travelling further to locate one. If you have to climb or descend a kerb, always approach it at right angles and don't try to negotiate a kerb higher than the vehicle manufacturer's recommendations.

On the road

34 You should take care when travelling on the road as you may be travelling more slowly than other traffic (your machine is restricted to 12 km/h and may be less visible).

35 When on the road, powered mobility scooters with an upper speed limit of 12 km/h should travel in the direction of the traffic. Powered mobility scooters with an upper speed limit of 6 km/h should always use the pavement when it is available. When there is no pavement, you should use caution when on the road. If you are travelling at night when lights **MUST** be used, you should travel in the direction of the traffic to avoid confusing other road users.

36 You **MUST** follow the same rules about using lights, indicators and horns as for other road vehicles, if your vehicle is fitted with them. At night, lights **MUST** be used. Be aware that other road users may not see you and you should make yourself more visible - even in the daytime and also at dusk - by, for instance, wearing a reflective jacket or reflective strips on the back of the vehicle.

37 Take extra care at road junctions. When going straight ahead, check to make sure there are no vehicles about to cross your path from the left, the right, or overtaking you and turning right. There are several options for

dealing with left turns, especially turning from a major road. If moving into the middle of the road is difficult or dangerous, you can

- stop on the right-hand side of the road and wait for a safe gap in the traffic
- negotiate the turn as a pedestrian, i.e. travel along the pavement and cross the road between pavements where it is safe to do so.

If the junction is too hazardous, it may be worth considering an alternative route. Similarly, when negotiating major roundabouts (i.e. with two or more lanes) it may be safer for you to use the pavement or find a route which avoids the roundabout altogether.

38 All normal parking restrictions should be observed. Your vehicle should not be left unattended if it causes an obstruction to other pedestrians - especially those in wheelchairs. Parking concessions provided under the Blue Badge scheme will apply to those vehicles displaying a valid Blue Badge.

39-41: Rules about animals

39 Do not let a dog out on the road on its own. Keep it on a short lead when walking on the pavement, road or path shared with cyclists or horse riders.

40 When in a vehicle make sure dogs or other animals are suitably restrained so they cannot distract you while you are driving or injure you, or themselves, if you stop quickly. A seat belt harness, pet carrier, dog cage or dog guard are ways of restraining animals in cars.

41 Animals being herded. These should be kept under control at all times. You should, if possible, send another person along the road in front to warn other road users, especially at a bend or the brow of a hill. It is safer not to move animals after dark, but if you do, then

wear reflective clothing and ensure that lights are carried (white at the front and red at the rear of the herd).

42-57: Rules for cyclists

These rules are in addition to those in the following sections, which apply to all vehicles (except the motorway section). See also 'You and your bicycle'.

42 Clothing. You should wear

- a cycle helmet which conforms to current regulations, is the correct size and securely fastened
- appropriate clothes for cycling. Avoid clothes which may get tangled in the chain, or in a wheel or may obscure your lights
- light-coloured or fluorescent clothing which helps other road users to see you in daylight and poor light
- reflective clothing and/or accessories (belt, arm or ankle bands) in the dark.



43 At night your cycle **MUST** have white front and red rear lights lit. It **MUST** also be fitted with a red rear reflector. White front reflectors and spoke reflectors will

also help you to be seen. Flashing lights are permitted but it is recommended that cyclists who are riding in areas without street lighting use a steady front lamp.

44 You **MUST NOT** cycle on a pavement.

45 You should

- keep both hands on the handlebars except when signalling or changing gear
- keep both feet on the pedals
- never ride more than two abreast, and ride in single file on narrow or busy roads and when riding round bends
- not ride close behind another vehicle
- not carry anything which will affect your balance or may get tangled up with your wheels or chain
- be considerate of other road users, particularly blind and partially sighted pedestrians. Let them know you are there when necessary, for example, by ringing your bell if you have one. It is recommended that a bell be fitted.

46 You should

- look all around before moving away from the kerb, turning or manoeuvring, to make sure it is safe to do so. Give a clear signal to show other road users what you intend to do (see 'Signals to other road users')
- look well ahead for obstructions in the road, such as drains, pot-holes and parked vehicles so that you do not have to swerve suddenly to avoid them. Leave plenty of room when passing parked vehicles and watch out for doors being

opened or pedestrians stepping into your path

- be aware of traffic coming up behind you
- take extra care near road humps, narrowings and other traffic calming features
- take care when overtaking.

47 You **MUST NOT**

- carry a passenger unless your cycle has been built or adapted to carry one
- hold onto a moving vehicle or trailer
- ride in a dangerous, careless or inconsiderate manner
- ride when under the influence of drink or drugs, including medicine.

48 You **MUST** obey all traffic signs and traffic light signals.

49 When parking your cycle

- find a conspicuous location where it can be seen by passers-by
- use cycle stands or other cycle parking facilities wherever possible
- do not leave it where it would cause an obstruction or hazard to other road users
- secure it well so that it will not fall over and become an obstruction or hazard.

50 You **MUST NOT** cross the stop line when the traffic lights are red.

Road junctions

51 When approaching a junction on the right, watch out for vehicles turning in front of you, out of or into the side road. Do not ride on the inside of vehicles signalling or slowing down to turn right.

52 Pay particular attention to long vehicles which need a lot of room to manoeuvre at corners. Be aware that drivers may not see you. They may have to move over to the left before turning right. Wait until they have completed the manoeuvre because the rear wheels come very close to the kerb while turning. Do not be tempted to ride in the space between them and the kerb.

53 If you are turning left, check the traffic to ensure it is safe, then signal and move to the centre of the road. Wait until there is a safe gap in the oncoming traffic and give a final look before completing the turn. It may be safer to wait on the right until there is a safe gap or to dismount and push your cycle across the road.

54 Dual carriageways. Remember that traffic on most dual carriageways moves quickly. When crossing wait for a safe gap and cross each carriageway in turn. Take extra care when crossing slip roads.

Roundabouts

55 You may feel safer walking your cycle round on the pavement or verge. If you decide to ride round keeping to the right-hand lane you should

- be aware that drivers may not easily see you
- take extra care when cycling across exits. You may need to signal left to show you are not leaving the roundabout
- watch out for vehicles crossing your path to leave or join the roundabout.

56 Give plenty of room to long vehicles on the roundabout as they need more space to manoeuvre. Do not ride in the space they need to get round the roundabout. It may be safer to wait until they have cleared the roundabout.

Crossing the road

57 Do not ride across a pelican or zebra crossing. Dismount and wheel your cycle across.

58-63: Rules for motorcyclists

These Rules are in addition to those in the following sections which apply to all vehicles.

General

58 On all journeys, the rider and pillion passenger on a motorcycle, scooter or moped **MUST** wear a protective helmet. Helmets **MUST** comply with the Regulations and they **MUST** be fastened securely. Before each journey check that your helmet visor is clean and in good condition.

59 It is also advisable to wear eye protectors. Scratched or poorly fitting eye protectors can limit your view when riding, particularly in bright sunshine and the hours of darkness. Consider wearing ear protection. Strong boots, gloves and suitable clothing may help to protect you if you are involved in a collision.

60 You **MUST NOT** carry more than one pillion passenger who **MUST** sit astride the machine on a proper seat. They should face forward with both feet on the footrests. You **MUST NOT** carry a pillion passenger unless your motor cycle is designed to do so. A Learner **MUST NOT** carry a pillion passenger who is not himself the holder of a licence, other than a learner's licence, authorising him to drive a motor cycle, having been the holder of a licence for at least two years.

61 Daylight riding. Make yourself as visible as possible from the side as well as the front and rear. You could wear a light or brightly coloured helmet and fluorescent clothing or strips. Dipped headlights, even in good daylight, may also make you more conspicuous. However, be aware that other vehicle drivers may still not have seen you, or judged your distance or speed correctly, especially at junctions.



62 Riding in the dark. Wear reflective clothing or strips to improve your visibility in the dark. These reflect light from the headlamps of other vehicles, making you visible from a longer distance.

63 Manoeuvring. You should be aware of what is behind and to the sides before manoeuvring. Look behind you; use mirrors if they are fitted. When in traffic queues look out for pedestrians crossing between vehicles and vehicles emerging from junctions or changing lanes. Position yourself so that drivers in front can see you in their mirrors. Additionally, when filtering in slow-moving traffic, take care and keep your speed low.

Remember: Observation – Signal – Manoeuvre

64-77: Rules for drivers and motorcyclists

64 Vehicle condition. You **MUST** ensure your vehicle and trailer comply with the full requirements of the Traffic Act.

Fitness to drive

65 Make sure that you are fit to drive. You **MUST** report to the Licensing Authority any health condition likely to affect your driving.

66 Driving when you are tired greatly increases your risk of collision. To minimise this risk

- make sure you are fit to drive. Do not begin a journey if you are tired. Get a good night's sleep before embarking on a long journey
- avoid undertaking long journeys between midnight and 6 am, when natural alertness is at a minimum
- plan your journey to take sufficient breaks. A minimum break of at least 15 minutes after every two hours of driving is recommended
- if you feel at all sleepy, stop in a safe place. Do not stop on the hard shoulder of a motorway
- the most effective ways to counter sleepiness are to drink, for example, two cups of caffeinated coffee and to take a short nap (at least 15 minutes).

67 Vision. You **MUST** be able to read a vehicle number plate, in good daylight, from a distance of 20 metres. If you need to wear glasses (or contact lenses) to do this, you **MUST** wear them at all times while driving. The police have the power to require a driver to undertake an eyesight test.

68 Slow down, and if necessary stop, if you are dazzled by bright sunlight.

69 At night or in poor visibility, do not use tinted glasses, lenses or visors if they restrict your vision.

Alcohol and drugs

70 Do not drink and drive as it will seriously affect your judgement and abilities. You **MUST NOT** drive with a breath alcohol level higher than 35 microgrammes/100 millilitres of breath or a blood alcohol level of more than 80 milligrammes/100 millilitres of blood. Alcohol will

- give a false sense of confidence
- reduce co-ordination and slow down reactions
- affect judgement of speed, distance and risk
- reduce your driving ability, even if you're below the legal limit
- take time to leave your body; you may be unfit to drive in the evening after drinking at lunchtime, or in the morning after drinking the previous evening.

The best solution is not to drink at all when planning to drive because any amount of alcohol affects your ability to drive safely. If you are going to drink, arrange another means of transport.

71 You MUST NOT drive under the influence of drugs or medicine. Check the instructions or ask your doctor or pharmacist. Using illegal drugs is highly dangerous. Never take them if you intend to drive; the effects are unpredictable, but can be even more severe than alcohol and may result in fatal or serious road crashes.

72 Before setting off. You should ensure that

- you have planned your route and allowed sufficient time
- clothing and footwear do not prevent you using the controls in the correct manner
- you know where all the controls are and how to use them before you need them. Not all vehicles are the same; do not wait until it is too late to find out
- your mirrors and seat are adjusted correctly to ensure comfort, full control and maximum vision
- head restraints are properly adjusted to reduce the risk of neck and spine injuries in the event of a collision
- you have sufficient fuel before commencing your journey, especially if it includes motorway driving. It can be dangerous to lose power when driving in traffic
- ensure your vehicle is legal and roadworthy
- switch off your mobile phone.



Rule 72: Make sure head restraints are properly adjusted

73 Vehicle towing and loading. As a driver

- you **MUST NOT** tow more than your licence permits. If you passed a car test after 17 Jan 1997 you are restricted on the weight of trailer you can tow
- you **MUST NOT** overload your vehicle or trailer. You should not tow a weight greater than that recommended by the manufacturer of your vehicle
- you **MUST** secure your load and it **MUST NOT** stick out dangerously. Make sure any heavy or sharp objects and any animals are secured safely. If there is a collision, they might hit someone inside the vehicle and cause serious injury
- you should properly distribute the weight in your caravan or trailer with heavy items mainly over the axle(s) and ensure a downward load on the tow ball. Manufacturer's recommended weight and tow ball load should not be exceeded. This should avoid the possibility of swerving or snaking and going out of control. If this does happen, ease off the accelerator and reduce speed gently to regain control
- carrying a load or pulling a trailer may require you to adjust the headlights.

In the event of a breakdown, be aware that towing a vehicle on a tow rope is potentially dangerous. You should consider professional recovery.

Seat belts and child restraints

74 You **MUST** wear a seat belt in cars, vans and other goods vehicles if one is fitted (see table below). Adults, and children aged 14 years and over, **MUST** use a seat belt or child restraint, where fitted, when seated in minibuses, buses and coaches. Exemptions are allowed

for the holders of medical exemption certificates and those making deliveries or collections in goods vehicles.

Seat Belt Requirements. This table summarises the main legal requirements for wearing seat belts in cars, vans and other goods vehicles.

	Front seat	Rear seat	Who is responsible?
Driver	Seat belt MUST be worn if fitted		Driver
Child under 3 years of age	Correct child restraint MUST be used	Correct child restraint MUST be used. If one is not available in a taxi, may travel unrestrained.	Driver
Child from 3 rd birthday up to 1.35 metres in height (or 12 th birthday, whichever they reach first)	Correct child restraint MUST be used	Correct child restraint MUST be used where seat belts fitted. MUST use adult belt if correct child restraint is not available in a licensed taxi or private hire vehicle, or for reasons of unexpected necessity over a short distance, or if two occupied restraints prevent fitment of a third.	Driver
Child over 1.35 metres (approx 4ft 5ins) in height or 12 or 13 years	Adult seat belt MUST be worn if available	Adult seat belt MUST be worn if available	Driver
Adult passengers aged 14 and over	Seat belt MUST be worn if available	Seat belt MUST be worn if available	Passenger

75 The driver **MUST** ensure that all children under 14 years of age in cars, vans and other goods vehicles wear seat belts or sit in an approved child restraint where required. If a child is under 1.35 metres tall, a baby seat, child seat, booster seat or booster cushion **MUST** be used suitable for the child's weight and fitted to the manufacturer's instructions.



Rule 75: Make sure that a child uses a suitable restraint which is correctly adjusted

76 A rear-facing baby seat **MUST NOT** be fitted into a seat protected by an active frontal airbag, as in a crash it can cause serious injury or death to the child.

77 Children in cars, vans and other goods vehicles. Drivers who are carrying children in cars, vans and other goods vehicles should also ensure that

- children should get into the vehicle through the door nearest the kerb
- child restraints are properly fitted to manufacturer's instructions
- children do not sit behind the rear seats in an estate car or hatchback, unless a special child seat has been fitted
- the child safety door locks, where fitted, are used when children are in the vehicle
- children are kept under control.

78-130: General rules, techniques and advice for all drivers and riders

This section should be read by all drivers, motorcyclists and cyclists. The rules in The Highway Code do not give you the right of way in any circumstance, but they advise you when you should give way to others. Always give way if it can help to avoid an incident.

78-84: Signals

78 Signals warn and inform other road users, including pedestrians, of your intended actions. You should always

- give clear signals in plenty of time, having checked it is not misleading to signal at that time
- use them to advise other road users before changing course or direction, stopping or moving off
- cancel them after use
- make sure your signals will not confuse others. If, for instance, you want to stop after a side road, do not signal until you are passing the road. If you signal earlier it may give the impression that you intend to turn into the road. Your brake lights will warn traffic behind you that you are slowing down
- use an arm signal to emphasise or reinforce your signal if necessary. Remember that signalling does not give you priority.

You should also

- watch out for signals given by other road users and proceed only when you are satisfied that it is safe
- be aware that an indicator on another vehicle may not have been cancelled.

79 You **MUST** obey signals given by police officers, traffic wardens and signs used by school crossing patrols.

80 Police stopping procedures. If the police want to stop your vehicle they will, where possible, attract your attention by

- flashing blue lights, headlights or sounding their siren or horn, usually from behind
- directing you to pull over to the side by pointing and/or using the right indicator

You **MUST** then pull over and stop as soon as it is safe to do so. Then switch off your engine.

81 Traffic light signals and traffic signs. You **MUST** obey all traffic light signals (see 'Light signals controlling traffic') and traffic signs giving orders, including temporary signals and signs (see 'Signs giving orders', 'Warning signs', 'Direction signs'). Make sure you know, understand and act on all other traffic and information signs and road markings (see 'Signs giving orders', 'Warning signs', 'Direction signs', 'Information signs', 'Road markings' and 'Vehicle markings').

82 Flashing headlights. Only flash your headlights to let other road users know that you are there. Do not flash your headlights to convey any other message or intimidate other road users.

83 Never assume that flashing headlights is a signal inviting you to proceed. Use your own judgement and proceed carefully.

84 The horn. Use only while your vehicle is moving and you need to warn other road users of your presence. Never sound your horn aggressively. You **MUST NOT** use your horn

- while stationary on the road
- when driving in a built-up area between the hours of 9.00 pm and 7.00 am

except when another road user poses a danger.

85-88: Lighting requirements

85 You **MUST**

- ensure all sidelights and rear registration plate lights are lit between sunset and sunrise
- use headlights at night.
- use headlights when visibility is seriously reduced.

Night (the hours of darkness) is defined as the period between half an hour after sunset and half an hour before sunrise).

86 You **MUST NOT**

- use any lights in a way which would dazzle or cause discomfort to other road users, including pedestrians and cyclists
- use front or rear fog lights unless visibility is seriously reduced. You **MUST** switch them off when visibility improves to avoid dazzling other road users.

In stationary queues of traffic, drivers should apply the parking brake and, once the following traffic has stopped, take their foot off the footbrake to deactivate the vehicle brake lights. This will minimise glare to road users behind until the traffic moves again.

87 You should also

- use dipped headlights, or dim-dip if fitted, at night in built-up areas and in dull daytime weather, to ensure that you can be seen
- keep your headlights dipped when overtaking until you are level with the other vehicle and then change to main beam if necessary, unless this would dazzle oncoming road users
- slow down, and if necessary stop, if you are dazzled by oncoming headlights.

88 Hazard warning lights. These may be used when your vehicle is stationary, to warn that it is temporarily obstructing traffic. Never use them as an excuse for dangerous or illegal parking. You **MUST NOT** use hazard warning lights while driving or being towed unless you are on a motorway or unrestricted dual carriageway and you need to warn drivers behind you of a hazard or obstruction ahead. Only use them for long enough to ensure that your warning has been observed.

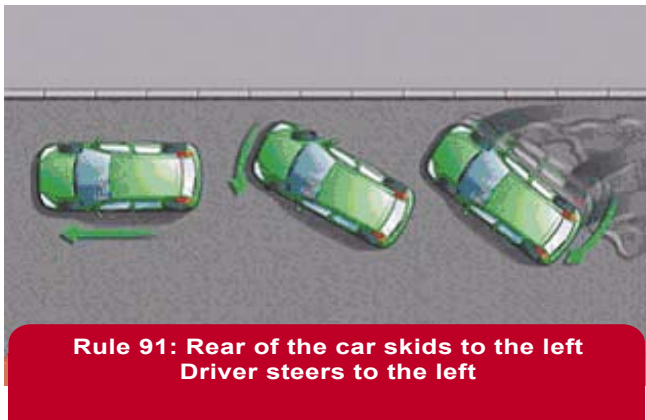
89-98: Control of the vehicle

Braking

89 In normal circumstances. The safest way to brake is to do so early and lightly. Brake more firmly as you begin to stop. Ease the pressure off just before the vehicle comes to rest to avoid a jerky stop.

90 In an emergency. Brake immediately. Try to avoid braking so harshly that you lock your wheels. Locked wheels can lead to loss of control.

91 Skids. Skidding is usually caused by the driver braking, accelerating or steering too harshly or driving too fast for the road conditions. If skidding occurs, remove the cause by releasing the brake pedal fully or easing off the accelerator. Turn the steering wheel in the direction of the skid. For example, if the rear of the vehicle skids to the left, steer immediately to the left to recover.



92 ABS. If your vehicle is fitted with anti-lock brakes, you should follow the advice given in the vehicle handbook. However, in the case of an emergency, apply the footbrake firmly; do not release the pressure until the vehicle has slowed to the desired speed. The ABS should ensure that steering control will be retained, but do not assume that a vehicle with ABS will stop in a shorter distance.

93 Brakes affected by water. If you have driven through deep water your brakes may be less effective. Test them at the first safe opportunity by pushing gently on the brake pedal to make sure that they work. If they are not fully effective, gently apply light pressure while driving slowly. This will help to dry them out.

94 Coasting. This term describes a vehicle travelling in neutral or with the clutch pressed down. It can reduce driver control because

- engine braking is eliminated

- vehicle speed downhill will increase quickly
- increased use of the footbrake can reduce its effectiveness
- steering response will be affected, particularly on bends and corners
- it may be more difficult to select the appropriate gear when needed.

95 The Driver and the Environment. You **MUST NOT** leave a parked vehicle unattended with the engine running or leave a vehicle engine running unnecessarily while that vehicle is stationary on a public road. Generally, if the vehicle is stationary and is likely to remain so for more than a couple of minutes, you should apply the parking brake and switch off the engine to reduce emissions and noise pollution. However it is permissible to leave the engine running if the vehicle is stationary in traffic or for diagnosing faults.

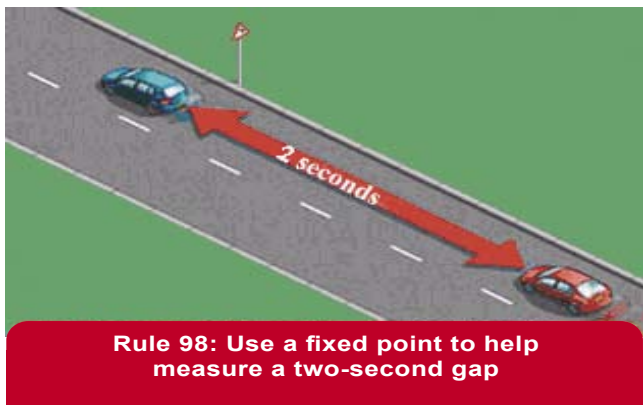
Speed limits

96 You **MUST NOT** exceed the maximum speed limits for the road and for your vehicle.

97 The speed limit is the absolute maximum and does not mean it is safe to drive at that speed irrespective of conditions. Driving at speeds too fast for the road and traffic conditions is dangerous. You should always reduce your speed when

- the road layout or condition presents hazards, such as bends
- sharing the road with pedestrians and cyclists, particularly children, and motorcyclists
- weather conditions make it safer to do so

- driving at night as it is more difficult to see other road users.

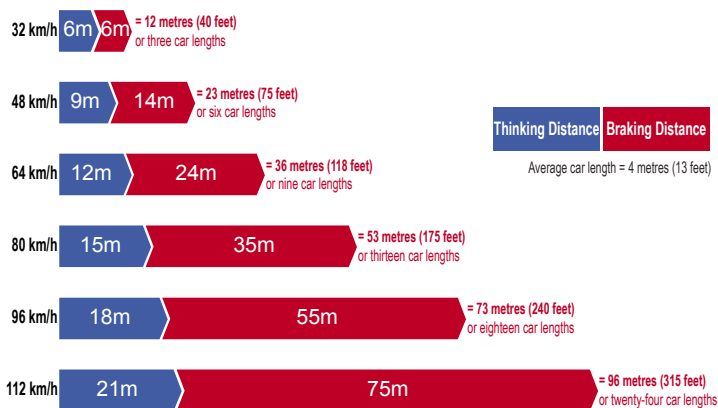


98 Stopping Distances. Drive at a speed that will allow you to stop well within the distance you can see to be clear. You should

- leave enough space between you and the vehicle in front so that you can pull up safely if it suddenly slows down or stops. The safe rule is never to get closer than the overall stopping distance
- allow at least a two-second gap between you and the vehicle in front on roads carrying faster-moving traffic and in tunnels where visibility is reduced. The gap should be at least doubled on wet roads and increased still further on icy roads
- remember, large vehicles and motorcycles need a greater distance to stop. If driving a large vehicle in a tunnel, you should allow a four-second gap between you and the vehicle in front.

If you have to stop in a tunnel, leave at least a 5-metre gap between you and the vehicle in front.

Typical Stopping Distances



99-104: Lines and lane markings on the road

99 A broken white line. This marks the centre of the road. When this line lengthens and the gaps shorten, it means that there is a hazard ahead. Do not cross it unless you can see the road is clear and wish to overtake or turn off.

100 Double white lines where the line nearest to you is broken. This means you may cross the lines to overtake if it is safe, provided you can complete the manoeuvre before reaching a solid white line on your side. White direction arrows on the road indicate that you need to get back onto your side of the road.

101 Double white lines where the line nearest you is solid. This means you **MUST NOT** cross or straddle it unless it is safe and you need to enter adjoining premises or a side road. You may cross the line if necessary, provided the road is clear, to pass a stationary vehicle, or overtake a pedal cycle or road maintenance vehicle.

102 Areas of white diagonal stripes or chevrons painted on the road. These are to separate traffic lanes or to protect traffic turning left.

- if the area is bordered by a broken white line, you should not enter the area unless it is necessary and you can see that it is safe to do so.
- if the area is marked with chevrons and bordered by solid white lines you **MUST NOT** enter it except in an emergency.

103 Lane dividers. These are short, broken white lines which are used on wide carriageways to divide them into lanes. You should keep between them.



Rule 104: Reflective road studs mark the lanes and edges of the carriageway

104 Reflective road studs may be used with white lines.

- White studs mark the lanes or the middle of the road
- Red studs mark the left edge of the road
- Amber studs mark the central reservation of a dual carriageway or motorway
- Green studs mark the edge of the main carriageway at lay-bys and slip roads.

105-115: Multi-lane carriageways

Lane discipline

105 If you need to change lane, first use your mirrors and if necessary take a quick sideways glance to make sure you will not force another road user to change course or speed. When it is safe to do so, signal to indicate your intentions to other road users and when clear, move over.

106 You should follow the signs and road markings and get into the lane as directed. In congested road conditions do not change lanes unnecessarily. Merging in turn is recommended but only if safe and appropriate when vehicles are travelling at a very low speed, e.g. when approaching road works or a road traffic incident. It is not recommended at high speed.

Single carriageway

107 Where a single carriageway has three lanes and the road markings or signs do not give priority to traffic in either direction

- use the middle lane only for overtaking or turning left. Remember, you have no more right to use the middle lane than a driver coming from the opposite direction
- do not use the left-hand lane.

108 Where a single carriageway has four or more lanes, use only the lanes that signs or markings indicate.

Dual carriageways

A dual carriageway is a road which has a central reservation to separate the carriageways.

109 On a two-lane dual carriageway you should stay in the right-hand lane. Use the left-hand lane for overtaking

or turning left. After overtaking, move back to the right-hand lane when it is safe to do so.

110 On a three-lane dual carriageway, you may use the middle lane or the left-hand lane to overtake but return to the middle and then the right-hand lane when it is safe.

111 Climbing and crawler lanes. These are provided on some hills. Use this lane if you are driving a slow-moving vehicle or if there are vehicles behind you wishing to overtake. Be aware of the signs and road markings which indicate the lane is about to end.

112 Cycle lanes. These are shown by road markings and signs. You **MUST NOT** drive or park in a cycle lane marked by a solid white line during its times of operation. Do not drive or park in a cycle lane marked by a broken white line unless it is unavoidable. You **MUST NOT** park in any cycle lane whilst waiting restrictions apply.

113 Bus lanes. These are shown by road markings and signs that indicate which (if any) other vehicles are permitted to use the bus lane. Unless otherwise indicated, you should not drive in a bus lane during its period of operation. You may enter a bus lane to stop, to load or unload where this is not prohibited.

114 High-occupancy vehicle lanes and other designated vehicle lanes. Lanes may be restricted for use by particular types of vehicle; these restrictions may apply some or all of the time. The operating times and vehicle types will be indicated on the accompanying traffic signs. You **MUST NOT** drive in such lanes during their times of operation unless signs indicate that your vehicle is permitted.

Vehicles permitted to use designated lanes may or may not include cycles, buses, taxis, licensed private hire vehicles, motorcycles, heavy goods vehicles (HGVs) and high-occupancy vehicles (HOVs).

Where HOV lanes are in operation, they **MUST ONLY** be used by

- vehicles containing at least the minimum number of people indicated on the traffic signs
- any other vehicles, such as buses and motorcycles, as indicated on signs prior to the start of the lane, irrespective of the number of occupants.

I 15 One-way streets. Traffic **MUST** travel in the direction indicated by signs. Buses and/or cycles may have a contraflow lane. Choose the correct lane for your exit as soon as you can. Do not change lanes suddenly. Unless road signs or markings indicate otherwise, you should use

- the left-hand lane when going left
- the right-hand lane when going right
- the most appropriate lane when going straight ahead. Remember – traffic could be passing on both sides.

I 16-I 30: General advice

I 16 You **MUST NOT**

- drive dangerously
- drive without due care and attention
- drive without reasonable consideration for other road users.

I 17 You **MUST NOT** drive on or over a pavement, footpath or bridleway except to gain lawful access to property, or in the case of an emergency.

I 18 Adapt your driving to the appropriate type and condition of road you are on. In particular

- do not treat speed limits as a target. It is often not appropriate or safe to drive at the maximum speed limit
- take the road and traffic conditions into account. Be prepared for unexpected or difficult situations, for example, the road being blocked beyond a blind bend. Be prepared to adjust your speed as a precaution
- where there are junctions, be prepared for road users emerging
- in side roads and country lanes look out for unmarked junctions where nobody has priority
- be prepared to stop at traffic control systems, road works, pedestrian crossings or traffic lights as necessary
- try to anticipate what pedestrians and cyclists might do. If pedestrians, particularly children, are looking the other way, they may step out into the road without seeing you.

119 Be considerate. Be careful of and considerate towards all types of road users, especially those requiring extra care. You should

- try to be understanding if other road users cause problems; they may be inexperienced or not know the area well
- be patient; remember that anyone can make a mistake
- not allow yourself to become agitated or involved if someone is behaving badly on the road. This will only make the situation worse. Pull over, calm down and, when you feel relaxed, continue your journey

- slow down and hold back if a road user pulls out into your path at a junction. Allow them to get clear. Do not over-react by driving too close behind to intimidate them
- not throw anything out of a vehicle, for example, cigarette ends, cans, paper or carrier bags. This can endanger other road users, particularly motorcyclists and cyclists.

120 Safe driving and riding needs concentration.

Avoid distractions when driving or riding such as

- loud music (this may mask other sounds)
- trying to read maps
- inserting a cassette or CD or tuning a radio
- arguing with your passengers or other road users
- eating and drinking
- smoking.

You **MUST NOT** smoke in a public transport vehicle.

Mobile phones and in-vehicle technology

121 You **MUST** exercise proper control of your vehicle at all times. You **MUST NOT** use a hand-held mobile phone, or similar device, when driving or when supervising a learner driver, except to call 190, 199 or 112 in a genuine emergency when it is unsafe or impractical to stop. Never use a hand-held microphone when driving. Using hands-free equipment is also likely to distract your attention from the road. It is far safer not to use any telephone while you are driving or riding - find a safe place to stop first or use the voicemail facility and listen to messages later.

122 There is a danger of driver distraction being caused by in-vehicle systems such as satellite navigation systems, PCs, multi-media, etc. You **MUST** exercise proper control of your vehicle at all times. Do not rely on driver assistance systems such as cruise control or lane departure warnings. They are available to assist but you should not reduce your concentration levels. Do not be distracted by maps or screen-based information (such as navigation or vehicle management systems) while driving or riding. If necessary find a safe place to stop.



123 In slow-moving traffic. You should

- reduce the distance between you and the vehicle ahead to maintain traffic flow
- never get so close to the vehicle in front that you cannot stop safely
- leave enough space to be able to manoeuvre if the vehicle in front breaks down or an emergency vehicle needs to get past
- not change lanes to the right to overtake
- allow access into and from side roads, as blocking these will add to congestion

be aware of cyclists and motorcyclists who may be passing on either side.

Driving in built-up areas

124 Residential streets. You should drive slowly and carefully on streets where there are likely to be pedestrians, cyclists and parked cars. In some areas a 30 km/h maximum speed limit may be in force. Look out for

- vehicles emerging from junctions or driveways
- vehicles moving off
- car doors opening
- pedestrians
- children running out from between parked cars
- cyclists and motorcyclists.

125 Traffic-calming measures. On some roads there are features such as road humps, chicanes and narrowings which are intended to slow you down. When you approach these features reduce your speed. Allow cyclists and motorcyclists room to pass through them. Maintain a reduced speed along the whole of the stretch of road within the calming measures. Give way to oncoming road users if directed to do so by signs. You should not overtake other moving road users while in these areas.



Rule 125: Chicanes may be used to slow traffic down

Country roads

126 Take extra care on country roads and reduce your speed at approaches to bends, which can be sharper than they appear, and at junctions and turnings, which may be partially hidden. Be prepared for pedestrians, horse riders, cyclists, slow-moving farm vehicles or mud on the road surface. Make sure you can stop within the distance you can see to be clear. You should also reduce your speed where country roads enter villages.

127 Single-track roads. These are only wide enough for one vehicle. They may have special passing places. If you see a vehicle coming towards you, or the driver behind wants to overtake, pull into a passing place on your right, or wait opposite a passing place on your left. Give way to vehicles coming uphill whenever you can. If necessary, reverse until you reach a passing place to let the other vehicle pass. Slow down when passing pedestrians, cyclists and horse riders.

128 Do not park in passing places.

Vehicles prohibited from using roads and pavements

129 Certain motorised vehicles do not meet the construction and technical requirements for road vehicles and are generally not intended, not suitable and not legal for road, pavement, footpath or cycle path use. These

include most types of miniature motorcycles, also called mini motos, and motorised scooters, also called go peds, which are powered by electric or internal combustion engines. These types of vehicle **MUST NOT** be used on roads, pavements or footpaths.

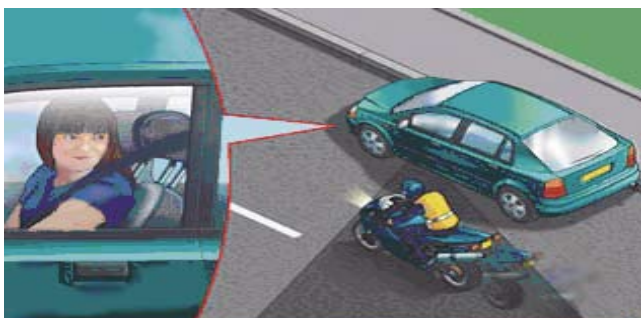
130 Certain models of motorcycles and motor tricycles are suitable only for off-road use and do not meet legal standards for use on roads. Vehicles that do not meet these standards **MUST NOT** be used on roads. They **MUST NOT** be used on pavements, footpaths or cycle paths either. You **MUST** make sure that any motorcycle, motor tricycle or any other motor vehicle meets legal standards and is properly registered and insured before using it on the roads. Even when registered and insured for the road, vehicles **MUST NOT** be used on pavements.

131-133: General rules

131 Before moving off you should

- use all mirrors to check the road is clear
- look round to check the blind spots (the areas you are unable to see in the mirrors)
- signal if necessary before moving out
- look round for a final check.

Move off only when it is safe to do so.



Rule 131: Check the blind spot before moving off

132 Once moving you should

- keep to the right, unless road signs or markings indicate otherwise. The exceptions are when you want to overtake, turn left or pass parked vehicles or pedestrians in the road
- keep well to the right on left-hand bends. This will improve your view of the road and help avoid the risk of colliding with traffic approaching from the opposite direction
- drive with both hands on the wheel where possible. This will help you to remain in full control of the vehicle at all times
- be aware of other road users, especially cycles and motorcycles who may be filtering through the traffic. These are more difficult to see than larger vehicles and their riders are particularly vulnerable. Give them plenty of room, especially if you are driving a long vehicle or towing a trailer
- select a lower gear before you reach a long downhill slope. This will help to control your speed
- when towing, remember the extra length will affect overtaking and manoeuvring. The extra weight will also affect the braking and acceleration.

133 Mirrors. All mirrors should be used effectively throughout your journey. You should

- use your mirrors frequently so that you always know what is behind and to each side of you
- use them in good time before you signal or change direction or speed
- be aware that mirrors do not cover all areas and there will be blind spots. You will need to look round and check.

Remember: Mirrors – Signal – Manoeuvre

134-141: Overtaking

134 Before overtaking you should make sure

- the road is sufficiently clear ahead
- road users are not beginning to overtake you
- there is a suitable gap in front of the road user you plan to overtake.

135 Overtake only when it is safe and legal to do so. You should

- not get too close to the vehicle you intend to overtake
- use your mirrors, signal when it is safe to do so, take a quick sideways glance if necessary into the blind spot area and then start to move out
- not assume that you can simply follow a vehicle ahead which is overtaking; there may only be enough room for one vehicle

- move quickly past the vehicle you are overtaking, once you have started to overtake. Allow plenty of room. Move back to the right as soon as you can but do not cut in



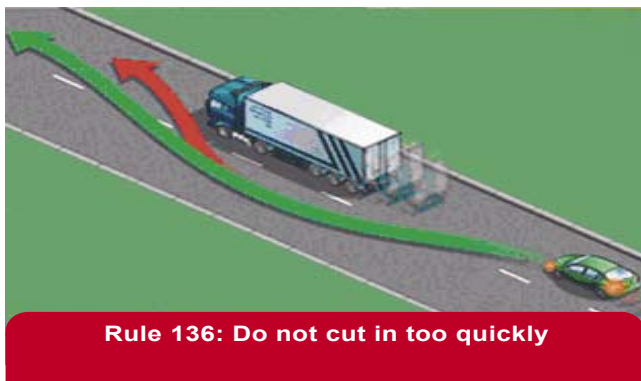
Rule 135: Give vulnerable road users at least as much space as you would a car

- take extra care at night and in poor visibility when it is harder to judge speed and distance
- give way to oncoming vehicles before passing parked vehicles or other obstructions on your side of the road
- only overtake on the right if the vehicle in front is signalling to turn left, and there is room to do so
- stay in your lane if traffic is moving slowly in queues. If the queue on your left is moving more slowly than you are, you may pass on the right
- give motorcyclists, cyclists and horse riders at least as much room as you would when overtaking a car.

Remember: Mirrors – Signal – Manoeuvre

136 Large vehicles. Overtaking these is more difficult. You should

- drop back. This will increase your ability to see ahead and should allow the driver of the large vehicle to see you in their mirrors. Getting too close to large vehicles, including agricultural vehicles such as a tractor with a trailer or other fixed equipment, will obscure your view of the road ahead and there may be another slow-moving vehicle in front



- make sure that you have enough room to complete your overtaking manoeuvre before committing yourself. It takes longer to pass a large vehicle. If in doubt do not overtake
- not assume you can follow a vehicle ahead which is overtaking a long vehicle. If a problem develops, they may abort overtaking and pull back in.

137 You **MUST NOT** overtake

- if you would have to cross or straddle a single solid white line or double white lines with a solid line nearest to you
- if you would have to enter an area designed to divide traffic, if it is surrounded by a solid white line

- the nearest vehicle to a pedestrian crossing, especially when it has stopped to let pedestrians cross
- if you would have to enter a lane reserved for buses, trams or cycles during its hours of operation
- after a 'No Overtaking' sign and until you pass a sign cancelling the restriction.

138 DO NOT overtake if there is any doubt, or where you cannot see far enough ahead to be sure it is safe. For example, when you are approaching

- a corner or bend
- a hump bridge
- the brow of a hill.

139 DO NOT overtake where you might come into conflict with other road users. For example

- approaching or at a road junction on either side of the road
- where the road narrows
- when approaching a school crossing patrol
- between the kerb and a bus when it is at a stop
- where traffic is queuing at junctions or road works
- when you would force another road user to swerve or slow down
- at a level crossing
- when a road user is indicating left, even if you believe the signal should have been cancelled. Do not take a risk; wait for the signal to be cancelled.

- stay behind if you are following a cyclist approaching a roundabout or junction, and you intend to turn right.

140 Being overtaken. If a driver is trying to overtake you, maintain a steady course and speed, slowing down if necessary to let the vehicle pass. Never obstruct drivers who wish to pass. Speeding up or driving unpredictably while someone is overtaking you is dangerous. Drop back to maintain a two-second gap if someone overtakes and pulls into the gap in front of you.

141 Do not hold up a long queue of traffic, especially if you are driving a large or slow-moving vehicle. Check your mirrors frequently, and if necessary, pull in where it is safe and let traffic pass.

142-154: Road junctions

142 Take extra care at junctions. You should

- watch out for cyclists, motorcyclists, powered wheelchairs/mobility scooters and pedestrians as they are not always easy to see. Be aware that they may not have seen or heard you if you are approaching from behind
- watch out for pedestrians crossing a road into which you are turning. If they have started to cross they have priority, so give way
- watch out for long vehicles which may be turning at a junction ahead; they may have to use the whole width of the road to make the turn



Rule 142: Give way to pedestrians who have started to cross

- watch out for horse riders who may take a different line on the road from that which you would expect
- not assume, when waiting at a junction, that a vehicle coming from the left and signalling right will actually turn. Wait and make sure
- look all around before emerging. Do not cross or join a road until there is a gap large enough for you to do so safely.

143 You **MUST** stop behind the line at a junction with a 'Stop' sign and a solid white line across the road. Wait for a safe gap in the traffic before you move off.

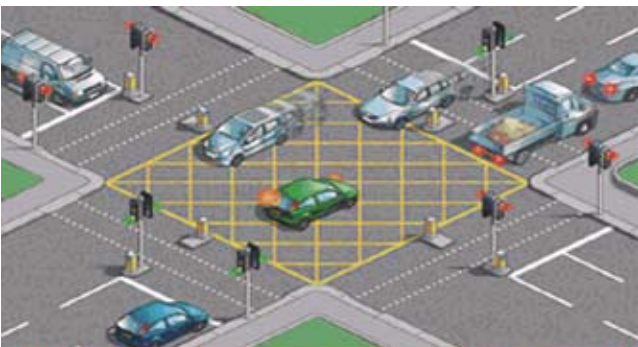
144 The approach to a junction may have a 'Give Way' sign or a triangle marked on the road. You **MUST** give way to traffic on the main road when emerging from a junction with broken white lines across the road.



Rule 145: Assess your vehicle's length and do not obstruct traffic

145 Dual carriageways. When crossing or turning left, first assess whether the central reservation is deep enough to protect the full length of your vehicle.

- If it is, then you should treat each half of the carriageway as a separate road. Wait in the central reservation until there is a safe gap in the traffic on the second half of the road
- If the central reservation is too shallow for the length of your vehicle, wait until you can cross both carriageways in one go.



Rule 146: Enter a box junction only if your exit road is clear

146 Box junctions. These have criss-cross yellow lines painted on the road (see 'Road markings'). You **MUST NOT** enter the box until your exit road or lane is clear.

However, you may enter the box and wait when you want to turn left, and are only stopped from doing so by oncoming traffic, or by other vehicles waiting to turn left. At signalled roundabouts you **MUST NOT** enter the box unless you can cross over it completely without stopping.

Junctions controlled by traffic lights

147 You **MUST** stop behind the white 'Stop' line across your side of the road unless the light is green. If the amber light appears you may go on only if you have already crossed the stop line or are so close to it that to stop might cause a collision.

148 You **MUST NOT** move forward over the white line when the red light is showing. Only go forward when the traffic lights are green if there is room for you to clear the junction safely or you are taking up a position to turn left. If the traffic lights are not working, treat the situation as you would an unmarked junction and proceed with great care.

149 Green filter arrow. This indicates a filter lane only. Do not enter that lane unless you want to go in the direction of the arrow. You may proceed in the direction of the green arrow when it, or the full green light shows. Give other traffic, especially cyclists, time and room to move into the correct lane.

Turning left

150 Well before you turn left you should

- use your mirrors to make sure you know the position and movement of traffic behind you
- give a left-turn signal
- take up a position just right of the middle of the road or in the space marked for traffic turning left

- leave room for other vehicles to pass on the right, if possible.

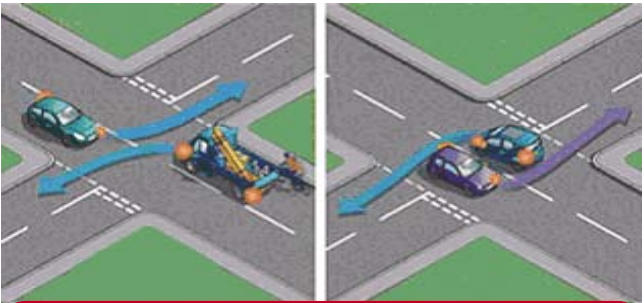
151 Wait until there is a safe gap between you and any oncoming vehicle. Watch out for cyclists, motorcyclists, pedestrians and other road users. Check your mirrors and blind spot again to make sure you are not being overtaken, then make the turn. Do not cut the corner. Take great care when turning into a main road; you will need to watch for traffic in both directions and wait for a safe gap.

Remember: Mirrors – Signal – Manoeuvre.



152 When turning left at crossroads where an oncoming vehicle is also turning left, there is a choice of two methods

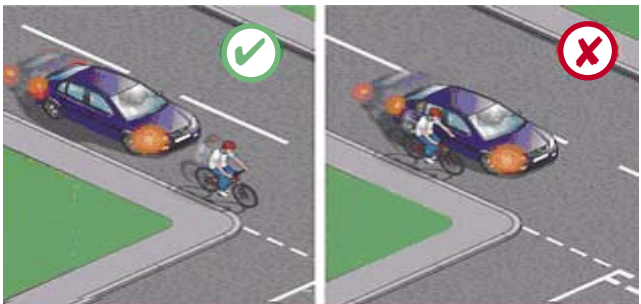
- turn left side to left side; keep the other vehicle on your left and turn behind it. This is generally the safer method as you have a clear view of any approaching traffic when completing your turn
- right side to right side, turning in front of each other. This can block your view of oncoming vehicles, so take extra care. Cyclists and motorcyclists in particular may be hidden from your view. Road layout, markings or how the other vehicle is positioned can determine which course should be taken.



**Rule 152: Left – Turning right side to right side
Right – Turning left side to left side**

Turning right

153 Use your mirrors and give a right-turn signal well before you turn right. Do not overtake just before you turn right and watch out for traffic coming up on your right before you make the turn, especially if driving a large vehicle. Cyclists, motorcyclists and other road users in particular may be hidden from your view.



Rule 153: Do not cut in on cyclists

I54 When turning

- keep as close to the right as is safe and practicable
- give way to any vehicles using a bus lane, cycle lane or tramway from either direction.

I55-I59: Roundabouts

I55 **On approaching a roundabout** take notice and act on all the information available to you, including traffic signs, traffic lights and lane markings which direct you into the correct lane. You should

- use **Mirrors – Signal – Manoeuvre** at all stages
- decide as early as possible which exit you need to take
- give an appropriate signal. Time your signals so as not to confuse other road users
- get into the correct lane
- adjust your speed and position to fit in with traffic conditions
- be aware of the speed and position of all the road users around you.

I56 **When reaching the roundabout** you should

- give priority to traffic approaching from your left, unless directed otherwise by signs, road markings or traffic lights
- check whether road markings allow you to enter the roundabout without giving way. If so, proceed, but still look to the left before joining

- watch out for all other road users already on the roundabout; be aware they may not be signalling correctly or at all
- look forward before moving off to make sure traffic in front has moved off.



157 Signals and position.

When taking the first exit to the right, unless signs or markings indicate otherwise

- signal right and approach in the right-hand lane
- keep to the right on the roundabout and continue signalling right to leave.

When taking an exit to the left or going full circle, unless signs or markings indicate otherwise

- signal left and approach in the left-hand lane
- keep to the left on the roundabout until you need to change lanes to exit the roundabout
- signal right after you have passed the exit before the one you want.

When taking any intermediate exit, unless signs or markings indicate otherwise

- select the appropriate lane on approach to the roundabout
- you should not normally need to signal on approach
- stay in this lane until you need to alter course to exit the roundabout
- signal right after you have passed the exit before the one you want.

When there are more than three lanes at the entrance to a roundabout, use the most appropriate lane on approach and through it.

158 In all cases watch out for and give plenty of room to

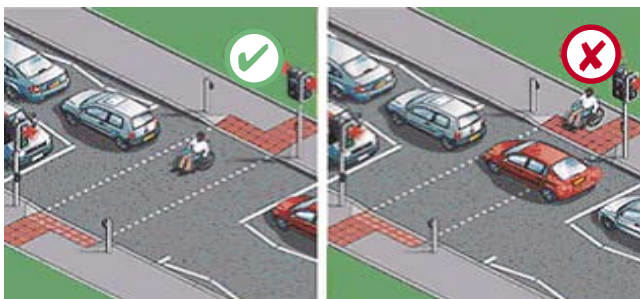
- pedestrians who may be crossing the approach and exit roads
- traffic crossing in front of you on the roundabout, especially vehicles intending to leave by the next exit
- traffic which may be straddling lanes or positioned incorrectly
- motorcyclists
- cyclists and horse riders who may stay in the right-hand lane and signal left if they intend to continue round the roundabout. Allow them to do so
- long vehicles (including those towing trailers). These might have to take a different course or straddle lanes either approaching or on the roundabout because of their length. Watch out for their signals.

159 Mini-roundabouts. Approach these in the same way as normal roundabouts. All vehicles **MUST** pass round the central markings except large vehicles which are physically incapable of doing so. Remember, there is less space to manoeuvre and less time to signal. Avoid making U-turns at mini-roundabouts. Beware of others doing this.

160-167: Pedestrian crossings

160 You **MUST NOT** park on a crossing or in the area covered by the zig-zag lines. You **MUST NOT** overtake the moving vehicle nearest the crossing or the vehicle nearest the crossing which has stopped to give way to pedestrians.

161 In queuing traffic, you should keep the crossing clear.



Rule 161: Keep the crossing clear

162 You should take extra care where the view of either side of the crossing is blocked by queuing traffic or incorrectly parked vehicles. Pedestrians may be crossing between stationary vehicles.

163 Allow pedestrians plenty of time to cross and do not harass them by revving your engine or edging forward.

164 Zebra crossings. As you approach a zebra crossing

- look out for pedestrians waiting to cross and be ready to slow down or stop to let them cross
- you **MUST** give way when a pedestrian has moved onto a crossing
- allow more time for stopping on wet or icy roads
- do not wave or use your horn to invite pedestrians across; this could be dangerous if another vehicle is approaching
- be aware of pedestrians approaching from the side of the crossing

A zebra crossing with a central island is two separate crossings.

Signal-controlled crossings

165 Pelican crossings. These are signal-controlled crossings where flashing amber follows the red 'Stop' light. You **MUST** stop when the red light shows. When the amber light is flashing, you **MUST** give way to any pedestrians on the crossing. If the amber light is flashing and there are no pedestrians on the crossing, you may proceed with caution.



Rule 165: Allow pedestrians to cross when the amber light is flashing

166 Pelican crossings which go straight across the road are one crossing, even when there is a central island. You **MUST** wait for pedestrians who are crossing from the other side of the island.

167 Give way to anyone still crossing after the signal for vehicles has changed to green. This advice applies to all crossings.

168-171: Reversing

168 Choose an appropriate place to manoeuvre. If you need to turn your vehicle around, wait until you find a safe place. Try not to reverse or turn round in a busy road; find a quiet side road or drive round a block of side streets.

169 Do not reverse from a side road into a main road. When using a driveway, reverse in and drive out if you can.

170 Look carefully before you start reversing. You should

- use all your mirrors
- check the 'blind spot' behind you (the part of the road you cannot see easily in the mirrors)
- check there are no pedestrians (particularly children), cyclists, other road users or obstructions in the road behind you.



Rule 170: Check all round when reversing

Reverse slowly while

- **checking all around**
- looking mainly through the rear window
- being aware that the front of your vehicle will swing out as you turn.

Get someone to guide you if you cannot see clearly.

171 You **MUST NOT** reverse your vehicle further than necessary.

172-191: Road users requiring extra care

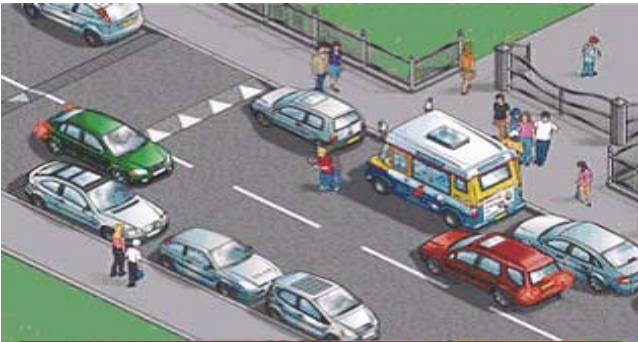
172 The most vulnerable road users are pedestrians, cyclists and motorcyclists. It is particularly important to be aware of children, older and disabled people, and learner and inexperienced drivers and riders.

Pedestrians

173 There is a risk of pedestrians, especially children, stepping unexpectedly into the road. You should drive with the safety of children in mind at a speed suitable for the conditions.

174 Drive carefully and slowly when

- in crowded shopping streets, Quiet Lane or residential areas
- driving past bus stops; pedestrians may emerge suddenly into the road
- passing parked vehicles, especially ice cream vans; children are more interested in ice cream than traffic and may run into the road unexpectedly
- needing to cross a pavement or cycle track; for example, to reach or leave a driveway. Give way to pedestrians and cyclists on the pavement
- reversing into a side road; look all around the vehicle and give way to any pedestrians who may be crossing the road
- turning at road junctions; give way to pedestrians who are already crossing the road into which you are turning
- the pavement is closed due to street repairs and pedestrians are directed to use the road
- approaching pedestrians on narrow roads without a footpath. Always slow down and be prepared to stop if necessary, giving them plenty of room as you drive past.



Rule 175: Watch out for children in busy areas

175 Particularly vulnerable pedestrians. These include

- children and older pedestrians who may not be able to judge your speed and could step into the road in front of you. At 60 km/h your vehicle will probably kill any pedestrians it hits. At 30 km/h there is only a 1 in 20 chance of the pedestrian being killed. So kill your speed
- older pedestrians who may need more time to cross the road. Be patient and allow them to cross in their own time. Do not hurry them by revving your engine or edging forward
- people with disabilities. People with hearing impairments may not be aware of your vehicle approaching. Those with walking difficulties require more time
- blind or partially sighted people, who may be carrying a white cane using a guide dog. They may not be able to see you approaching
- deafblind people who may be carrying a white cane with a red band or using a dog with a red and white harness. They may not see or hear instructions or signals.

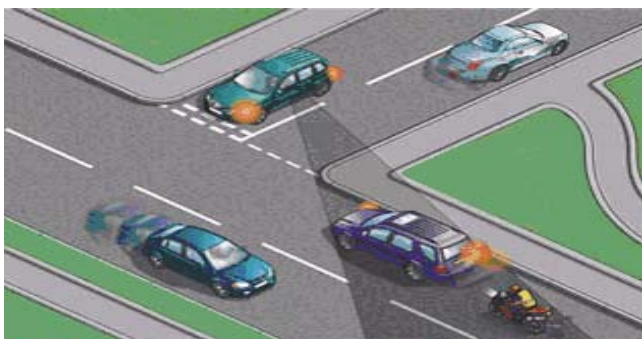
176 Near schools. Drive slowly and be particularly aware of young cyclists and pedestrians. Drive very slowly until you are clear of the area.

177 Drive carefully and slowly when passing a stationary bus as children may be getting on or off.

178 You **MUST** stop when a school crossing patrol shows a 'Stop for children' sign.

Motorcyclists and cyclists

179 It is often difficult to see motorcyclists and cyclists, especially when they are coming up from behind, coming out of junctions, at roundabouts, overtaking you or filtering through traffic. Always look out for them before you emerge from a junction; they could be approaching faster than you think. When turning right across a line of slow-moving or stationary traffic, look out for cyclists or motorcyclists on the inside of the traffic you are crossing. Be especially careful when turning, and when changing direction or lane. Be sure to check mirrors and blind spots carefully.



Rule 179: Look out for motorcyclists and cyclists at junctions

180 When passing motorcyclists and cyclists, give them plenty of room. If they look over their shoulder it could mean that they intend to pull out, turn left or change direction. Give them time and space to do so.

181 Motorcyclists and cyclists may suddenly need to avoid uneven road surfaces and obstacles such as drain covers or oily, wet or icy patches on the road. Give them plenty of room and pay particular attention to any sudden change of direction they may have to make.

Other road users

182 Animals. When passing animals, drive slowly. Give them plenty of room and be ready to stop. Do not scare animals by sounding your horn, revving your engine or accelerating rapidly once you have passed them. Look out for animals being led, driven or ridden on the road and take extra care. Keep your speed down at bends and on narrow country roads. If a road is blocked by a herd of animals, stop and switch off your engine until they have left the road. Watch out for animals on unfenced roads.

183 Horse riders and horse-drawn vehicles. Be particularly careful of horse riders and horse-drawn vehicles especially when overtaking. Always pass wide and slowly. Horse riders are often children, so take extra care and remember riders may ride in double file when escorting a young or inexperienced horse or rider. Look out for horse riders' and horse drivers' signals and heed a request to slow down or stop. Take great care and treat all horses as a potential hazard; they can be unpredictable, despite the efforts of their rider/driver.

184 Older drivers. Their reactions may be slower than other drivers. Make allowance for this.

185 Learners and inexperienced drivers. They may not be so skilful at anticipating and responding to events. Be particularly patient with learner drivers and young drivers.

Other vehicles

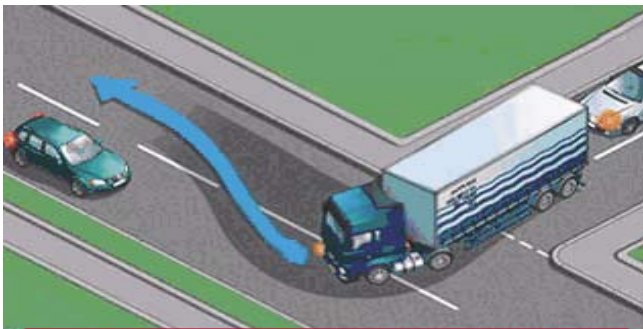
186 Emergency and Incident Support vehicles. You should look and listen for ambulances, fire engines, police, or other emergency vehicles using flashing blue

lights and sirens or flashing headlights, or other Incident Support vehicles using flashing amber lights. When one approaches do not panic. Consider the route of such a vehicle and take appropriate action to let it pass, while complying with all traffic signs. If necessary, pull to the side of the road and stop, but try to avoid stopping before the brow of a hill, a bend or narrow section of road. Do not endanger yourself, other road users or pedestrians and avoid mounting the kerb. Do not brake harshly on approach to a junction or roundabout, as a following vehicle may not have the same view as you.

187 Powered vehicles used by disabled people.

These small vehicles travel at a maximum speed of 12 km/h.

188 Large vehicles. These may need extra road space to turn or to deal with a hazard that you are not able to see. If you are following a large vehicle, such as a bus or articulated lorry, be aware that the driver may not be able to see you in the mirrors. Be prepared to stop and wait if it needs room or time to turn.



Rule 188: Large vehicles need extra room

189 Large vehicles can block your view. Your ability to see and to plan ahead will be improved if you pull back to increase your separation distance. Be patient, as larger vehicles are subject to lower speed limits than cars and motorcycles. Many large vehicles may be fitted with speed limiting devices which will restrict speed to 90 km/h even on a motorway.

190 Buses and coaches. Give priority to these vehicles when you can do so safely, especially when they signal to pull away from stops. Look out for people getting off a bus and crossing the road.

191 Vehicles with flashing amber beacons. These warn of a slow-moving or stationary vehicle or abnormal loads, so approach with caution.

192-203: Driving in adverse weather conditions

192 You **MUST** use headlights when visibility is seriously reduced, generally when you cannot see for more than 100 metres. You may also use front or rear fog lights but you **MUST** switch them off when visibility improves.

193 Wet weather. In wet weather, stopping distances will be at least double those required for stopping on dry roads. This is because your tyres have less grip on the road. In wet weather

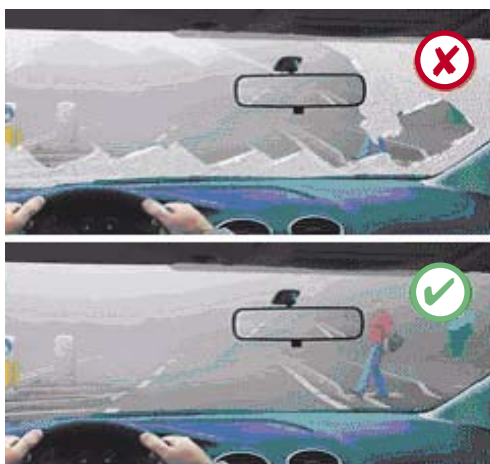
- you should keep well back from the vehicle in front. This will increase your ability to see and plan ahead
- if the steering becomes unresponsive, it probably means that water is preventing the tyres from gripping the road. Ease off the accelerator and slow down gradually
- the rain and spray from vehicles may make it difficult to see and be seen
- be aware of the dangers of spilt diesel that will make the surface very slippery
- take extra care around pedestrians, cyclists, motorcyclists and horse riders.

Icy and snowy weather

194 In winter check the local weather forecast for warnings of icy or snowy weather. **DO NOT** drive in these conditions unless your journey is essential. If it is, take great care and allow more time for your journey. Take an emergency kit of de-icer and ice scraper, torch, warm clothing and boots, first aid kit, jump leads and a shovel, together with a warm drink and emergency food in case you get stuck or your vehicle breaks down.

195 Before you set off

- you **MUST** be able to see, so clear all snow and ice from all your windows
- you **MUST** ensure that lights are clean and number plates are clearly visible and legible
- make sure the mirrors are clear and the windows are demisted thoroughly
- remove all snow that might fall off into the path of other road users
- check your planned route is clear of delays and that no further snowfalls or severe weather are predicted.



Rule 195:
Make sure
your
windscreen
is
completely
clear

196 When driving in icy or snowy weather

- drive with care, even if the roads have been treated
- keep well back from the road user in front as stopping distances can be ten times greater than on dry roads
- take care when overtaking vehicles spreading salt or other de-icer, particularly if you are riding a motorcycle or cycle
- watch out for snowploughs which may throw out snow on either side. Do not overtake them unless the lane you intend to use has been cleared
- be prepared for the road conditions to change over relatively short distances
- listen to travel bulletins and take note of variable message signs that may provide information about weather, road and traffic conditions ahead.

197 Drive extremely carefully when the roads are icy. Avoid sudden actions as these could cause loss of control. You should

- drive at a slow speed in as high a gear as possible; accelerate and brake very gently
- drive particularly slowly on bends where loss of control is more likely. Brake progressively on the straight before you reach a bend. Having slowed down, steer smoothly round the bend, avoiding sudden actions
- check your grip on the road surface when there is snow or ice by choosing a safe place to brake gently. If the steering feels unresponsive this

may indicate ice and your vehicle losing its grip on the road. When travelling on ice, tyres make virtually no noise.

Windy weather

198 High-sided vehicles are most affected by windy weather, but strong gusts can also blow a car, cyclist or motorcyclist off course. This can happen on open stretches of road exposed to strong crosswinds, or when passing bridges or gaps in hedges.

199 In very windy weather your vehicle may be affected by turbulence created by large vehicles. Motorcyclists are particularly affected, so keep well back from them when they are overtaking a high-sided vehicle.

Fog

200 **Before entering fog** check your mirrors then slow down. If the word 'Fog' is shown on a roadside signal but the road is clear, be prepared for a bank of fog or drifting patchy fog ahead. Even if it seems to be clearing, you can suddenly find yourself in thick fog.

201 **When driving in fog** you should

- use your lights as required
- keep a safe distance behind the vehicle in front. Rear lights can give a false sense of security
- be able to pull up well within the distance you can see clearly. This is particularly important on motorways and dual carriageways, as vehicles are travelling faster
- use your windscreen wipers and demisters
- beware of other drivers not using headlights
- not accelerate to get away from a vehicle which is too close behind you

- check your mirrors before you slow down. Then use your brakes so that your brake lights warn drivers behind you that you are slowing down
- stop in the correct position at a junction with limited visibility and listen for traffic. When you are sure it is safe to emerge, do so positively and do not hesitate in a position that puts you directly in the path of approaching vehicles.

202 You **MUST NOT** use front or rear fog lights unless visibility is seriously reduced as they dazzle other road users and can obscure your brake lights. You **MUST** switch them off when visibility improves.

203 Hot weather. Keep your vehicle well ventilated to avoid drowsiness. Be aware that the road surface may become soft or if it rains after a dry spell it may become slippery. These conditions could affect your steering and braking. If you are dazzled by bright sunlight, slow down and if necessary, stop.

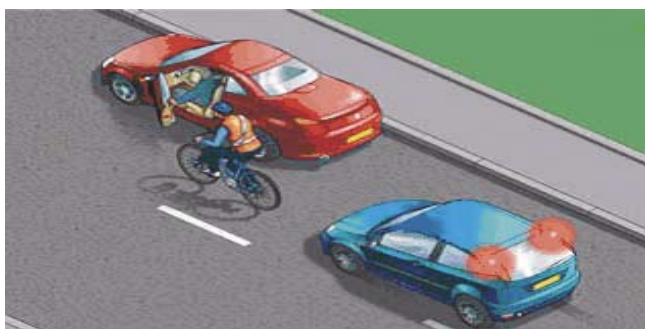
204-211: Waiting and parking

204 You **MUST NOT** wait or park on yellow lines during the times of operation shown on nearby time plates. A single yellow line or double yellow lines indicate a prohibition of parking at any time even if there are no upright signs. You **MUST NOT** wait or park, or stop to set down and pick up passengers, on school entrance markings when upright signs indicate a prohibition of stopping.

Parking

205 Use off-street parking areas, or bays marked out with white lines on the road as parking places, wherever possible. If you have to stop on the roadside

- do not park facing against the traffic flow
- stop as close as you can to the side



Rule 205: Check before opening your door

- do not stop too close to a vehicle displaying a Blue Badge: remember, the occupant may need more room to get in or out
- you **MUST** switch off the engine, headlights and fog lights
- you **MUST** apply the handbrake before leaving the vehicle
- you **MUST** ensure you do not hit anyone when you open your door. Check for cyclists or other traffic
- it is safer for your passengers (especially children) to get out of the vehicle on the side next to the kerb
- put all valuables out of sight and make sure your vehicle is secure
- lock your vehicle.

206 You **MUST NOT** stop or park on

- the carriageway or the hard shoulder of a motorway except in an emergency
- a pedestrian crossing, including the area marked by the zig-zag lines

- a clearway
- taxi bays as indicated by upright signs and markings
- a road marked with double white lines, except to pick up or set down passengers.

207 You **MUST NOT** park in parking spaces reserved for specific users, such as Blue Badge holders, residents or motorcycles, unless entitled to do so.

208 You **MUST NOT** leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road.

209 DO NOT stop or park

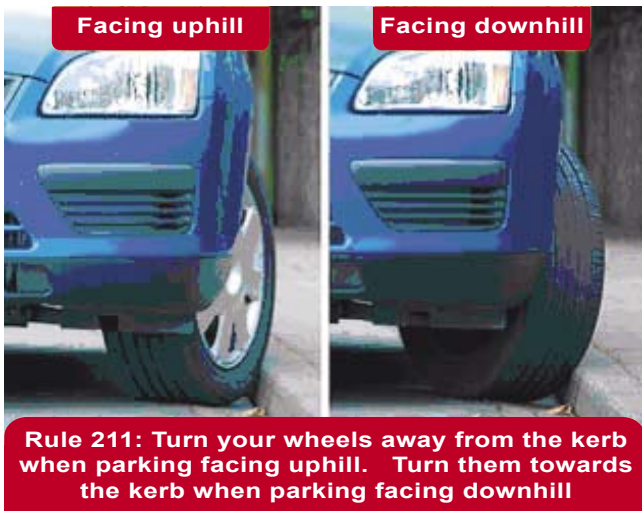
- near a school entrance
- anywhere you would prevent access for Emergency Services
- at or near a bus or taxi rank
- on the approach to a level crossing/tramway crossing
- opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space
- near the brow of a hill or hump bridge
- opposite a traffic island or (if this would cause an obstruction) another parked vehicle
- where you would force other traffic to enter a tram lane
- where the kerb has been lowered to help wheelchair users and powered mobility vehicles
- in front of an entrance to a property

- on a bend
- where you would obstruct cyclists' use of cycle facilities except when forced to do so by stationary traffic.

210 You **MUST NOT** park partially or wholly on the pavement. Parking on the pavement can obstruct and seriously inconvenience pedestrians, people in wheelchairs or with visual impairments and people with prams or pushchairs.

211 Parking on hills. If you park on a hill you should

- park close to the kerb and apply the handbrake firmly
- select a forward gear and turn your steering wheel away from the kerb when facing uphill
- select reverse gear and turn your steering wheel towards the kerb when facing downhill
- use 'park' if your car has an automatic gearbox.



212-231: Motorways

General

212 Prohibited vehicles. Motorways **MUST NOT** be used by pedestrians, riders of motorcycles under 50 cc, cyclists, horse riders, certain slow-moving vehicles and those carrying oversized loads (except by special permission), agricultural vehicles, and powered wheelchairs/powering mobility scooters.

213 Traffic on motorways usually travels faster than on other roads, so you have less time to react. It is especially important to use your mirrors earlier and look much further ahead than you would on other roads.

Motorway signals

214 Motorway signals are used to warn you of a danger ahead. For example, there may be an incident, fog, a spillage or road workers on the carriageway which you may not immediately be able to see.

215 Signals situated on the central reservation apply to all lanes. On very busy stretches, signals may be overhead with a separate signal for each lane.

216 Amber flashing lights. These warn of a hazard ahead. The signal may show a temporary maximum speed limit, lanes that are closed or a message such as 'Fog'. Adjust your speed and look out for the danger until you pass a signal which is not flashing or one that gives the 'All clear' sign and you are sure it is safe to increase your speed.

217 Red flashing lights. If red lights on the overhead signals flash above your lane and a red 'X' is showing, you **MUST NOT** go beyond the signal in that lane. If red lights flash on a signal in the central reservation or at the side of the road, you **MUST NOT** go beyond the signal in any lane.

Driving on the motorway

218 Joining the motorway. When you join the motorway you will normally approach it from a road on the right (a slip road) or from an adjoining motorway. You should

- give priority to traffic already on the motorway
- check the traffic on the motorway and match your speed to fit safely into the traffic flow in the right-hand lane
- not cross solid white lines that separate lanes or use the hard shoulder
- stay on the slip road if it continues as an extra lane on the motorway
- remain in the right-hand lane long enough to adjust to the speed of traffic before considering overtaking.

On the motorway

219 When you can see well ahead and the road conditions are good, you should

- drive at a steady cruising speed which you and your vehicle can handle safely and is within the speed limit
- keep a safe distance from the vehicle in front and increase the gap on wet or icy roads, or in fog.

220 You **MUST NOT** exceed the maximum speed limit permitted for your vehicle. If a lower speed limit is in force, either permanently or temporarily, at road works for example, you **MUST NOT** exceed the lower limit. On some motorways, mandatory motorway signals (which display the speed within a red ring) are used to vary the maximum speed limit to improve traffic flow. You **MUST NOT** exceed this speed limit.

221 The monotony of driving on a motorway can make you feel sleepy. To minimise the risk, follow the advice in Rule 66.

222 You **MUST NOT** reverse, cross the central reservation, or drive against the traffic flow. If you have missed your exit, or have taken the wrong route, carry on to the next exit.

Lane discipline

223 You should always drive in the right-hand lane when the road ahead is clear. If you are overtaking a number of slower-moving vehicles, you should return to the right-hand lane as soon as you are safely past. Slow-moving or speed-restricted vehicles should always remain in the right-hand lane of the carriageway unless overtaking. You **MUST NOT** drive on the hard shoulder except in an emergency or if directed to do so by the police or by signs.

224 Approaching a junction. Look well ahead for signals or signs. Direction signs may be placed over the road. If you need to change lanes, do so in good time. At some junctions a lane may lead directly off the motorway. Only get in that lane if you wish to go in the direction indicated on the overhead signs.

Overtaking

225 Do not overtake unless you are sure it is safe and legal to do so. Overtake only on the left. You should

- check your mirrors
- take time to judge the speeds correctly
- make sure that the lane you will be joining is sufficiently clear ahead and behind

- take a quick sideways glance into the blind spot area to verify the position of a vehicle that may have disappeared from your view in the mirror
- remember that traffic may be coming up behind you very quickly. Check all your mirrors carefully. Look out for motorcyclists. When it is safe to do so, signal in plenty of time, then move out
- ensure you do not cut in on the vehicle you have overtaken
- be especially careful at night and in poor visibility when it is harder to judge speed and distance.

226 Do not overtake on the right or move to a lane on your right to overtake. In congested conditions, where adjacent lanes of traffic are moving at similar speeds, traffic in right-hand lanes may sometimes be moving faster than traffic to the left. In these conditions you may keep up with the traffic in your lane even if this means passing traffic in the lane to your left. Do not weave in and out of lanes to overtake.

227 Hard shoulder. You **MUST NOT** use the hard shoulder for overtaking. In areas where an Active Traffic Management (ATM) Scheme is in force, the hard shoulder may be used as a running lane. You will know when you can use this because a speed limit sign will be shown above all open lanes, including the hard shoulder. A red cross or blank sign above the hard shoulder means that you **MUST NOT** drive on the hard shoulder except in an emergency or breakdown. Emergency refuge areas have also been built into these areas for use in cases of emergency or breakdown.



Stopping

228 You **MUST NOT** stop on the carriageway, hard shoulder, slip road, central reservation or verge except in an emergency, or when told to do so by the police, an emergency sign or by flashing red light signals. Do not stop on the hard shoulder to either make or receive mobile phone calls.

229 You **MUST NOT** pick up or set down anyone, or walk on a motorway, except in an emergency.

Leaving the motorway

230 Unless signs indicate that a lane leads directly off the motorway, you will normally leave the motorway by a slip road on your right. You should

- watch for the signs letting you know you are getting near your exit
- move into the right-hand lane well before reaching your exit
- signal right in good time and reduce your speed on the slip road as necessary.

231 On leaving the motorway or using a link road between motorways, your speed may be higher than you realise. Check your speedometer and adjust your speed

accordingly. Some slip-roads and link roads have sharp bends, so you will need to slow down.

232-245: Breakdowns and incidents

Breakdowns

232 If your vehicle breaks down, think first of all other road users and

- get your vehicle off the road if possible
- warn other traffic by using your hazard warning lights if your vehicle is causing an obstruction
- help other road users see you by wearing light-coloured or fluorescent clothing in daylight and reflective clothing at night or in poor visibility
- put a warning triangle on the road at least 45 metres behind your broken-down vehicle on the same side of the road, or use other permitted warning devices if you have them. Always take great care when placing or retrieving them, but never use them on motorways
- if possible, keep your sidelights on if it is dark or visibility is poor
- do not stand (or let anybody else stand) between your vehicle and oncoming traffic
- at night or in poor visibility do not stand where you will prevent other road users seeing your lights.

Additional rules for the motorway

233 If your vehicle develops a problem, leave the motorway at the next exit or pull into a service area. If you cannot do so, you should

- pull on to the hard shoulder and stop as far to the right as possible, with your wheels turned to the right
- try to stop near an emergency telephone
- leave the vehicle by the right-hand door and ensure your passengers do the same. You **MUST** leave any animals in the vehicle or, in an emergency, keep them under proper control on the verge. Never attempt to place a warning triangle on a motorway
- do not put yourself in danger by attempting even simple repairs
- ensure that passengers keep away from the carriageway and hard shoulder, and that children are kept under control



Rule 233: Keep well back from the hard shoulder

- walk to an emergency telephone on your side of the carriageway the telephone is free of charge and connects directly to the Highways Agency or the police. Use these in preference to a mobile phone. Always face the traffic when you speak on the phone
- give full details to the Highways Agency or the police; also inform them if you are a vulnerable

motorist such as disabled, older or travelling alone

- return and wait near your vehicle (well away from the carriageway and hard shoulder)
- if you feel at risk from another person, return to your vehicle by a right-hand door and lock all doors. Leave your vehicle again as soon as you feel this danger has passed.

234 Before you rejoin the carriageway after a breakdown, build up speed on the hard shoulder and watch for a safe gap in the traffic. Be aware that other vehicles may be stationary on the hard shoulder.

235 If you cannot get your vehicle onto the hard shoulder

- do not attempt to place any warning device on the carriageway
- switch on your hazard warning lights
- leave your vehicle only when you can safely get clear of the carriageway.

236 Disabled drivers. If you have a disability which prevents you from following the above advice you should

- stay in your vehicle
- switch on your hazard warning lights
- display a 'Help' pennant or, if you have a car or mobile telephone, contact the emergency services and be prepared to advise them of your location.

Obstructions

237 If anything falls from your vehicle (or any other vehicle) on to the road, stop and retrieve it only if it is safe to do so.

238 Motorways. On a motorway do not try to remove the obstruction yourself. Stop at the next emergency telephone and call the Highways Agency or the police.

Incidents

239 Warning signs or flashing lights. If you see or hear emergency or incident support vehicles in the distance, be aware there may be an incident ahead. Police Officers and Highways Agency Traffic Officers may be required to work in the carriageway, for example dealing with debris, collisions or conducting rolling road blocks. Police officers will use rear-facing flashing red and blue lights and HA Traffic Officers will use rear-facing flashing red and amber lights in these situations. Watch out for such signals, slow down and be prepared to stop. You **MUST** follow any directions given by Police officers or Traffic officers as to whether you can safely pass the incident or blockage.

240 When passing the scene of an incident or crash do not be distracted or slow down unnecessarily (for example if an incident is on the other side of a dual carriageway). This may cause a collision or traffic congestion.

241 If you are involved in a crash or stop to give assistance

- use your hazard warning lights to warn other traffic
- ask drivers to switch off their engines and stop smoking

- arrange for the emergency services to be called immediately with full details of the incident location and any casualties (on a motorway, use the emergency telephone which allows easy location by the emergency services. If you use a mobile phone, first make sure you have identified your location from the marker posts on the side of the hard shoulder)
- move uninjured people away from the vehicles to safety; on a motorway this should, if possible, be well away from the traffic, the hard shoulder and the central reservation
- do not move injured people from their vehicles unless they are in immediate danger from fire or explosion
- do not remove a motorcyclist's helmet unless it is essential to do so
- be prepared to give first aid
- stay at the scene until emergency services arrive.
- If you are involved in any other medical emergency on the motorway you should contact the emergency services in the same way.

Incidents involving dangerous goods

242 Vehicles carrying dangerous goods in packages will be marked with plain orange reflective plates. Road tankers and vehicles carrying tank containers of dangerous goods will have hazard warning plates.

243 If an incident involves a vehicle containing dangerous goods, follow the advice in Rule 241 and, in particular

- switch off engines and **DO NOT SMOKE**
- keep well away from the vehicle and do not be tempted to try to rescue casualties as you yourself could become one
- call the emergency services and give as much information as possible about the labels and markings on the vehicle. **DO NOT** use a mobile phone close to a vehicle carrying flammable loads.

Documentation

244 If you are involved in a collision which causes damage or injury to any other person, vehicle, animal or property, you **MUST**

- stop
- give your own and the vehicle owner's name and address, and the registration number of the vehicle, to anyone having reasonable grounds for requiring them
- if you do not give your name and address at the time of the collision, report it to the police as soon as reasonably practicable, and in any case within 24 hours.

245 If another person is injured and you do not produce your insurance certificate at the time of the crash to a police officer or to anyone having reasonable grounds to request it, you **MUST**

- report it to the police as soon as possible and in any case within 24 hours
- produce your insurance certificate for the police within five days

- these rules may differ in the case of driving in a foreign country. Contact your insurer for advice.

246-265: Road works, level crossings and tramways

Road works

246 When the 'Road Works Ahead' sign is displayed, you will need to be more watchful and look for additional signs providing more specific instructions. Observe all signs - they are there for your safety and the safety of road workers.

- you **MUST NOT** exceed any temporary maximum speed limit
- use your mirrors and get into the correct lane for your vehicle in good time and as signs direct
- do not switch lanes to overtake queuing traffic
- take extra care near cyclists and motorcyclists as they are vulnerable to skidding on grit, mud or other debris at road works
- where lanes are restricted due to road works, merge in turn
- do not drive through an area marked off by traffic cones
- watch out for traffic entering or leaving the works area, but do not be distracted by what is going on there. Concentrate on the road ahead, not the road works
- bear in mind that the road ahead may be obstructed by the works or by slow moving or stationary traffic

- keep a safe distance - there could be queues in front.

Additional rules for high-speed roads

247 Take special care on motorways and other high-speed dual carriageways.

- one or more lanes may be closed to traffic and a lower speed limit may apply
- works vehicles that are slow moving or stationary with a large 'Keep Left' or 'Keep Right' sign on the back are sometimes used to close lanes for repairs, and a flashing light arrow may also be used to make the works vehicle more conspicuous from a distance and give earlier warning to drivers that they need to move over to the next lane
- check mirrors, slow down and change lanes if necessary
- keep a safe distance from the vehicle in front.

248

Contraflow systems mean that you may be travelling in a narrower lane than normal and with no permanent barrier between you and oncoming traffic. The hard shoulder may be used for traffic, but be aware that there may be broken-down vehicles ahead of you. Keep a good distance from the vehicle ahead and observe any temporary speed limits.

Level crossings

249 A level crossing is where a road crosses a railway or tramway line. Approach and cross it with care. Never drive onto a crossing until the road is clear on the other side and do not get too close to the car in front. Never stop or park on, or near, a crossing.

250 Overhead electric lines. It is dangerous to touch overhead electric lines. You **MUST** obey the safe height warning road signs and you should not continue forward onto the railway if your vehicle touches any height barrier or bells. The clearance available is usually 5 metres but may be lower.

251 Controlled crossings. Most crossings have traffic light signals with a steady amber light, twin flashing red stop lights and an audible alarm for pedestrians. They may have full, half or no barriers.

- you **MUST** always obey the flashing red stop lights
- you **MUST** stop behind the white line across the road



Rule 251: Stop when the traffic lights show

- keep going if you have already crossed the white line when the amber light comes on
- do not reverse onto or over a controlled crossing
- you **MUST** wait if a train goes by and the red lights continue to flash. This means another train will be passing soon
- only cross when the lights go off and barriers open

- never zig-zag around half-barriers, they lower automatically because a train is approaching
- at crossings where there are no barriers, a train is approaching when the lights show.

252 Railway telephones. If you are driving a large or slow-moving vehicle, a long, low vehicle with a risk of grounding, or herding animals, a train could arrive before you are clear of the crossing. You **MUST** obey any sign instructing you to use the railway telephone to obtain permission to cross. You **MUST** also telephone when clear of the crossing if requested to do so.

253 Crossings without traffic lights. Vehicles should stop and wait at the barrier or gate when it begins to close and not cross until the barrier or gate opens.

254 User-operated gates or barriers. Some crossings have 'Stop' signs and small red and green lights. You **MUST NOT** cross when the red light is showing, only cross if the green light is on. If crossing with a vehicle, you should

- open the gates or barriers on both sides of the crossing
- check that the green light is still on and cross quickly
- close the gates or barriers when you are clear of the crossing.

255 If there are no lights, follow the procedure in Rule 253. Stop, look both ways and listen before you cross. If there is a railway telephone, always use it to contact the signal operator to make sure it is safe to cross. Inform the signal operator again when you are clear of the crossing.

256 Open crossings. These have no gates, barriers, attendant or traffic lights but will have a 'Give Way' sign. You should look both ways, listen and make sure there is no train coming before you cross.

257 Incidents and breakdowns. If your vehicle breaks down, or if you have an incident on a crossing you should

- get everyone out of the vehicle and clear of the crossing immediately
- use a railway telephone if available to tell the signal operator. Follow the instructions you are given
- move the vehicle clear of the crossing if there is time before a train arrives. If the alarm sounds, or the amber light comes on, leave the vehicle and get clear of the crossing immediately.

Tramways

258 You **MUST NOT** enter a road, lane or other route reserved for trams. Take extra care where trams run along the road. You should avoid driving directly on top of the rails and should take care where trams leave the main carriageway to enter the reserved route, to ensure you do not follow them. The width taken up by trams is often shown by tram lanes marked by white lines, yellow dots or by a different type of road surface. Diamond-shaped signs and white light signals give instructions to tram drivers only.

259 Take extra care where the track crosses from one side of the road to the other and where the road narrows and the tracks come close to the kerb. Tram drivers usually have their own traffic signals and may be permitted to move when you are not. Always give way to trams. Do not try to race or overtake them or pass them on the inside, unless they are at tram stops or stopped by tram signals and there is a designated tram lane for you to pass.

260 You **MUST NOT** park your vehicle where it would get in the way of trams or where it would force other drivers to do so. Do not stop on any part of a tram track, except in a designated bay where this has been provided alongside and clear of the track. When doing so, ensure that all parts of your vehicle are outside the delineated tram path. Remember that a tram cannot steer round an obstruction.

261 Tram stops. Where the tram stops at a platform, either in the middle or at the side of the road, you **MUST** follow the route shown by the road signs and markings. At stops without platforms you **MUST NOT** drive between a tram and the right-hand kerb when a tram has stopped to pick up passengers. If there is no alternative route signed, do not overtake the tram - wait until it moves off.

262 Look out for pedestrians, especially children, running to catch a tram approaching a stop.

263 Always give priority to trams, especially when they signal to pull away from stops, unless it would be unsafe to do so. Remember that they may be carrying large numbers of standing passengers who could be injured if the tram had to make an emergency stop. Look out for people getting off a bus or tram and crossing the road.

264 All road users, but particularly cyclists and motorcyclists, should take extra care when driving or riding close to or crossing the tracks, especially if the rails are wet. You should take particular care when crossing the rails at shallow angles, on bends and at junctions. It is safest to cross the tracks directly at right angles. Other road users should be aware that cyclists and motorcyclists may need more space to cross the tracks safely.

265 Overhead electric lines. Tramway overhead wires are normally 5.8 metres above any carriageway, but can be lower. You should ensure that you have sufficient clearance between the wire and your vehicle (including any load you are carrying) before driving under an overhead wire. Drivers of vehicles with extending cranes, booms, tipping apparatus or other types of variable height equipment should ensure that the equipment is fully lowered. Where overhead wires are set lower than 5.8 metres, these will be indicated by height clearance markings - similar to 'low bridge' signs. The height clearances on these plates should be carefully noted and observed. If you are in any doubt as to whether your vehicle will pass safely under the wires, you should always contact the local police or the tramway operator. Never take a chance as this can be extremely hazardous.

TRAFFIC LIGHT SIGNALS



RED means **STOP**.
Wait behind the stop line on the carriageway.



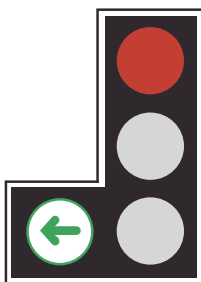
RED and **AMBER** also means **STOP**.
Do not pass through or start until **GREEN** shows.



GREEN means you may **GO ON** if the way is clear.
Take special care if you mean to turn left or right and give way to pedestrians who are crossing.



AMBER means **STOP** at the stop line. You may only go on if the **AMBER** appears after you have crossed the stop line or are so close to it that to pull up might cause an accident.



GREEN ARROW means that you may go *in the direction shown by the arrow*. You may do this whatever other lights may be showing.

POLICE SIGNALS

STOP



Traffic approaching from the front

Beckoning Traffic On



Beckoning on traffic from the front



Traffic approaching from behind



Beckoning on traffic from behind



Traffic approaching both from front and behind



Beckoning on traffic from the side.

DRIVER AND RIDERS SIGNALS TO OTHER ROAD USERS

These signals should be given by drivers, motorcyclists, pedal cyclists and those in charge of horses. Signal clearly, decisively and in good time. Fully extend the arm. After signalling carry out your intended manoeuvre only when it is safe to do so.



**I intend to
MOVE OUT or
TURN to
my LEFT**



**I intend to
PULL IN or
TURN to my
RIGHT**



**I intend to
SLOW DOWN
or STOP.**

This signal should be used also when slowing down or stopping at a Zebra Crossing.



ARM SIGNALS TO PERSONS CONTROLLING TRAFFIC



**I want to go
STRAIGHT ON**

**I want to
TURN LEFT**



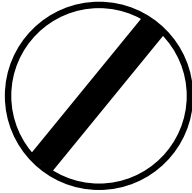
**I want to
TURN RIGHT**

TRAFFIC SIGNS GIVING ORDERS

These letterings are mostly circular and those with red circles are mostly prohibitive



Maximum speed



End of restriction



Stop and
Give Way



Give way to traffic
on major road



No entry
for vehicular
traffic



No right turn



School crossing
patrol



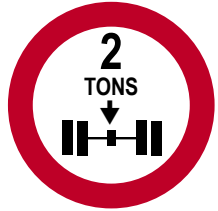
No left turn



No goods vehicles
over unladen
weight shown
(unladen weight
limit)



No vehicles
including load,
over weight
shown
(Total weight limit)



Axle weight limit



No vehicles over
height shown



No vehicle or
combination of
vehicles over
length shown



No vehicles over
width shown



No Stopping
(Clearway)



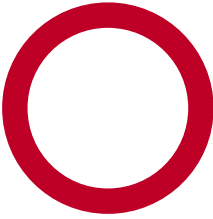
No overtaking



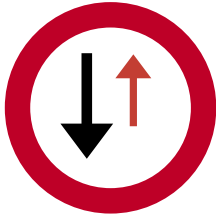
Parking or Waiting
Restricted



No U Turns



No Vehicles



Give Priority to
vehicle from
opposite direction



No motor vehicles
except solo
motorcycles,
scooters or
mopeds



No pedestrians



Manually operated
temporary "STOP"
sign



No motor vehicles

Signs with blue circles but no red border are mostly compulsory



Ahead only



Turn left ahead
(right if symbol
reversed)



Turn left
(right if symbol
reversed)



Keep left
(right if symbol
reversed)



Vehicles may pass
either side to reach
same destination



Route to be used
by pedal cyclists
only



Mini-roundabout
(roundabout
circulation-give way
to vehicles from their
immediate left)



One-way traffic
(Compare circular
'Ahead-only' sign)



Route to be used
by pedestrians only

WARNING SIGNS *Mostly triangular*



School Crossing ahead



Road Works



Traffic Lights



Road narrows on both sides



Road narrows on right (left if reversed)



Side Road



Staggered junction



Double bend first to left (may be reversed)



Bend to right (or left if symbol reversed)



Hump Bridge



Steep hill downwards



Steep hill upwards

Gradients may be shown as a ratio
i.e 20% = 1.5



Uneven road



Pedestrian crossing



Roundabout



Low-flying aircraft
or sudden
aircraft noise



Loose chippings



Slippery road



Crossroads



T junction



Traffic merges
from left



Traffic merges
from right



Falling or fallen
rocks



Two-way traffic
straight ahead



Two-way
traffic crosses
one-way road



Left-hand
lane closed
(symbols may vary)



Plate below
some signs

INFORMATION SIGNS *All rectangular*



Hospital Ahead



Route available for
pedal cyclists



Parking place;
plate may also
indicate any
restrictions on use



One-way street



No through road



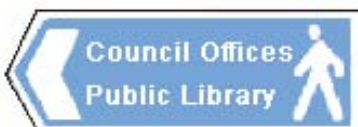
Priority over
vehicles from
opposite direction



Parking restricted to use by
people named on sign



On approach to junctions



Route for pedestrians



Tourist attraction

ROAD MARKING

ACROSS THE CARRIAGEWAY



Give way to traffic on major road



Give way to traffic from the left in roundabout



Stop lines at "STOP" sign



Stop lines at signals or police control

ALONG THE CARRIAGEWAY

Double white line



See Rules **100 & 101**

Diagonal stripes



See Rule **102**

Lane Markings

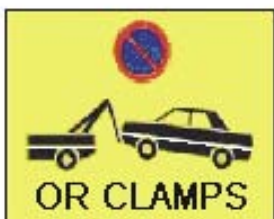


See
Rule
103

Centre
line

Hazard
warning
line see
Rule **99**

ALONG THE EDGE OF THE CARRIAGEWAY WAITING RESTRICTIONS



ZEBRA CONTROLLED AREAS



Keep clear of stationary vehicles, even if picking up or setting down children



Warning of "Give Way" just ahead



See Rule 209



Parking space reserved for vehicles named



Do not block entrance

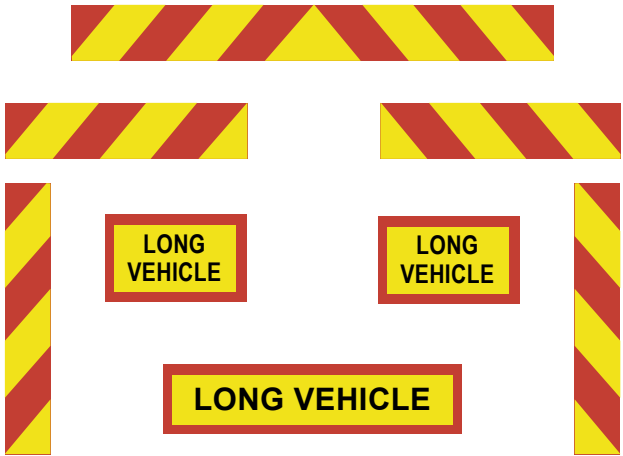


Indication of traffic lanes

Vehicle markings

HEAVY GOODS VEHICLE REAR MARKINGS

Motor vehicle over 3 tons unladen weight and trailer over 1 ton unladen weight.



Commercial vehicle or combination longer than 13 metres
(optional on combinations between 11 and 12 metres)

PROJECTION MARKERS

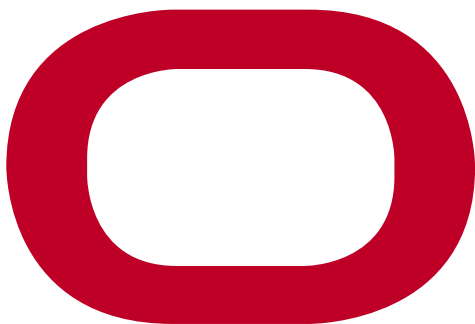


Both required when load or equipment (e.g. crane jib)
overhangs front or rear by more than 1.83 metres

OVERSIZED VEHICLES

FRONT AND REAR MARKING

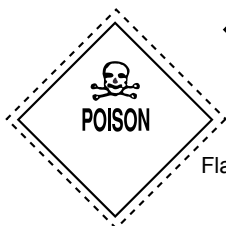
The Figure “O” in red colour on a white background and must be 20cm high and 30cm wide; every part of the figure must be 4cm wide; and there must be a margin between the nearest part of the figure and the edges of the white background of at least 4cm.



To be displayed by oversized vehicles on the front left hand side and on the back left hand side of the vehicle

TRANSPORT HAZARD INFORMATION SYSTEM

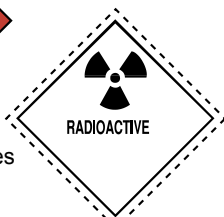
Vehicles carrying dangerous goods may display hazard information panels.



Poisonous substances



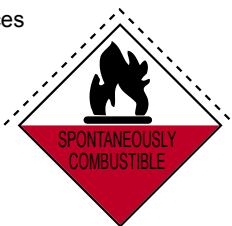
Flammable substances



Radioactive substances



Compressed gases



Substances liable to ignite spontaneously



Oxidizing substances



Corrosive substances

ANNEXES

I. You and your bicycle

Make sure that you feel confident of your ability to ride safely on the road. Be sure that

- you choose the right size and type of cycle for comfort and safety
- lights and reflectors are kept clean and in good working order
- tyres are in good condition and inflated to the pressure shown on the tyre
- gears are working correctly
- the chain is properly adjusted and oiled
- the saddle and handlebars are adjusted to the correct height.

It is recommended that you fit a bell to your cycle.

You **MUST**

- ensure your brakes are efficient
- at night, use lit front and rear lights and have a red rear reflector.

Cycle training can help children to develop the skills needed to cycle safely on today's roads. A new national cycle training standard has been developed by the Royal Gibraltar Police and is available to all children.

All children should consider the benefits of undertaking cycle training. For information, contact the Royal Gibraltar Police.

2. Vehicle maintenance and safety

Vehicle maintenance

Take special care that lights, brakes, steering, exhaust system, seat belts, demisters, wipers and washers are all working. Also

- lights, indicators, reflectors, and number plates **MUST** be kept clean and clear
- windscreens and windows **MUST** be kept clean and free from obstructions to vision
- lights **MUST** be properly adjusted to prevent dazzling other road users. Extra attention needs to be paid to this if the vehicle is heavily loaded
- exhaust emissions **MUST NOT** exceed prescribed levels
- ensure your seat, seat belt, head restraint and mirrors are adjusted correctly before you drive
- ensure that items of luggage are securely stowed.

Warning displays. Make sure that you understand the meaning of all warning displays on the vehicle instrument panel. Do not ignore warning signs, they could indicate a dangerous fault developing.

- when you turn the ignition key, warning lights will be illuminated but will go out when the engine starts (except the handbrake warning light). If they do not, or if they come on while you are driving, stop and investigate the problem, as you could have a serious fault
- if the charge warning light comes on while you are driving, it may mean that the battery isn't charging. This should also be checked as soon as possible to avoid loss of power to lights and other electrical systems.

Tyres. Tyres **MUST** be correctly inflated to the vehicle manufacturer's specification for the load being carried. Always refer to the vehicle's handbook or data. Tyres should also be free from certain cuts and other defects.

Motor vehicles **MUST** have a tread depth of at least 1.6 mm across the central three-quarters of the breadth of the tread and around the entire circumference.

If a tyre bursts while you are driving, try to keep control of your vehicle. Grip the steering wheel firmly and allow the vehicle to roll to a stop at the side of the road.

If you have a flat tyre, stop as soon as it is safe to do so. Only change the tyre if you can do so without putting yourself or others at risk – otherwise call a breakdown service.

Tyre pressures. Check weekly. Do this before your journey, when tyres are cold. Warm or hot tyres may give a misleading reading.

Your brakes and steering will be adversely affected by under-inflated or over-inflated tyres. Excessive or uneven tyre wear may be caused by faults in the braking or suspension systems, or wheels which are out of alignment. Have these faults corrected as soon as possible.

Fluid levels. Check the fluid levels in your vehicle at least weekly. Low brake fluid may result in brake failure and a crash. Make sure you recognise the low fluid warning lights if your vehicle has them fitted.

Before winter. Ensure that the battery is well maintained and that there are appropriate anti-freeze agents in your radiator and windscreen bottle.

Other problems. If your vehicle

- pulls to one side when braking, it is most likely to be a brake fault or incorrectly inflated tyres. Consult a garage or mechanic immediately
- continues to bounce after pushing down on the front or rear, its shock absorbers are worn. Worn shock absorbers can seriously affect the operation of a vehicle and should be replaced
- smells of anything unusual such as burning rubber, petrol or an electrical fault; investigate immediately. Do not risk a fire.

Overheated engines or fire. Most engines are water-cooled. If your engine overheats you should wait until it has cooled naturally. Only then remove the coolant filler cap and add water or other coolant.

If your vehicle catches fire, get the occupants out of the vehicle quickly and to a safe place. Do not attempt to extinguish a fire in the engine compartment, as opening the bonnet will make the fire flare. Call the fire brigade.

Petrol stations/fuel tank/fuel leaks. Ensure that, when filling up your vehicle's tank or any fuel cans you are carrying, you do not spill fuel on the forecourt. Any spilled fuel should be immediately reported to the petrol station attendant. Diesel spillage is dangerous to other road users, particularly motorcyclists, as it will significantly reduce the level of grip between the tyres and road surface. Double-check for fuel leaks and make sure that

- you do not overfill your fuel tank
- the fuel cap is fastened securely
- the seal in the cap is not torn, perished or missing

- there is no visual damage to the cap or the fuel tank
- Emergency fuel caps, if fitted, should form a good seal.

Never smoke, or use a mobile phone, on the forecourt of petrol stations as these are major fire risks and could cause an explosion.

3. Vehicle security

When you leave your vehicle you should

- remove the ignition key and engage the steering lock
- lock the car, even if you only leave it for a few minutes
- close the windows completely
- never leave children or pets in an unventilated car
- take all contents with you, or lock them in the boot. Remember, for all a thief knows a carrier bag may contain valuables
- never leave vehicle documents in the car.

For extra security fit an anti-theft device such as an alarm or immobiliser. If you are buying a new car it is a good idea to check the level of built-in security features. Consider having your registration number etched on all your car windows. This is a cheap and effective deterrent to professional thieves.

4. First aid on the road

In the event of an incident, you can do a number of things to help, even if you have had no training.

(a) Deal with danger

Further collisions and fire are the main dangers following a crash. Approach any vehicle involved with care. Switch off all engines and, if possible, warn other traffic. Stop anyone from smoking.

(b) Get help

Try to get the assistance of bystanders. Get someone to call the appropriate emergency services as soon as possible. They will need to know the exact location of the incident and the number of vehicles involved. 112 is a European emergency call number you can dial in the 27 member States of the European Union in the case of an accident or in any other distress situation. Ask to confirm successful contact with Emergency Services.

(c) Help those involved

DO NOT move casualties still in vehicles unless further danger is threatened. **DO NOT** remove a motorcyclist's helmet unless it is essential. Remember the casualty may be suffering from shock. **DO NOT** give them anything to eat or drink. **DO** try to make them warm and as comfortable as you can, but avoid unnecessary movement. **DO** give reassurance confidently and try not to leave them alone or let them wander into the path of other traffic.

(d) Provide emergency care

Remember the letters **D R A B**:

D - Danger - check that you or others are not in danger.
R - Response - try to get a response by asking questions and gently shaking their shoulders (or tapping for a child).

A - Airway - the airway should be clear and kept open. Place one hand on the forehead, two fingers under the chin and gently tilt the head back.

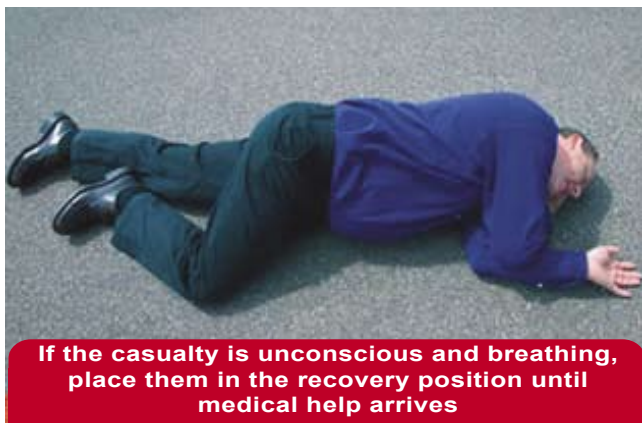
B - Breathing - normal breathing should be established.

Once the airway is open check breathing for up to 10 seconds.

If the adult casualty is not breathing normally compressions should be administered to maintain circulation; place two hands in the centre of the chest and press down 4-5 cms at a rate of 100/minute. Raise fingers of the lower hand to avoid rib damage. Give 30 chest compressions. Then tilt the head back gently, pinch the casualty's nostrils together and place your mouth over theirs. Give two breaths, each lasting one second.

If the child casualty is not breathing, give five initial rescue breaths then begin the sequence of 30 compressions and two rescue breaths. You will only need one hand for compressions for a small child. Always raise fingers of the hand to avoid rib damage.

Do not stop the sequence until casualty is breathing, emergency help arrives or you are exhausted.



Bleeding

First check for anything that may be in the wound, such as glass. If there is nothing embedded apply firm pressure over the wound. Take care not to press on the object - build up padding on either side of it. Fasten a pad to the wound with a bandage or length of cloth. Use the cleanest material available. If a limb is bleeding, but not

broken, raise it above the level of the heart to reduce the flow of blood. Any restriction of blood circulation for more than a short time could cause long-term injuries.

Burns

Try to cool the burn by dousing it with clean, cold water for at least 10 minutes. Do not try to remove anything sticking to the burn.

(e) Be prepared

Always carry a first aid kit. You could save a life by learning emergency aid and first aid from a qualified organisation, such as the St John Ambulance Association or any suitable qualified body.

5. Safety code for new drivers

Once you have passed the driving test you will be able to drive on your own. This will provide you with lots of opportunities but you need to remain safe. Even though you have shown you have the skills you need to drive safely, many newly qualified drivers lack experience. You need to continue to develop your skills, especially anticipating other road users' behaviour to avoid having a collision. As many as one new driver in five has some kind of collision in their first year of driving. This code provides advice to help you get through the first twelve months after passing the driving test, when you are most vulnerable, as safely as possible.

- Many of the worst collisions happen at night. Between midnight and 6 am is a time of high risk for new drivers. Avoid driving then unless it's really necessary
- If you are driving with passengers, you are responsible for their safety. Don't let them distract you or encourage you to take risks. Tell your passengers that you need to concentrate if you are to get to your destination safely

- Never show off or try to compete with other drivers, particularly if they are driving badly
- Don't drive if you have consumed any alcohol or taken drugs. Even over-the-counter medicines can affect your ability to drive safely - read the label to see if they may affect your driving
- Make sure everyone in the car is wearing a seat belt throughout the journey
- Keep your speed down - many serious collisions happen because the driver loses control, particularly on bends
- Most new drivers have no experience of driving high-powered or sporty cars. Unless you have learnt to drive in such a vehicle you need to get plenty of experience driving on your own before driving a more powerful car
- Driving while uninsured is an offence.

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