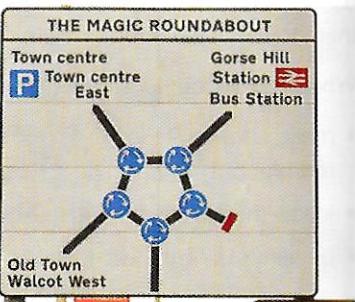


Multiple roundabouts

At some complex junctions, a large roundabout can incorporate a series of mini-roundabouts at the intersections.

While each mini-roundabout follows the normal rules, with traffic travelling clockwise around them, traffic moving around the central roundabout travels in an anti-clockwise direction. Lanes, signs and road markings give directions, but these are complicated intersections requiring care and concentration.



Look and assess

Keep a good lookout and assess the situation at each mini-roundabout. Look for direction signs well in advance.



Section nine → Manoeuvring

This section covers

- Before manoeuvring
- Reversing
- Turning around
- Parking

➡ Before manoeuvring

You need to make choices based on legality, safety and convenience before manoeuvring. Your knowledge of The Highway Code, road signs, road markings and common sense will help you decide.

Ask yourself

- Is this a safe place?
- Is the manoeuvre within the law here?
- Is it a convenient place?

You must also ask yourself

- Will I be able to control my vehicle here?

You alone can answer that question. For example, an experienced driver might have no difficulty reversing downhill but, if you've not attempted it before, you might feel unsure of yourself. Only when you can say 'Yes' to all four questions can you be sure the place is suitable.

Other road users

Avoid inconveniencing other road users. Another driver or road user shouldn't have to slow down or change course.



Decide whether it's safe or whether it would be better to wait. Watch for other road users approaching, but avoid being too hesitant.

When other vehicles stop for you

Other drivers or riders may stop out of courtesy. However, you must satisfy yourself that they're actually stopping for you and not for some other reason. Check it's clear in all directions before you act upon any signal.

Use of the accelerator

Whichever manoeuvre you carry out, use the accelerator smoothly and keep close control. This saves fuel and cuts down on noise.

➡ Reversing

Reversing needs practice until you become confident. Start by reversing in a straight line, then go on to reversing round corners and more complicated manoeuvres.

Your vehicle will respond differently in reverse gear. You can't feel the car turning with the steering as you would in forward gears, and you have to wait for the steering to take effect.

Move your vehicle slowly while in reverse. This way, you'll be able to respond accurately and safely to the steering movements.



How to sit

Turn slightly in your seat. If you're reversing straight back or to the left, hold the steering wheel near the top – at 12 o'clock – with your right hand, and low on the wheel with your left hand.

If this position is uncomfortable, you might find it easier to hold the wheel at 12 o'clock with your right hand. Your left arm can rest on the back of your seat or the back of the front passenger seat.

Seat belts

You may remove your seat belt while carrying out a manoeuvre that involves reversing. Don't forget to refasten it before driving off.



How to steer

When to begin steering?

Avoid turning the steering wheel while the vehicle is stationary ('dry' steering). It could cause damage to the tyres and increased wear in steering linkages.

As soon as you start moving, turn the steering wheel the way you want the rear of the vehicle to turn.

In reverse, it's often helpful to begin turning or straightening up sooner than seems necessary.

Remember, reverse slowly and you'll have time for

- unhurried control of the vehicle
- checks to the front, side and rear.

What to check

All-round observation is just as important when you're reversing as it is when you're going forward.

- Check for other road users before you reverse; motorcycles, cyclists and pedestrians are more difficult to see.
- Check to the rear, particularly for children playing behind the vehicle.
- Check all round – forward, behind, over both shoulders and in all mirrors. Do this before you reverse.

- If in doubt, get out and check.
- Keep checking all the time you're moving backwards, particularly behind you and to the sides, and especially at the point of turning.

Always be ready to stop.



Reverse-assist technology

Two main reverse-assist technologies are available in modern cars

- ultrasonic parking sensors that beep when you approach an object such as a wall
- rear-facing cameras, where the image from the camera is shown on a screen on the dashboard.

Don't rely on these technologies alone. You should still observe all around you and throughout the manoeuvre.

Turning around

There are three methods of turning around

- using a side road
- turning in the road
- making a U-turn.

It's usually safest to use a side road. Alternatively, you could drive round a block of side streets.

On narrow or busy roads

It's normally safer to

- find a side road on the left or right, and use a turning off that road into which you can reverse
- go into the side road and use forward and reverse gears to turn around.

Remember also

- never to reverse into a main road from a side road
- to make sure it's safe to reverse, even if that means getting help
- not to reverse for a long distance, for your own safety and for that of other people. It's an offence to reverse further than necessary
- to always be ready to give way and stop.

Driveways

Another place you may need to reverse is when you're using your driveway.

You should reverse into your driveway, so you can drive out forwards onto the road.

If you need to turn around, don't use other people's driveways. You should drive on until you find a suitable side street.

Reversing into a side road on the left

After selecting a safe side road, use the Mirrors – Signal – Manoeuvre (MSM) routine as you approach the corner.

If a signal is necessary, don't indicate too early that you intend to pull up on the left after the corner. You could mislead the traffic behind you or anyone waiting to emerge. Your brake lights will tell the traffic behind you that you're slowing down.

Stop your vehicle reasonably close to the kerb and parallel to it. The sharper the corner, the further away from the kerb you need to be. Apply the parking brake and select neutral.

Observation and starting the manoeuvre

Turn slightly in your seat. You'll find control easier.

Assess the position of your vehicle in relation to the kerb through the rear window. When you've finished reversing into the side road, the vehicle should be the same distance from the kerb as when you started.

Select reverse gear. Set the engine revs to a steady hum. Bring the clutch pedal to the biting point and check all round.

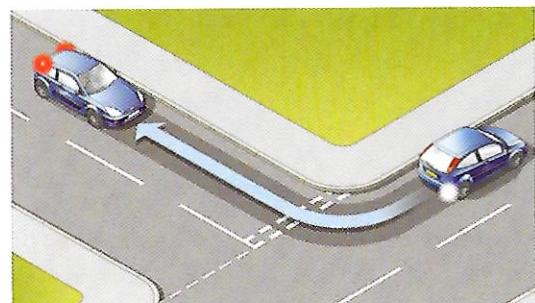
When you're sure it's safe, start reversing.

As a general rule

Keep the clutch pedal at, or near, the biting point. Keep the vehicle moving slowly enough by making proper use of the accelerator, clutch and brakes. The combination of controls you use will depend on the slope of the road.

You should relate the position of the rear nearside wheel (just behind the back seat on most cars) to the edge of the kerb. Try to keep that wheel parallel to the kerb.

Start to turn left as the rear wheels reach the beginning of the corner. As a general guide, you should be able to follow the kerb as it disappears from view in the back window and reappears in the side window.



The amount of steering needed depends on how sharp the corner is. Remember to keep the vehicle moving slowly.

Continuous observation

Keep a good lookout throughout, but particularly before you start to turn. The front of your vehicle will swing out as you turn, and it's at this point that it will present the greatest hazard to any passing traffic.

Remember to check all blind spots before you start to turn. If any other road users are likely to be affected by your actions, pause until it's safe to continue.

Completing the manoeuvre

When you begin to see into the side road, be ready to straighten up the wheels.

Where there's a kerb in the new road, you can use the kerb to help you determine when to straighten up.

Try to keep the vehicle about the same distance from the kerb as when you started, and parallel to it.

REMEMBER, keep on the lookout for other road users, particularly

- pedestrians about to cross behind you
- cyclists and motorcyclists
- vehicles approaching from any direction.



Reversing into a side road on the right

A useful manoeuvre where

- there isn't a side road on the left
- you can't see through the rear window
- your view to the sides is restricted – for example, in a van or a loaded estate car.

It actually involves two manoeuvres.

Moving to the other side of the road after passing the junction

For this part of the manoeuvre you'll need to make

- full use of your mirrors
- a proper judgement of position and speed
- a proper assessment of the side road as you pass it.

Reversing into the side road itself

When doing this you'll need to

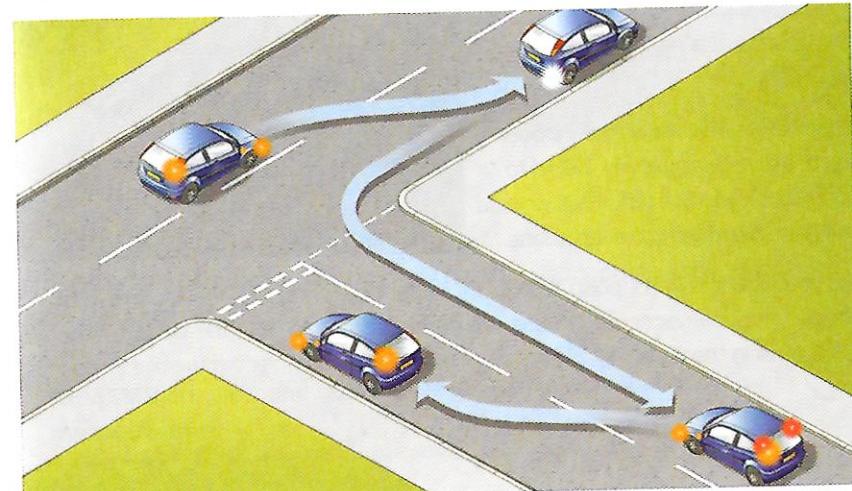
- stop your vehicle reasonably close to and parallel with the kerb – the sharper the turn, the further out you'll need to be
- sit so that you have a good view over your right shoulder and are still able to see forward and to the left.

All-round observation is even more important on a right-hand reverse because you're on the wrong side of the road, in the path of oncoming traffic.

- When you're sure it's safe, start reversing. Don't rush, but keep the vehicle moving by using the controls as for a left-hand reverse.
- It's easier to judge your distance from the kerb because you can look directly at it.
- Make sure that you reverse far enough back so that you can join the left-hand side of the road before emerging.

Throughout the manoeuvre, keep a good lookout for other road users, particularly

- pedestrians about to cross behind you
- cyclists and motorcyclists
- vehicles approaching from any direction.



Turning in the road

You'll find this manoeuvre useful for turning when you can't find a side road or an opening.

Keep the vehicle moving slowly while steering briskly during this manoeuvre. Close control of the clutch is essential.

Before you turn

Choose a place where

- you have plenty of room
- there's no obstruction in the road or on the pavement.

Stop on the left. Avoid lampposts or trees near the kerb.

Select first gear and prepare to move.

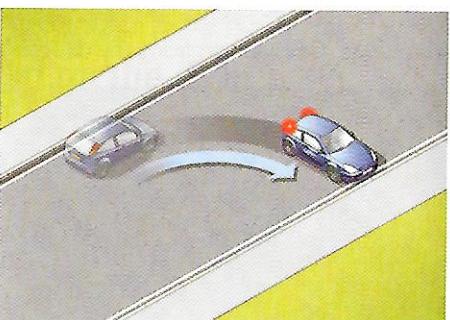
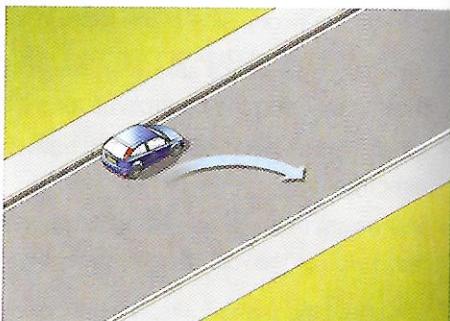
Check all round, especially your blind spots. Give way to passing vehicles.

Turning across the road

Move forward slowly in first gear, turning your steering wheel briskly to full right lock. Your aim is to get the vehicle at a right angle across the road.

Just before you reach the opposite kerb, still moving slowly, begin to steer briskly to the left. Your wheels will then be ready to reverse left.

As you near the kerb, push the clutch pedal down and use the footbrake to stop. It may be necessary to use the parking brake to hold the vehicle if there's a camber in the road.



To reverse

Select reverse gear.

Check the way is clear all round. Look through the rear window over your left shoulder to start with.

Reverse slowly across the road, turning the steering wheel as far to the left as possible (full left lock).

Look round over your right shoulder as the vehicle nears the rear kerb. At the same time, turn your steering wheel briskly to the right.

Push the clutch pedal down and use the footbrake to stop.

Your wheels should be pointing to the right, ready to drive forward again.

To drive forward again

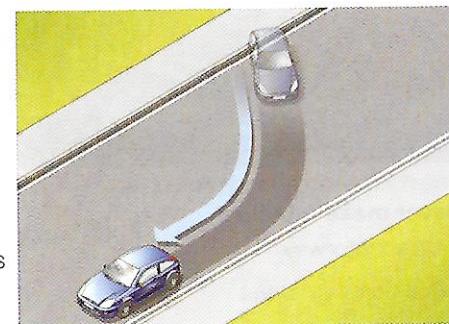
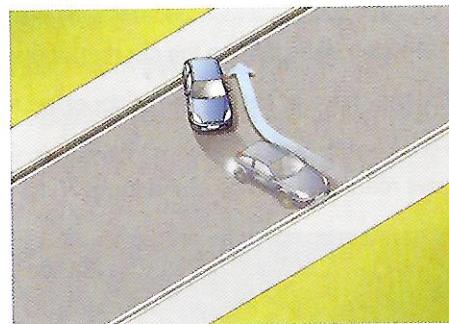
Apply the parking brake if necessary, and select first gear.

Check that the road is clear and drive forward when it's safe to do so.

You might have to reverse again if the road is narrow or your vehicle is difficult to steer.

Straighten up on the left-hand side of the carriageway.

If your vehicle is likely to overhang the kerb at any point, first make sure there are no pedestrians nearby or any street furniture (lampposts, bins, signs) or trees that you might hit.



REMEMBER, all-round observation is essential throughout the manoeuvre.

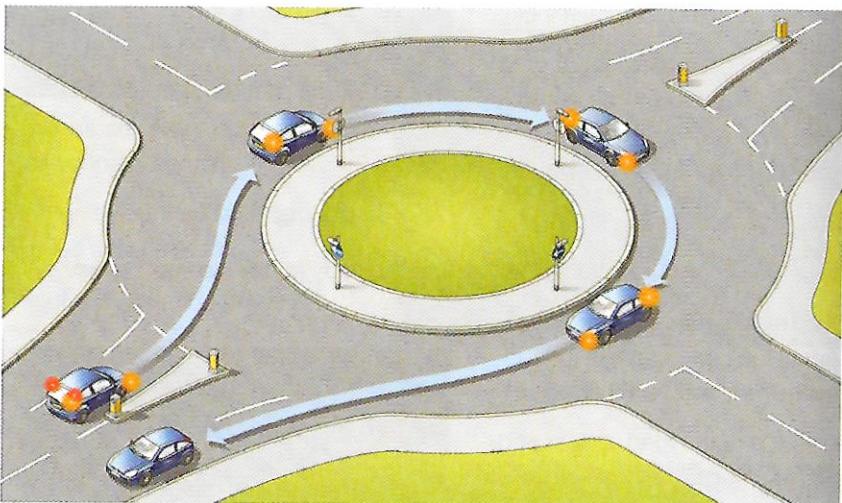


Making a U-turn

A U-turn means turning the car right round without any reversing.

You may have to cross lines of opposing traffic to complete a U-turn.

If you need to make a U-turn, consider carrying out the manoeuvre in a wide, quiet road or at a large roundabout.



Never make a U-turn

- on a motorway
- in a one-way street
- wherever a road sign forbids it.

Before making a U-turn

Always ask yourself

- Is it safe?
- Is it legal?
- Is it convenient?
- Is the road wide enough?

If in doubt, don't attempt it.

Observation

Good all-round observation is particularly important before a U-turn.

It's essential to check your blind spot just before starting to turn.

Be aware that other drivers won't be expecting you to make a U-turn.

Avoid mounting the kerb.

➡️ Parking

Whenever possible, park off the road or in a car park. If you have to park on the road, choose a safe place.

Ask yourself

- Is it safe?
- Is it convenient?
- Is it legal?

Road signs and markings

These will help you recognise places where you shouldn't park your car, such as

- the approach to pedestrian crossings
- school entrances
- near junctions
- other restricted places.

Road signs and markings will also tell you if there are restrictions

- at certain times of the day
- on particular days of the week.

In general, The Highway Code lists places where you should not or must not park. Make sure you know these.

Never use your hazard warning lights as an excuse for stopping where you shouldn't.

Never copy another driver's bad example. It won't excuse you from any penalties.

Parking on the road

Always use the MSM routine and signal, if necessary, before you park.

Try not to touch the kerb when you park. Scraping your tyres can weaken them, possibly with serious results.

Don't park so near to other vehicles that it will be difficult for you and them to get out. This is especially important if the other vehicle is displaying a Blue Badge. Allow room for a wheelchair to be manoeuvred or loaded in these cases. As a general rule, park parallel with, and close to, the kerb.

Always switch off the engine and headlights (and fog lights) when you park. Before you leave the vehicle, make sure that it's in gear and the parking brake is applied firmly.

Remember that unless your vehicle is parked in an authorised parking place, it could cause an obstruction. Never leave your vehicle where it could prevent emergency vehicles passing, particularly in narrow residential roads where vehicles often park on both sides of the road.

You'll acquire better parking skills with practice.

When parking you should

- take care to plan your parking
- always manoeuvre your vehicle slowly
- never park in a space reserved for a Blue Badge holder unless you, or the passenger you're carrying, are the holder of a Blue Badge.

You should also make sure that you won't hit another road user, or cause another driver or rider to swerve, when you open your car door. Look out particularly for bicycles and motorcycles. Make sure any passengers do the same and also that they don't hit pedestrians on the pavement when opening their door.

Parking on hills

If you park your vehicle on a hill, remember the following.

Parking facing uphill

- Stop your vehicle as close as you can to the nearside kerb, if there is one.
- Leave your steering wheel turned to the right. If the vehicle rolls backwards, the front wheels will be stopped by the kerb.
- If there's no kerb, leave your steering wheel turned to the left. If the vehicle rolls backwards, it won't roll across the road.
- Leave the vehicle in first gear, with the parking brake firmly applied.



Parking facing downhill

- Leave your steering wheel turned to the left. The kerb should stop any forward movement.
- Leave your vehicle in reverse gear, with the parking brake firmly applied.

Leaving a gap

Parking on a hill is more difficult than on the flat and can take more room. You should leave a bigger gap to allow extra space for manoeuvring. A larger gap will help both you and others.

Vehicles with automatic transmission

When you park facing either uphill or downhill in a vehicle with automatic transmission, make sure your vehicle is stationary and the parking brake is firmly applied before using the selector setting 'P' (Park).

If your vehicle has no 'P' setting

- turn your front wheels to the kerb
- make sure your parking brake is firmly applied.

Reverse parking

This makes use of the vehicle's manoeuvrability in reverse gear to park in a restricted space.

Remember, while you're carrying out this manoeuvre, you could be a hazard to other road users.

Position and observation

Good all-round observation is essential throughout this manoeuvre.

Don't start to manoeuvre if you're likely to endanger other road users.

Other drivers might not be aware of your intentions, so before you pull up at the place where you've chosen to park, remember to carry out the MSM routine.

Positioning your vehicle

Stop your vehicle reasonably close to, and parallel with, the parked vehicle ahead of the gap.

Your vehicle should be about level with, or slightly ahead of, the parked vehicle. This will depend on the size of the gap and the length of your vehicle.

You can start practising using only one parked car. When you've mastered the technique, you should be able to park between two vehicles.

The gap should be at least one-and-a-half times the length of your own vehicle.

Manoeuvring into the gap

Apply the parking brake, if necessary. Show your brake lights by pressing the footbrake. Select reverse gear to show the reversing light(s). This warns other road users of your intentions. Check all round.

Bring the clutch up to biting point and, if it's still safe, release the parking brake if you applied it. Ease the clutch pedal up just enough to start to move.

Hold the clutch pedal steady at, or just above, the biting point. Reverse slowly using left lock, but watch the corner of the parked vehicle.

REMEMBER, keep a good lookout for other road users throughout this manoeuvre, particularly

- pedestrians
- oncoming vehicles
- passing traffic.



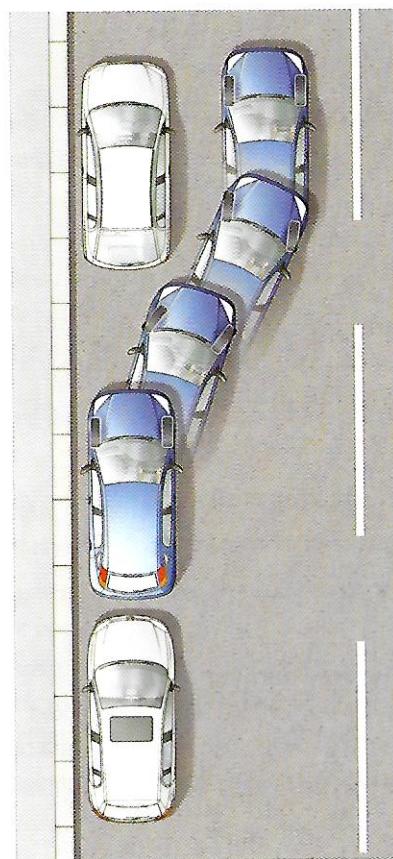
Don't forget to look round as you begin to reverse into the space. The front of your vehicle could swing out into the path of passing traffic.

Try lining up the rear offside (right-hand side) of your vehicle with the nearside headlight of the vehicle behind the space you're entering.

Straightening up in the gap

Straighten up by taking off the left lock. Keep a careful eye on the position of your vehicle. There's a danger of 'clipping' the vehicle in front at this point.

When you're sure the front of your vehicle is clear of the parked vehicle, use sufficient right lock to gradually bring your vehicle parallel with, and reasonably close to, the nearside kerb. Straighten up by taking the right lock off and adjust the position of your vehicle as necessary.



Defensive driving

Other road users may not understand your intention. Showing your reversing lights should help. If another vehicle pulls up close behind, move on and park somewhere else.

Parking-assist technology

Some modern vehicles are fitted with technology which assists drivers in parking their vehicle.

The technology uses a variety of sensors to detect obstacles and is controlled by instruments on the dashboard.

This vehicle technology shouldn't be relied upon solely and good observation should be used at all times.

Car parks

Arrow markings and signs show you which lanes to take inside the car park. Follow these. Don't drive against the traffic flow.

Indoor car parks

Use dipped headlights in multi-storey, underground or other indoor car parks. This helps other drivers and pedestrians to see you.

Parking

Unless there's space at the end of the row, you'll have to fit in between two other vehicles.

Check that there's

- enough space for you to centre your vehicle
- enough room to open the doors safely.

Whether you're reversing in or going forward, move slowly so the steering has the maximum effect and gives you time to make corrections.

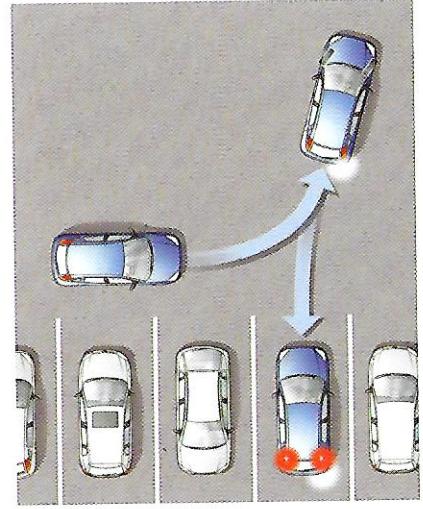
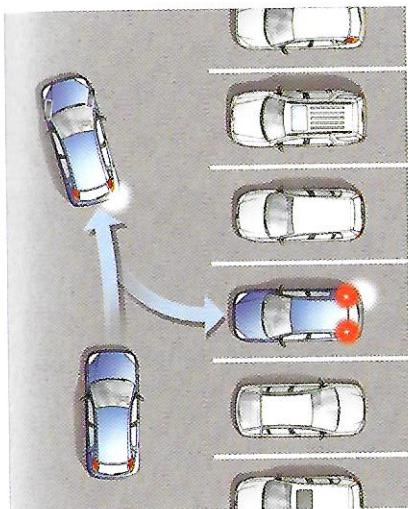
Reverse parking

Unless other cars are badly parked, you'll nearly always find it best to reverse into a parking space. You'll have a better view when you drive away, especially with back-seat passengers or at night.

You can line up by

- driving forward past the space and then turn as you reverse into the parking space, or
- turning as you approach the space, so that you're in a position from which you can reverse into the space.

Choose whichever method suits the configuration of the car park or a combination of both.



Park squarely in the marked spaces

Always try to park squarely in the marked spaces, otherwise the car next to you might have to squeeze in, or there might not be enough room for its doors to be opened.

Parking forwards

Some car parks are designed for you to park forwards to make it easier to load shopping. In these cases take extra care as you reverse out of the parking space because pedestrians and vehicles may be passing behind.

You might also find it more difficult to drive out because your wheels may be at the wrong angle when you reverse to leave.

If you haven't enough room to go forward all the way into a tight space, you might need to nose in then back out and straighten up to move into the space.

Remember the following when parking.

- Before entering the car park, use your mirrors and signal.
- Look at the layout, markings and signs to guide you. Choose a space.
- Use your mirrors and signal again if necessary.
- Check your position and keep your speed down. Look out for pedestrians.
- Make sure your vehicle is parked squarely between the white lines in one space.

Find out more about parking at
britishparking.co.uk



Take great care when reversing out of a parking space. Check for pedestrians and vehicles behind you.



Section ten

→ Defensive driving

This section covers

- Defensive driving
- Observation
- Signalling
- Hazards
- Lighting and weather conditions
- Other road users