

Using the road (159 to 203)



Rules for using the road, including general rules, overtaking, road junctions, roundabouts, pedestrian crossings and reversing.



All in one drive

Driver & Vehicle Standards Agency

General rules (rules 159 to 161)

Rule 159

Before moving off, you should

- Use all mirrors to check the road is clear

- look around to check the blind spots (the areas you are unable to

ALL IN ONE DRIVE

DVSA-Approved 5-Day Professional Training & Confidence Course

mirrors)

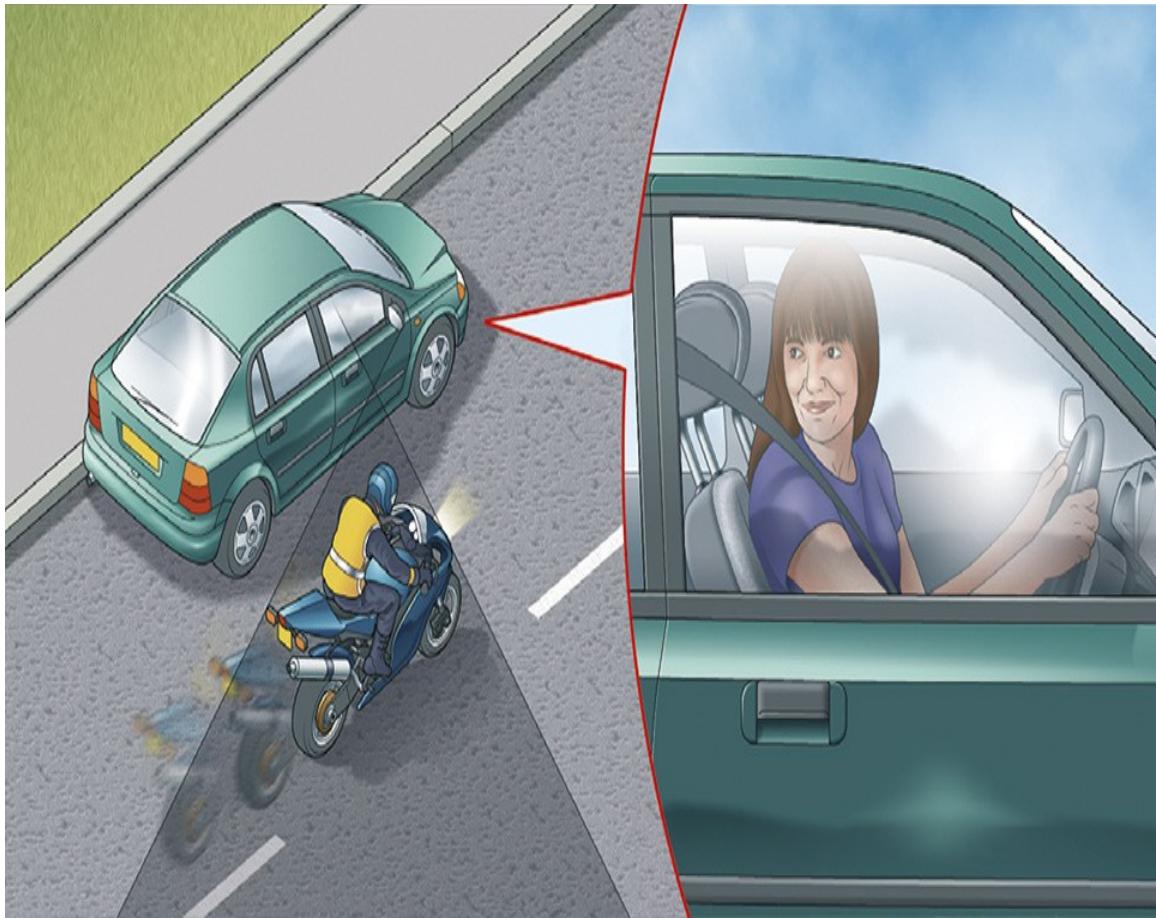
- signal, if necessary, before moving out

- look around for a final check.

Move
is

off only when it
safe to do so.

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Rule 159: Check the blind spot before moving off

Rule 160

Once moving you should

- keep to the left, unless road signs or markings indicate otherwise. The exceptions are when you want to overtake, turn right or pass parked vehicles or pedestrians in the road
- keep well to the left on right-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 or ride with both hands on the wheel or handlebars where possible. This will help you to remain in full control of the vehicle at all times. You may use driver assistance systems while you are driving. Make sure you use any system according to the manufacturer's instructions.
- 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. You should give way to

cyclists when you are changing direction or lane – do not cut across them.

- 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.

Rule 161

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

Overtaking (rules 162 to 169)

Rule 162

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.

Rule 163

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 left as soon as you can **but do not cut in**
- 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 left if the vehicle in front is signalling to turn right, and there is room to do so
- **stay in your lane if traffic is moving slowly in queues.** If the queue on your right is moving more slowly than you are, you may pass on the left. Cyclists may pass slower moving or stationary traffic on their right or left and should proceed with caution as the driver may not be able to see you. Be careful about doing so, particularly on the approach to junctions, and especially when deciding whether it is safe to pass lorries or other large vehicles.
- give motorcyclists, cyclists and horse riders and horse drawn vehicles at least as much room as you would when overtaking a car (see [Rules 211 to 215](#)). As a guide:
 - leave at least 1.5 metres when overtaking cyclists at speeds of up to 30mph, and give them more space when overtaking at higher speeds
 - pass horse riders and horse-drawn vehicles at speeds under 10 mph and allow at least 2 metres of space
 - allow at least 2 metres of space and keep to a low speed when passing a pedestrian who is walking in the road (for example, where there is no pavement)
 - take extra care and give more space when overtaking motorcyclists, cyclists, horse riders, horse drawn vehicles and pedestrians in bad weather (including high winds) and at night
 - you should wait behind the motorcyclist, cyclist, horse rider, horse drawn vehicle or pedestrian and not overtake if it is unsafe or not possible to meet these clearances.

Remember: Mirrors – Signal – Manoeuvre

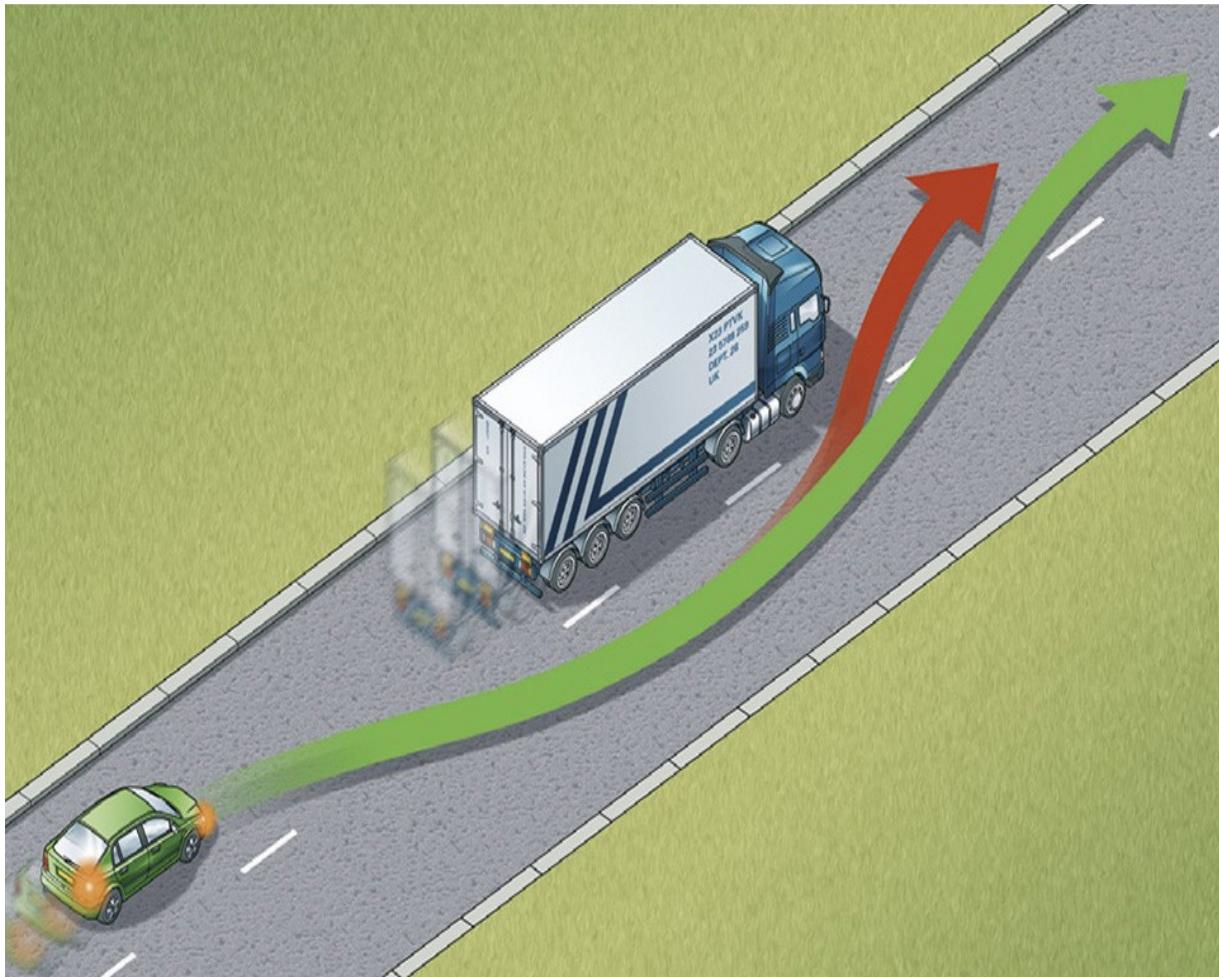


Rule 163: Give vulnerable road users at least as much space as you would a car

Rule 164

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



Rule 164: Do not cut in too quickly

Rule 165

You **MUST NOT** overtake

- if you would have to cross or straddle double white lines with a solid line nearest to you (but see [Rule 129](#))
- 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.

Laws [RTA 1988 sect 36](#) & [TSRGD schedule 1, schedule 9 part 7, schedule 14 part 1](#)

Rule 166

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.

Rule 167

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**
- on the approach to crossing facilities
- where a vehicle ahead is slowing to stop for a pedestrian that is crossing from a **pedestrian island** (see [Rule 165](#))
- between **the kerb and a bus or tram 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 right, 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 left. Do not cut across cyclists going ahead, including those using cycle lanes and cycle tracks (see [Rule H3](#))
- stay behind if you are following a horse rider or horse drawn vehicle approaching a roundabout or junction, and you intend to turn left. Do not cut across a horse rider or horse drawn vehicle going ahead
- when a tram is standing at a kerbside tram stop and there is no clearly marked passing lane for other traffic.

Rule 168

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.

Rule 169

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.

Road junctions (rules 170 to 183)

Rule 170

Take extra care at junctions. You should

- watch out for cyclists, motorcyclists and pedestrians including powered wheelchairs/mobility scooter users 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

- give way to pedestrians crossing or waiting to cross a road into which or from which you are turning. If they have started to cross they have priority, so give way (see [Rule H2](#))
- remain behind cyclists, horse riders, horse drawn vehicles and motorcyclists at junctions even if they are waiting to turn and are positioned close to the kerb
- 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 (see [Rule 221](#))
- 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 right and signalling left 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.



Rule 170: Give way to pedestrians who have started to cross
Rule 171

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.

Laws [RTA 1988 sect 36](#) & [TSRGD schedule 9 parts 7 and 8](#)

Rule 172

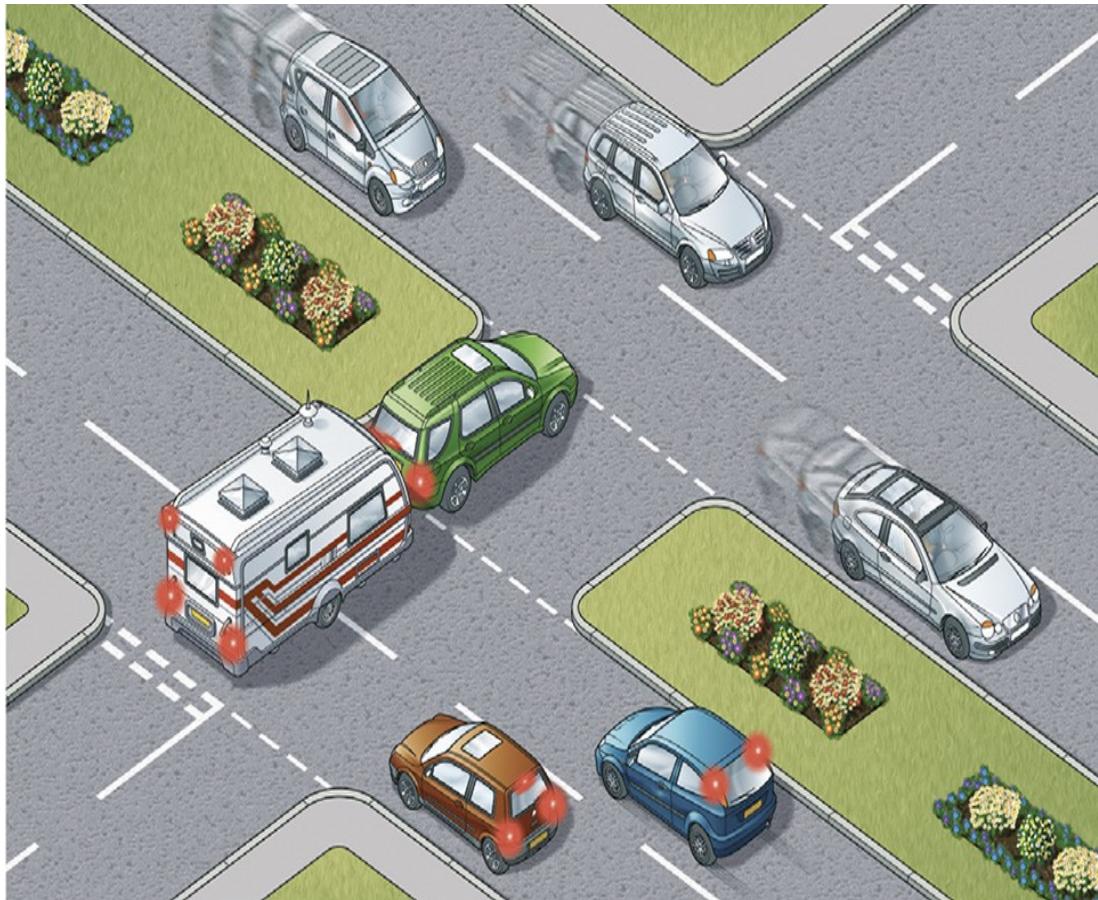
The approach to a junction may have a ‘Give Way’ sign or a triangle marked on the road. You **MUST** give way to traffic on the main road when emerging from a junction with broken white lines across the road.

Laws [RTA 1988 sect 36](#) & [TSRGD schedule 9 parts 7 and 8](#)

Rule 173

Dual carriageways. When crossing or turning right, 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.

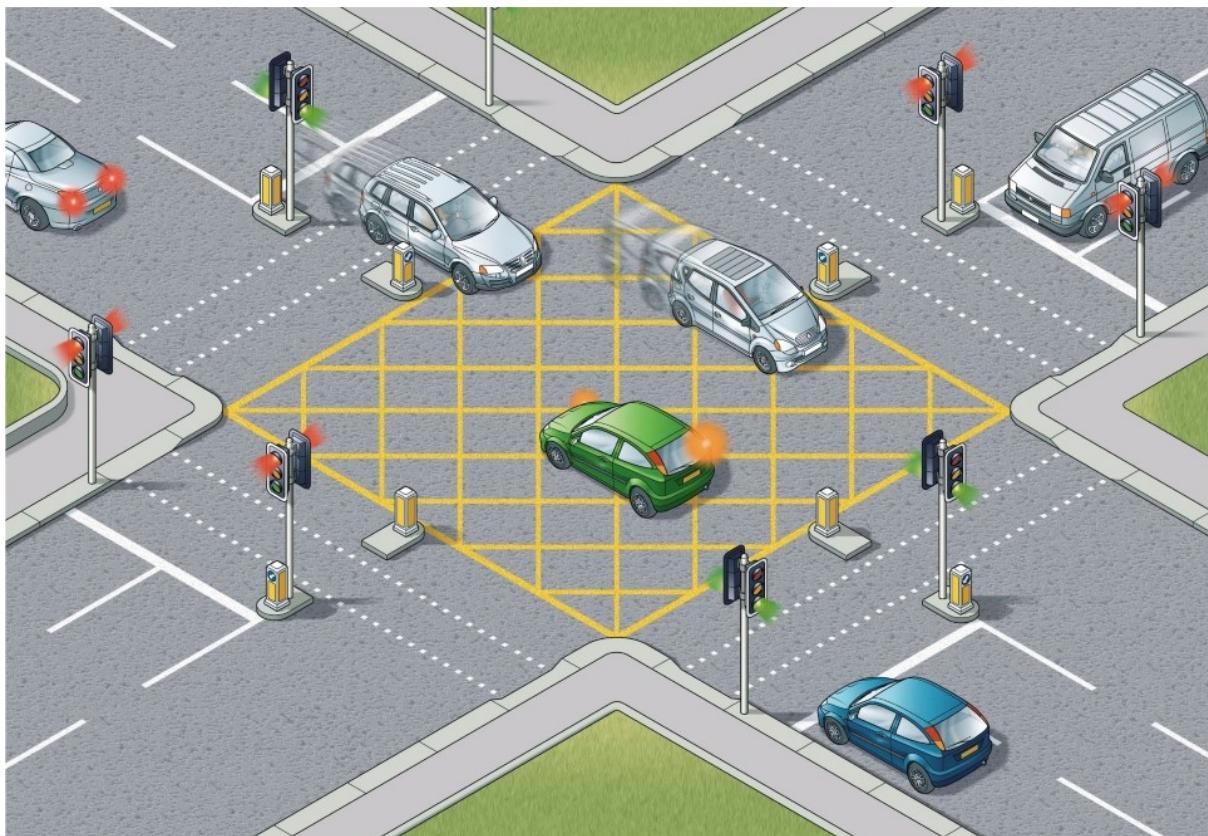


Rule 173: Assess your vehicle's length and do not obstruct traffic

Rule 174

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 right](#), and are only stopped from doing so by oncoming traffic, or by other vehicles waiting to turn right. At signalled roundabouts you **MUST NOT** enter the box unless you can cross over it completely without stopping.

Law [TSRGD schedule 9 parts 7 and 8](#)



Rule 174: Enter a box junction only if your exit road is clear
Junctions controlled by traffic lights

Rule 175

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.

Laws [RTA 1988 sect 36](#) & [TSRGD schedule 14 parts 1 and 4](#)

Rule 176

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 right. If the traffic lights are not working, treat the situation as you would an unmarked junction and proceed with great care.

Laws [RTA 1988 sect 36](#) & [TSRGD schedule 14 parts 1 and 4](#)

Rule 177

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.

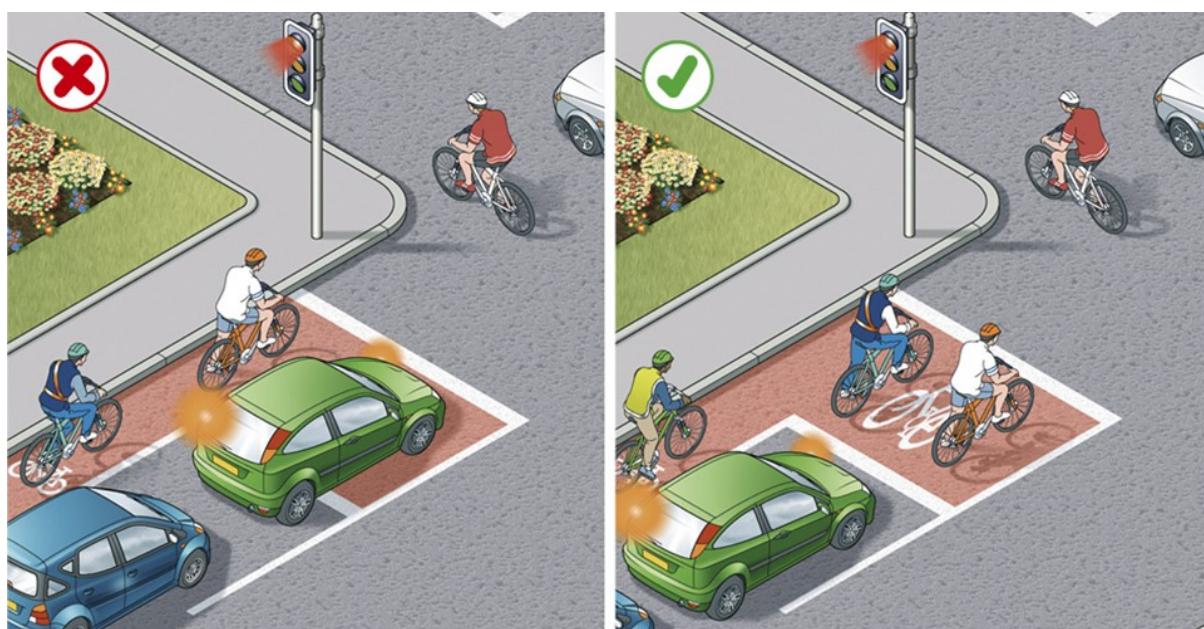
Rule 178

Advanced stop lines. Some signal-controlled junctions have advanced stop lines to allow cyclists to be positioned ahead of other traffic.

Motorists, including motorcyclists, **MUST** stop at the first white line reached if the lights are amber or red and should avoid blocking the way or encroaching on the marked area at other times, e.g. if the junction ahead is blocked. If your vehicle has proceeded over the first white line at the time that the signal goes red, you should stop as soon as possible and **MUST** stop at the second white line. Allow cyclists, including any moving or waiting alongside you, enough time and space to move off when the green signal shows.

Drivers of large vehicles should stop sufficiently far behind the first white line so that they can see the whole area where cyclists may be waiting, allowing for any blind spot in front of the vehicle.

Laws [RTA 1988 sect 36](#) & [TSRGD Schedule 14 part 1](#)



Rule 178: Do not unnecessarily encroach on the cyclists' waiting area

Turning right

Rule 179

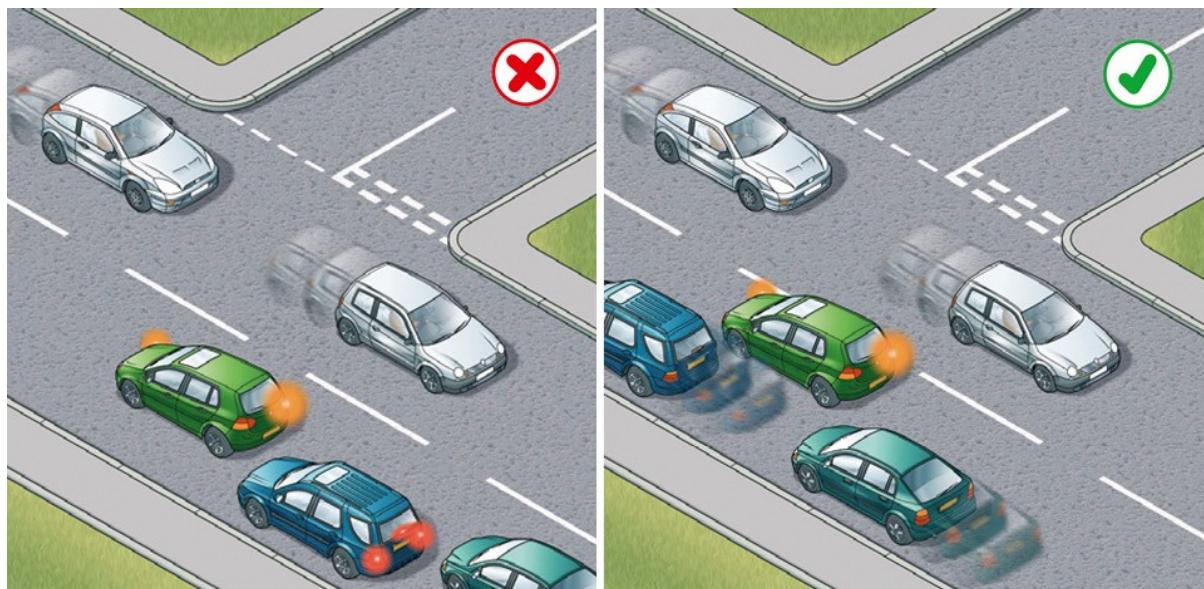
Well before you turn right, you should

- use your mirrors to make sure you know the position and movement of traffic behind you
- give a right-turn signal
- take up a position just left of the middle of the road or in the space marked for traffic turning right
- leave room for other vehicles to pass on the left, if possible.

Rule 180

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

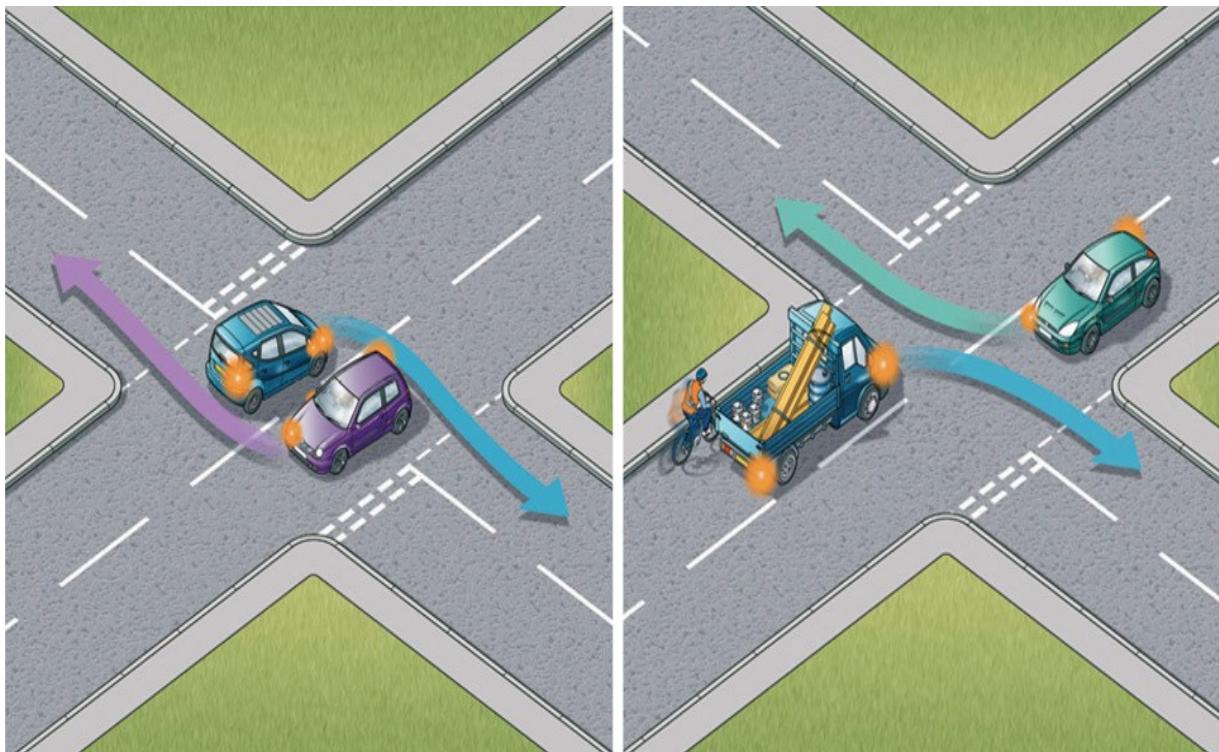


Rule 180: Position your vehicle correctly to avoid **obstructing** traffic

Rule 181

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

- **turn right side to right side**; keep the other vehicle on your right and turn behind it. This is generally the safer method as you have a clear view of any approaching traffic when completing your turn
- **left side to left 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.

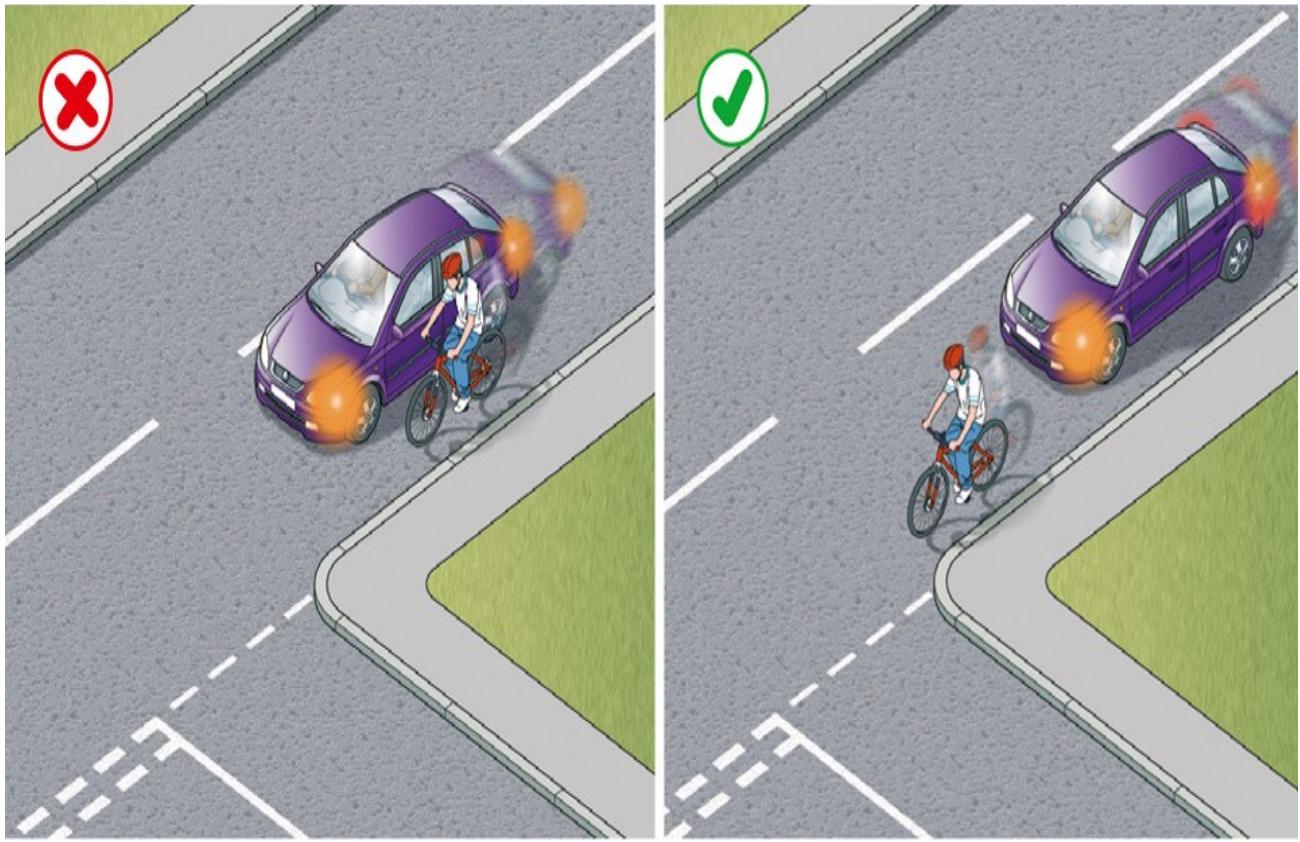


Rule 181: Left - Turning right side to right side. Right - Turning left side to left side

Turning left

Rule 182

Use your mirrors and give a left-turn signal well before you turn left. Do not overtake just before you turn left and watch out for traffic coming up on your left 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 182: Do not cut in on cyclists

Rule 183

When turning

- keep as close to the left as is safe and practicable
- give way to any vehicles using a bus lane, cycle lane, cycle track or tramway from either direction, including when they are passing slow moving or stationary vehicles on either side.

Roundabouts (rules 184 to 190)

Rule 184

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

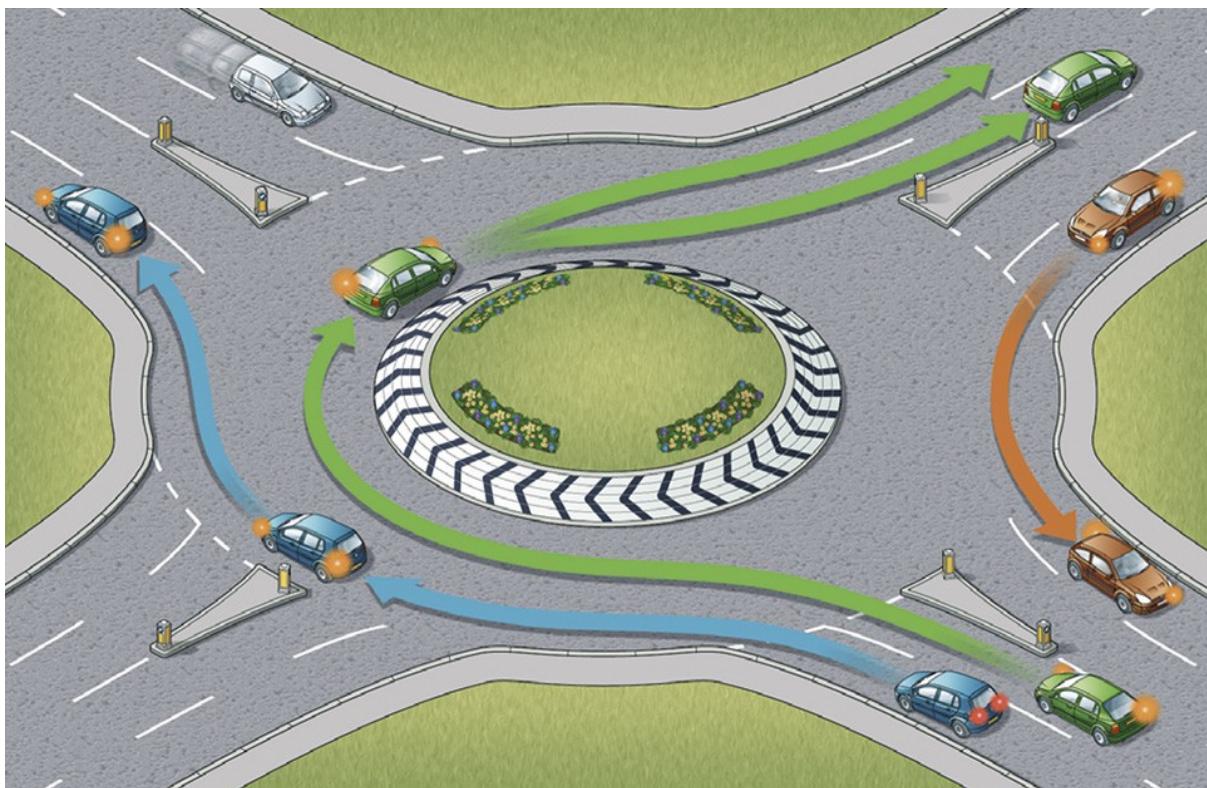
- use **Mirrors – Signal – Manoeuvre** at all stages
- decide as early as possible which exit you need to take
- give an appropriate signal (see [Rule 186](#), below). Time your signals so as not to confuse other road users
- get into the correct lane
- adjust your speed and position to fit in with traffic conditions

- be aware of the speed and position of all the road users around you.

Rule 185

When reaching the roundabout you should

- give priority to traffic approaching from your right, 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 right 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.



Rule 185: Follow the correct procedure at roundabouts

Rule 186

Signals and position. When taking the first exit to the left, unless signs or markings indicate otherwise

- signal **left and approach in the left-hand lane**

- keep to the left on the roundabout and continue signalling left to leave.

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

- signal right and approach in the right-hand lane
- keep to the right on the roundabout until you need to change lanes to exit the roundabout
- signal left 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 left 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.

You should give priority to cyclists on the roundabout. They will be travelling more slowly than motorised traffic. Give them plenty of room and do not attempt to overtake them within their lane. Allow them to move across your path as they travel around the roundabout.

Cyclists, horse riders and horse-drawn vehicles may stay in the left-hand lane when they intend to continue across or around the roundabout and should signal right to show you they are not leaving the roundabout. Drivers should take extra care when entering a roundabout to ensure that they do not cut across cyclists, horse riders or horse-drawn vehicles in the left-hand lane, who are continuing around the roundabout.

Rule 187

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
- 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.

Rule 188

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.

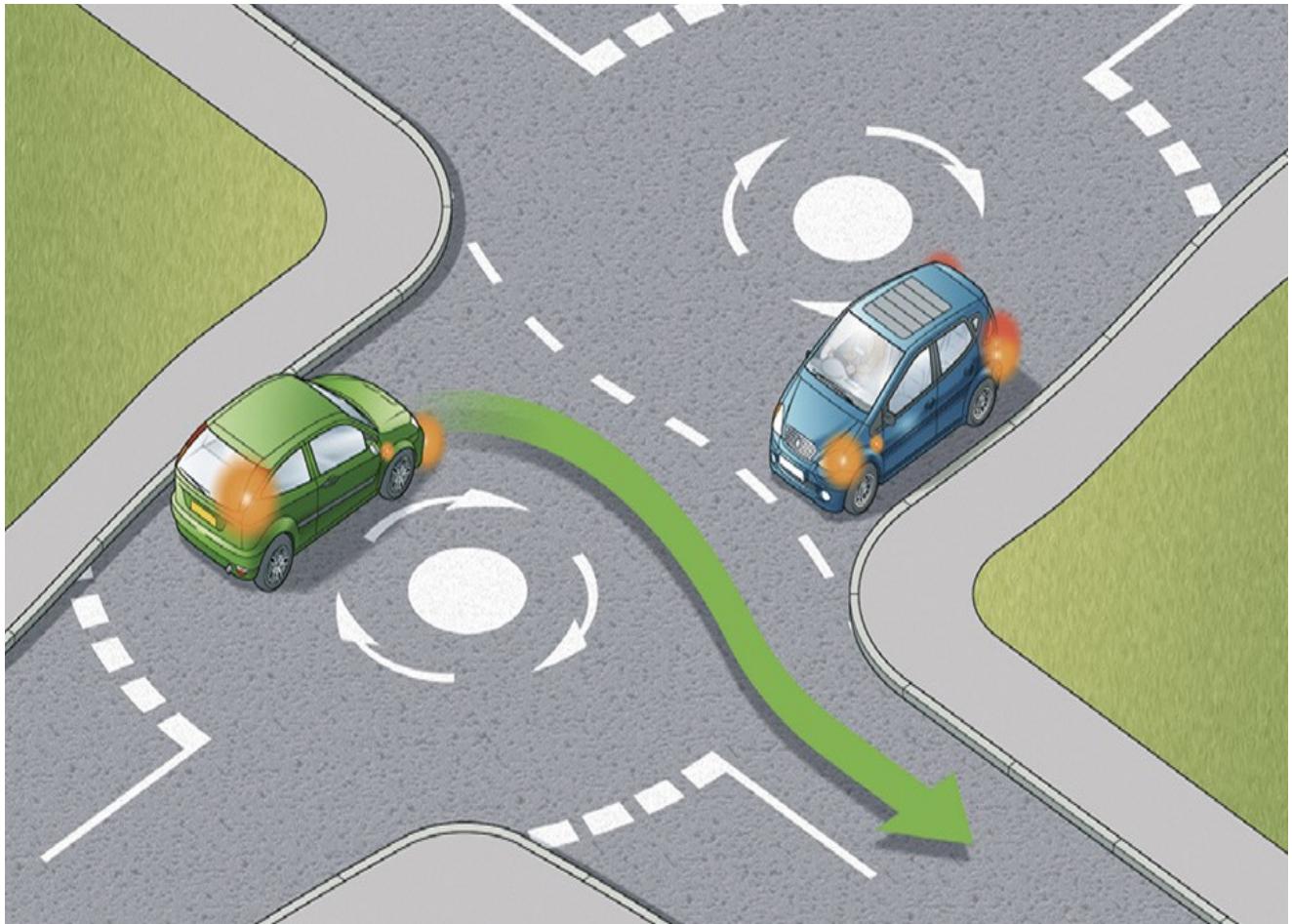
Laws [**RTA 1988 sect 36**](#) & [**TSRGD schedule 9 parts 7 and 8**](#)

Rule 189

At double mini-roundabouts treat each roundabout separately and give way to traffic from the right.

Rule 190

Multiple roundabouts. At some complex junctions, there may be a series of mini-roundabouts at each intersection. Treat each mini-roundabout separately and follow the normal rules.



Rule 190: **Treat each roundabout separately**

Pedestrian crossings (rules 191 to 199)

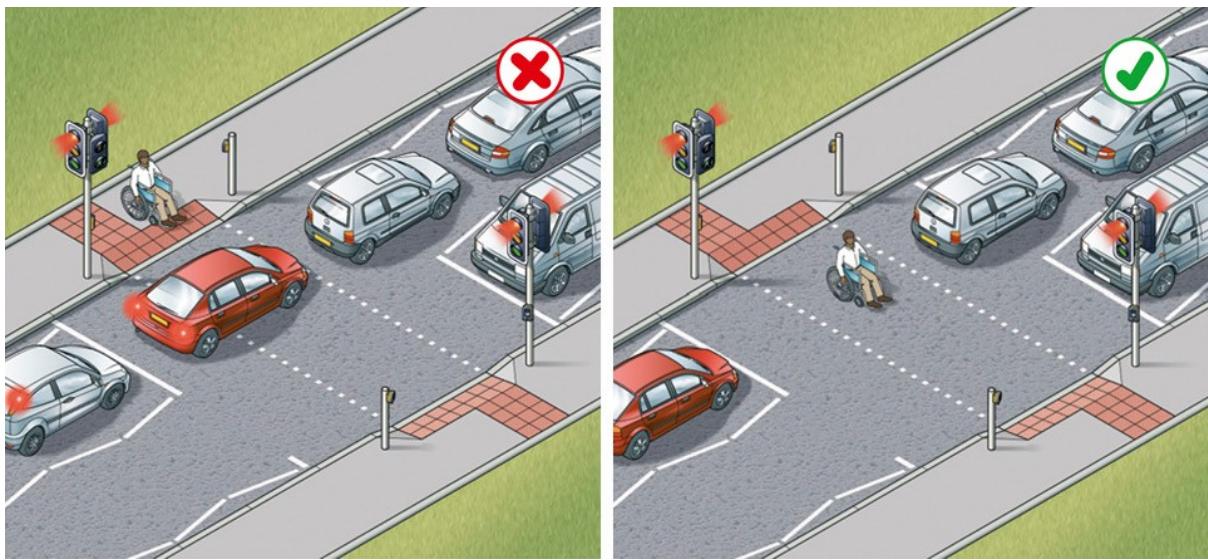
Rule 191

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.

Laws [RTRA sect 25\(5\)](#) & [TSRGD schedule 14 parts 1 and 5](#)

Rule 192

In slow-moving and queuing traffic you should keep crossings completely clear, as blocking these makes it difficult and dangerous for pedestrians to cross. You should not enter a pedestrian crossing if you are unable to completely clear the crossing. Nor should you block advanced stop lines for cycles.



Rule 192: Keep the crossing clear

Rule 193

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.

Rule 194

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

Rule 195

Zebra and parallel 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 should give way to pedestrians waiting to 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, flash your lights or use your horn to invite pedestrians across; this could be dangerous if another vehicle is approaching
- be patient, do not sound your horn or rev your engine as this can be intimidating
- be aware of pedestrians approaching from the side of the crossing.

A zebra crossing with a central island is two separate crossings (see [Rules 19](#) and [20](#)).

Parallel crossings are similar to zebra crossings, but include a cycle route alongside the black and white stripes.

As you approach a parallel crossing

- look out for pedestrians or cyclists waiting to cross and slow down or stop
- you should give way to pedestrians or cyclists waiting to cross
- you **MUST** give way when a pedestrian or cyclist has moved onto a crossing
- allow more time for stopping on wet or icy roads
- do not wave, flash your lights or use your horn to invite pedestrians or cyclists across; this could be dangerous if another vehicle is approaching
- be patient, do not sound your horn or rev your engine as this can be intimidating
- be aware of pedestrians or cyclists approaching from the side of the crossing.

A parallel crossing with a central island is two separate crossings (see [Rules 19](#) and [20](#)).

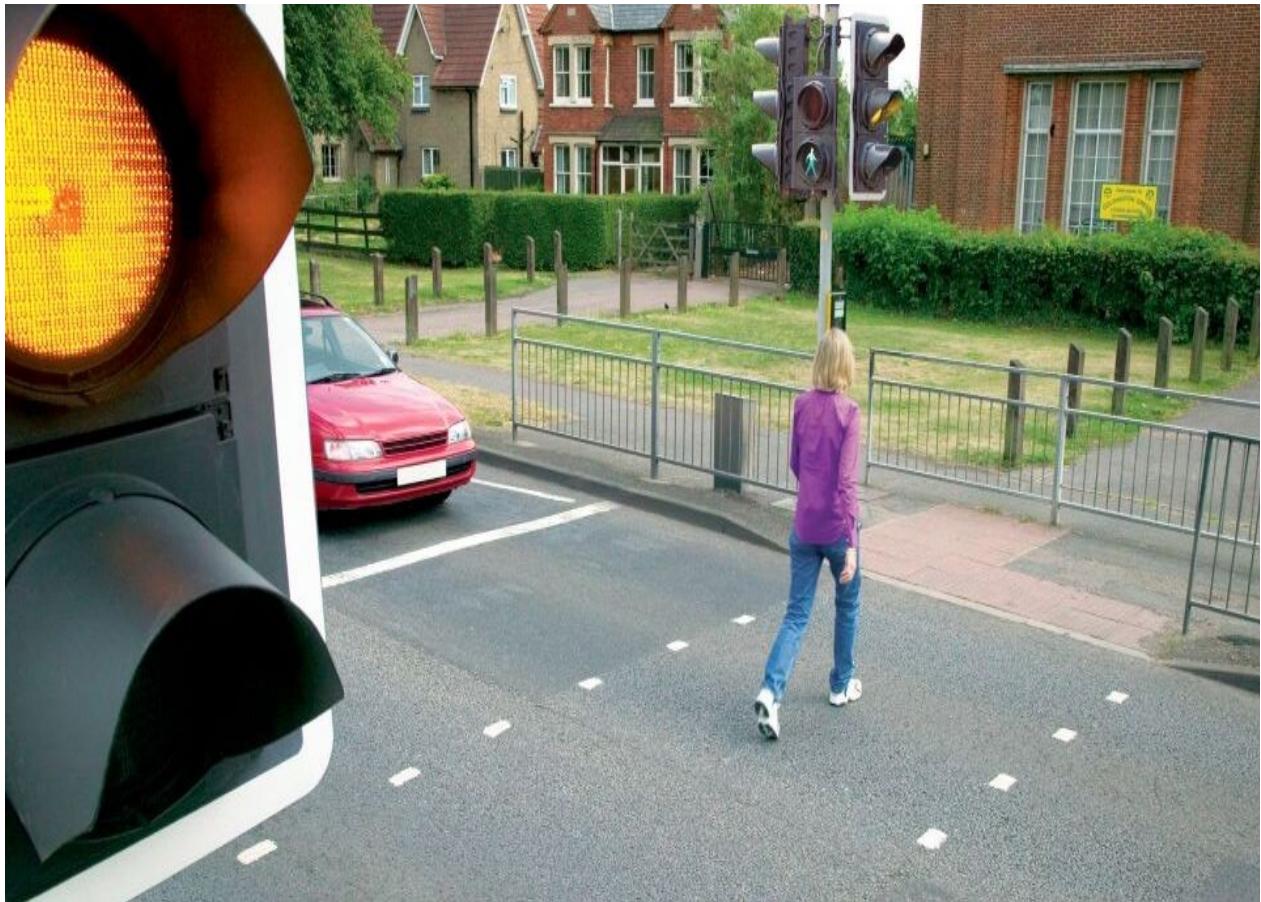
Law [TSRGD schedule 14 part 5](#)

Signal-controlled crossings

Rule 196

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.

Laws [TSRGD reg 14](#) & [RTA sect 25\(5\)](#)



Rule 196: Allow pedestrians to cross when the amber light is flashing

Rule 197

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.

Law [TSRGD reg 14](#)

Rule 198

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

Rule 199

Toucan, puffin and equestrian crossings. These are similar to pelican crossings, but **there is no flashing amber phase**; the light sequence for traffic at these three crossings is the same as at traffic lights. If the signal-controlled crossing is not working, proceed with extreme caution. Do not enter the crossing if you are unable to completely clear it, to avoid obstructing pedestrians, cyclists or horse riders.

Reversing (200 to 203)

Rule 200

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.

Rule 201

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

Rule 202

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.

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.



Rule 202: Check all around when reversing
Rule 203

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

Law [CUR reg 106](#)

Rules 159–203 Summary

Rule 159 – Before moving off

Check **mirrors**, look around for **blind spots**, and give a **signal** if needed. Move only when **safe**.

Rule 160 – Once moving

Keep left (unless overtaking/turning right). Stay in control with both hands. Watch for **cyclists** and **motorcyclists**. Use a lower gear downhill.

Rule 161 – Mirrors

Check **mirrors** often. Always check before signalling, changing speed, or direction. Remember: **Mirrors – Signal – Manoeuvre**.

Rule 162 – Before overtaking

Ensure the road is clear, no one is overtaking you, and there is sufficient space ahead.

Rule 163 – Safe overtaking

Do not tailgate. Signal clearly. Give space:

- **1.5m for cyclists**
- **2m for horses and pedestrians**
Pass quickly, return left only when safe.

Rule 164 – Large vehicles

Give them space, don't follow too closely, overtaking takes longer.

Rule 165 – MUST NOT overtake

Across double white lines, near pedestrian crossings, into bus/tram/cycle lanes (during hours), or after "No Overtaking" signs.

Rule 166 – DO NOT overtake

If you cannot see ahead, near a bend, hill, hump bridge, or if road is narrow.

Rule 167 – Avoid overtaking

Near junctions, crossings, schools, queuing traffic, or if it makes others swerve.

Rule 168 – Being overtaken

Keep steady speed. Do not block. Slow if needed.

Rule 169 – Slow vehicles

If holding up traffic, pull in safely and let vehicles pass.

Rule 170 – At junctions

Look carefully. Give way to pedestrians crossing. Watch for cyclists and motorcyclists.

Rule 171 – Stop lines

MUST stop at solid “Stop” line.

Rule 172 – Give Way

MUST give priority at broken “Give Way” lines.

Rule 173 – Dual carriageway junctions

If the central reservation is wide, treat each side separately. If not, cross in one go.

Rule 174 – Box junctions

Enter only if exit is clear (unless turning right and blocked by oncoming traffic).

Rule 175–178 – Traffic lights

Stop at the red light. Only move on green if the exit is clear. Respect the cycle advanced stop lines.

Rule 179–181 – Turning right

Mirror, signal, position near centre. Wait for the gap. Do not cut corners. At a crossroads, the right-to-right position is usually safer.

Rule 182–183 – Turning left

Signal early, keep left, watch for cyclists on the inside. Do not overtake just before turning left.

Rule 184 – Roundabout approach

Mirrors, signal, choose the correct lane early. Adjust speed.

Rule 185 – Roundabout priority

Give way to traffic from the right, unless signs/markings say otherwise.

Rule 186 – Position/signals

- First exit left → left lane, signal left.
- Straight ahead → correct lane, signal left just after the previous exit.
- Right exit/full circle → right lane, signal right, then left when leaving.

Rule 187 – Cyclists and horses on roundabouts

They may stay left. Give them room.

Rule 188 – Long vehicles on roundabouts

May need both lanes. Give space, don’t get beside them.

Rule 189 – Mini-roundabouts

Treat it like normal, give way to the right. No U-turns.

Rule 190 – Multiple mini-roundabouts

Treat each one separately and follow the rules.

Rule 191 – Parking/overtaking at crossings

Do not park or overtake near pedestrian crossings.

Rule 192 – Keep clear

Do not block crossings, even in traffic queues.

Rule 193 – Obstructed view

Take extra care if pedestrians are hidden.

Rule 194 – Behaviour at crossings

Be patient, don't wave pedestrians across, don't harass.

Rule 195 – Zebra/parallel crossings

Give way once a pedestrian/cyclist steps onto the road. Be ready to stop for those waiting.

Rule 196 – Pelican crossings

Red = stop. Flashing amber = give way to pedestrians.

Rule 197–199 – Light-controlled crossings

Let pedestrians finish crossing even if the light changes. Follow the typical sequence at puffin, toucan, and equestrian crossings.

Rule 200 – Choosing a place to reverse

Do not reverse into busy/main roads. Pick a safe spot.

Rule 201 – No reversing into the main road

MUST NOT reverse from the side road into the main road.

Rule 202 – Before reversing

Check your mirrors, blind spots, and surroundings for pedestrians.

Reverse slowly. Look mainly through the rear window.

Rule 203 – Limit reversing

Do not reverse further than necessary.

Pashto Summary

قاعده 159 – د حرکت نه مخکې

لپاره شاوخوا و ګوره، که ضرورت وي **mirrors** هم پشه خپل **blind spot** و ګوره، د **signal** وي **safe** ورکړه. یوازې هغه وخت حرکت وکړه چې.

قاعده 160 – د حرکت پر وخت

وکړې یا بندي لور ته تاو شې. دواړه **overtake** په کین لور کې وسه، پرته له دې چې غواړې نه څان خبر وساته. د اوږدې بنديکته څای نه **cyclists** او **motorcyclists** لاسونه وکارووه. د کم کړه **gear** مخکې د

161 – قاعده Mirrors

وکاروه. مخکی له دې چې سرعت يا سمت بدل کړي، ورته وګوره. mirrors د سفر ټول وخت Mirrors – Signal – Manoeuvre.

162 – د سبقت نه مخکي

مطمئن شه چې سړک خلاص دی، بل خوک سبقت نه اخلي، او مخکي مناسب فاصله شته.

163 – د خوندي اصول Overtaking

بورکړه. فاصله وساته Signal د موټر ډېر نېردي مه ځمه.

- 1.5m د cyclists لپاره

- 2m د horses او pedestrians لپاره

چېټک خو په احتیاط سره تپر شه، بیا ورو ورو چې ته لار شه.

164 – لوی وسایط

له لري خخه حرکت وکړه خو مخکي بندکاره شي. سبقت او برد وخت غواړي

165 – سبقت بند دی (MUST NOT)

کې double white lines، crossings bus/tram/cycle lanes نه مخکي، په نېښې وروسته «No Overtaking» (کله چې فعال وي)، یا د

166 – سبقت مه کوه (DO NOT)

کله چې کافي لید نه وي bend، hill، hump bridge.

167 – د شخړۍ خایونه

د junctions، school crossing، pedestrian crossing مه سبقت اخلي: نېردي یا کله چې سړک تڼګ وي

168 – که بل خوک سبقت اخلي

ثابت سرعت وساته، مانع مه کېږه. که اړتیا وي ورو کړه.

169 – ورو وسایط

که او برده ليکه شاته جوړه کړي، په خوندي خای کې ودرېږه او نورو ته لار ورکړه.

170 – Junctions

پیاده ته حق ورکړه که په دقت وګوره pedestrains، cyclists، motorcyclists. تپرېږي

171 – قاعده Stop line

په سور ليکه کې باید ودرېږي، تر خو خوندي خای پېدا نه شي.

172 – قاعده Give Way line

په نقطه ليکه کې باید د اصلې سړک موټرو ته لاره ورکړي

173 – قاعده Dual carriageways

او برد وي، هر نیمایی جلا حساب کړه. که لنډ وي، دواړه په يو (central reservation) که منځ وار تپر شه.

174 – قاعده Box junctions

دنه مه ځمه تر خو چې د وټلو لاره خلاصه نه وي. یوازې د بنې تاو لپاره تم کېدل روادي

قاعده ۱۷۵-۱۷۸ - د ترافیک خراغونه

په وخت کې لار شه او که مخامن خلاص وي. د green په سور باید ودر بری. یوازی د advanced stop lines for cyclists احترام وساته.

قاعده ۱۷۹-۱۸۱ - بنی لور ته تاو کېدل

نبردی مرکز ته ئای ونیسه. یوازی د خوندی فاصله نه. معولا خوندی وي right-to-right وروسته تاو شه. په خلور لاری کې.

قاعده ۱۸۲-۱۸۳ - کین لور ته تاو کېدل

نه ئان خبر وساته. نبردی تاو مه سبقت cyclists ورکړه، په کین کې وسه، د signal وختی اخلي.

نه مخکي Roundabout قاعده ۱۸۴ - د

ورکړه، سمه لين انتخاب کړه. سرعت کم کړه signal ورکړه، وکوره signal.

کې اولویت Roundabout قاعده ۱۸۵ - په

موهرو ته د بنی لور نه لوړیتوب ورکړه، تر خو نښنې بل خه ونه واي.

قاعده ۱۸۶ - ئای او سیگنال

که لوړۍ خروج وي → کین لين •

که مستقیم ئې → منع لين، د وتلو نه مخکي •

که بنی یا بشپړ ګردش وي → بنی لين •

لپاره Cyclists او horses قاعده ۱۸۷ - د

ممکن وي په کین لين کې پاتې شي. تل ورتە ئای ورکړه.

قاعده ۱۸۸ - لوی وسایط په Roundabout

کېدای شي دوه لینونه ونیسي. نبردی مه ئه.

189 - قاعده Mini-roundabouts

مه کوه U-turn . عادي قواعد تعقیب کړه. تل بنی لور ته لاره ورکړه.

قاعده ۱۹۰ - خو Mini-roundabouts

هر یو جلا حساب کړه.

قاعده ۱۹۱ - د اصول Crossings

کې پارک مه کوه او سبقت مه اخلي په crossings په.

قاعده ۱۹۲ - خالي وساته

خلاص پاتې شي crossing حتی په ګونه ګونه کې باید.

قاعده ۱۹۳ - که لید بند وي

ممکن پیاده له موهرو نه بندکاري، ډېر احتیاط وکړه.

کې Crossing قاعده ۱۹۴ - چلنډ په

صبور وسه. د هارن یا د موهرو پر حرکت سره خلک مه وبروله.

195 - قاعده Zebra/parallel crossings

قدم کېږدي، باید ودرېږي. هغوي ته وخت ورکړه cyclist کله چې پیاده یا

196 – قاعده Pelican crossings

په سور = ودرېره. د زرد خراغ په چشمک کې، پیاده ته حق ورکړه.

خراګونه Crossing قاعده 197–199 – نور

شي، که خوک لا هم تېرېږي، انتظار وباسه. په green puffin، toucan، equestrian crossings کې د عادي خراګونو قواعد تعقیب کړه.

200 – قاعده Reversing ځای

محل خوندي انتخاب کړه. په اصلی سېرک کې مه شاته څه.

نه کوي Reversing – قاعده 201

د فرعی سېرک نه اصلی ته شاته مه څه.

اصول Reversing قاعده 202 – د

وګوره. ورو ورو شاته لارشه، وګوره blind spot.

قاعده 203 – شاته مه زیاته څه

یوازې د اړتیا په اندازه شاته لارشه.

Urdu summary

قاعده 159 – حرکت سے پہلے

واضح ہو۔ اگر ضرورت ہو mirrors دیکھیں، اردگرد نظر دو ڈائیں تاکہ ہمیشہ safe دیں۔ صرف تب چلیں جب تو signal ہو۔

قاعده 160 – حرکت کرتے وقت

کرنا ہو یا دائیں مڑنا ہو۔ دونوں یاتھ overtake ہمیشہ بائیں طرف رہیں سوائے اس وقت جب

gear پر خاص توجہ دیں۔ لمبے ڈھلوان پر cyclists اور motorcyclists استعمال کریں۔ نیچے کریں۔

161 – قاعدہ Mirrors

استعمال کریں، خاص طور پر سمت یا رفتار بدلنے سے پہلے۔ یاد mirrors سفر کے دوران بار بار Mirrors – Signal – Manoeuvre۔

162 – قاعدہ Overtaking سے پہلے

یقینی بنائیں کہ سڑک خالی ہے، کوئی اور سبقت نہیں لے رہا، اور آگے مناسب فاصلہ موجود ہے۔

163 – قاعدہ Overtaking محفوظ

دیں۔ فاصلہ رکھیں گاڑی کے بیٹ قریب نہ جائیں۔

- 1.5m سائیکل والوں کے لیے

- 2m کے لیے pedestrians گھروں یا جلدی لیکن احتیاط سے آگے نکلیں، پھر واپس بائیں آجائیں۔

164 – بیٹ گاڑیاں

فاصلہ رکھیں۔ ان پر سبقت لینا زیاد وقت لیتا ہے۔

165 – سبقت منع

میں (جب double white lines، crossings، bus/tram/cycle lanes کے قریب پر کے نشان کے بعد «No Overtaking» فعال ہو)، یا

166 – سبقت نہ لیں

bend، hill، hump bridge، جہاں نظر صاف نہ ہو

167 – خطرناک جگہوں پر سبقت

junctions، schools، crossings، تਟگ سڑک یا جب ٹریفک رُکی ہو، مت سبقت لیں۔

168 – اگر کوئی آپ کو overtake کرے

رفتار ایک جیسی رکھیں، رکاوٹ نہ ڈالیں۔ اگر ضرورت ہو تو آپستہ کریں۔

169 – سست گاڑیاں

اگر پیچھے لمبی قطار ہے تو محفوظ جگہ پر رکیں اور دوسروں کو گزرنے دیں۔

170 – Junctions پر

pedestrians، cyclists، motorcyclists پر نظر رکھیں۔ اگر پیدل چلنے والا گزر رہا ہے تو راستہ دیں۔

171 – Stop line

سوراخ دار لکیر پر لازمی رکیں، پھر موقع ملنے پر آگے بڑھیں۔

172 – Give Way line

نقطے دار لکیر پر میں روڈ کی گاڑیوں کو راستہ دیں۔

173 – Dual carriageways

لما ہے تو ہر طرف الگ سمجھیں۔ اگر چھوٹا ہے (central reservation) اگر بیچ کا حصہ تو دونوں طرف ایک ہی بار پار کریں۔

174 – قاعدہ Box junctions

جب تک راستہ صاف نہ ہو، اندر مت جائیں۔ صرف دائیں مٹنے کے لیے رکنا جائز ہے۔

175–178 – ٹریفک لائنس

advanced stop lines for cyclists پر چلیں اور جب آگئے راستہ صاف ہو۔ green سرخ پر رکیں۔ صرف کا خیال رکھیں۔

179–181 – دائیں طرف مڑنا

Mirror – Signal – Position. مرکز کے قریب رہیں۔ صرف محفوظ وقفہ ملنے پر مددیں۔ زیادتی محفوظ ہے۔ right-to-right کراس روڈ پر

182–183 – بائیں طرف مڑنا

پر دھیان دیں۔ بائیں ملتے وقت سبقت مت لیں۔ cyclists، دیں، بائیں رہیں signal وقت پر

184 – Roundabout سے پہلے

Mirrors signal دیں، درست لین میں جائیں۔ رفتار کم کریں۔ دیکھیں

185 – Roundabout میں

یمیشہ دائیں طرف سے آئے والی گاڑیوں کو ترجیح دیں جب تک نشان اور اشارہ کچھ اور نہ بتائے۔

186 – لین اور Signal

- بائیں لین → (بائیں) exit پہلے signal left
- درمیانی لین، نکلنے سے پہلے signal left
- پھر نکلنے سے پہلے signal right، دائیں یا مکمل چکر → دائیں لین signal left

187 – Cyclists اور horses

یہ اکثر بائیں لین میں رہتے ہیں۔ یمیشہ جگہ دیں۔

188 – پہلے گاڑیاں

پر دو لین لے سکتے ہیں۔ قریب مت جائیں۔ Roundabout

189 – Mini-roundabouts

مت کریں۔ U-turn عام اصول اپنائیں۔ یمیشہ دائیں سے آئے والوں کو راستہ دیں۔

190 – کئی Mini-roundabouts

ہر ایک کو الگ طرح سنبھالیں۔

191 – Crossings

پر گاڑی کھڑی مت کریں، اور سبقت بھی مت لیں۔ crossing

192 – خالی رکھیں Crossing –

خالی رکھیں crossing اگر ٹریفک رُکی ہو تو بھی

193 – محدود نظر

گاڑیاں پیدل چلنے والوں کو چھپا سکتی ہیں، زیادتی دھیان دیں۔

194 – رویہ

صبر کریں۔ ہارن یا انجن سے لوگوں کو ڈرانا مت۔

195 – قاعدہ Zebra/parallel crossings
اگر pedestrian یا cyclist دھنے تو فوراً رکیں۔ قدم رکھ دے

196 – قاعدہ Pelican crossings
پیدل کو ترجیح لے۔ = blinking سرخ = رکنا لے۔ زرد

197-199 – باقی crossings
اگر green یو گیا مگر لوگ اب بھئی گزر رلے یہیں تو انتظار کریں۔ puffin، toucan، equestrian crossings عام ٹریفک لانڈس جیسے یہیں۔

200 – قاعدہ Reversing آجگہ
محفوظ جگہ چنیں۔ مرکزی سڑک پر شاتے مت کریں۔

201 – قاعدہ Reversing منع
چھوٹی گلی سے میں روڈ پر شاتے مت آئیں۔

202 – قاعدہ Reversing وقت
دیکھیں۔ آئستہ چلیں۔ Mirrors اور blind spot

203 – قاعدہ Reversing محدود
ضرورت سے زیاد شاتے مت جائیں۔

Road Rules 159–203 English + Dari + Pashto + Urdu.

1. Before Moving (Rules 159–161)

English: Check **mirrors**, look for **blind spots**, **signal** if necessary, and move only when it is **safe**.

Dari: نگاه کنید، اگر لازم بود **mirrors** چک کنید، به **blind spots** همیشه **signal** بدهید، **safe** تنها وقتی حرکت کنید که باشد.

Pashto: لپاره شاوخوا و ګوره، که ضرورت وي **mirrors** و ګوره، د **blind spot** همېشه **signal** و ګوره، یوازې هغه وخت حرکت وکړه چې **safe** ورکړه، دیکھیل، ضرورت ېو تو **blind spot** دیکھیل **mirrors** یمیشه **signal** دیکھیل، ډیکھیل، ضرورت ېو تو **blind spot** دیکھیل، ډیکھیل **safe** ټب چلیں.

Urdu: دیکھیل، ضرورت ېو تو **blind spot** دیکھیل، ډیکھیل **mirrors** یمیشه **signal** دیکھیل، ډیکھیل **safe** صرف جب ټب چلیں.

2. Overtaking (Rules 162–169)

English: Only **overtake** if road is clear, use **mirrors**, **signal**, check **blind spots**, give space: **1.5m cyclists**, **2m horses/pedestrians**, return left when safe. Do not overtake near crossings, junctions, bends, hills.

Dari: استقاده کنید که سرک خالی است، از **mirrors** **signal** فقط وقتی **overtake** کنید، فاصله بدهید: **1.5m cyclists**، **2m horses/pedestrians** وقتی امن است دوباره به چې برگردید. نزدیک، **crossings**، **junctions**، **bends**، **hills** سبقت نگیرید.

Pashto: و ګوره چې سړک خلاص وي **overtake** یوازې هغه وخت **mirrors** و ګوره، د **blind spots** **1.5m cyclists**، **2m horses/pedestrians** کله چې خوندي وي بېرته چې لار شه. د **crossings**، **junctions**، **bends**، **hills** سره سبقت مه اخلي.

Urdu: دیکھیل **mirrors** یمیشه **signal** صرف اس وقت **overtake** کریں جب سڑک صاف ہو **1.5m cyclists**، **2m horses/pedestrians** جب محفوظ ہو واپس بائیں آجائیں، **crossings**، **junctions**، **bends**، **hills** کے قریب سبقت نہ لیں.

3. Junctions (Rules 170–183)

English: Watch for **pedestrians**, **cyclists**, **motorcyclists**. Give way at **Stop/Give Way** lines. Check **mirrors** and **blind spots** before turning. For right turn: mirror, signal, center position, wait for safe gap. Left turn: signal early, keep left, do not overtake.

Dari: در **pedestrians**، **cyclists**، **motorcyclists** مراقب باشید. را برسی کنید. برای گردش به **mirrors** و **blind spots** توقف کنید. قبل از پیچیدن **mirror**, **signal** نزدیک مرکز، فاصله امن صبر کنید. گردش به چې: زود **Stop/Give Way** دیکھیل **signal** بدهید، چې بمانید، سبقت نگیرید.

Pashto: د **pedestrians**، **cyclists**، **motorcyclists** خبر اوسي. د **Stop/Give Way** او ګوره. بندي تاو **mirrors** او **blind spots** لیکو ته ودرېږئ. د تاو نه مخکې **mirror**, **signal** مرکز ته نېړدې، خوندي فاصله انتظار وکړئ. کین تاو: وختي **Stop/Give Way** دیکھیل، کین پاتې شي، سبقت مه اخلي ورکړئ.

Urdu: **pedestrians**، **cyclists**، **motorcyclists** کا خیال رکھیں۔ **Stop/Give Way** دیکھیل۔ دائیں ملنے کے لیے **mirrors** اور **blind spots** لائن پر رکیں۔ ملنے سے پہلے

مرکز کے قریب، محفوظ فاصلہ انتظار کریں۔ بائیل مٹنے کے لیے: پہلے بائیل، بائیل رہیں، سبقت نہ لیں۔

4. Roundabouts (Rules 184–190)

English: Check **mirrors**, **signal**, choose the correct lane, and adjust speed. Give way to traffic from the right unless signs say otherwise. Cyclists/horse riders may stay to the left; give them space.

Dari: **mirrors** و **signal** کنید۔ به **cyclists/horse riders** ممکن ترافیک از راست اولویت بدھید مگر عالیم خلاف آن باشند۔ است در چپ بمانند، فضا بدھید۔

Pashto: **mirrors** و **signal** سمه لین انتخاب کړه، سرعت سم کړه۔ د **شي** طرف نه راتلونکې ترافیک ته لوړ پیوپور ورکړه، که نښنې بل خه نه وايی **cyclists/horse riders** بنډایی کین پاتې شي، ځای ورکړه۔

Urdu: **mirrors** و **signal** دیں، درست لین منتخب کریں، رفتار ایڈجسٹ کریں۔ **cyclists/horse riders** دائیں طرف سے آئے والی ڈریفک کو ترجیح دیں جب تک نشان کچھ اور نہ بتائیں۔ بائیل رہیں ۵ سکنے پہل، جگہ دیں۔

5. Pedestrian Crossings (Rules 191–199)

English: Never Park or **overtake** near crossings. Keep crossing clear. Stop for pedestrians or cyclists who step on. At Pelican: red=stop, amber=give way.

Dari: **Crossing** پارک یا **overtake** نکنید هرگز در **crossings** را خالی نگه دارید۔ وقتی **Crossing** پارک یا **overtake** نکنید، **Pelican**: زرد=اولویت به پیادہ، پیادہ پر **cyclist** قرمز=ایستاد۔

Pashto: **crossing** پارک یا **overtake** کی ہیڅکله پارک مه کوه یا **crossing** په پارک کو **cyclist** پیادہ پر سوږدی، دریبره پیادہ په لار **Pelican**: پارک کو **cyclist** وساته که پیادہ یا ورکړه۔

Urdu: **crossings** کے قریب **overtake** نہ کریں۔ **crossings** کے قریب کبھی پارک یا **Pelican**: سرخ=رکیں، زرد=پیدل کو راستہ دیں۔ **cyclist** کے آئے پر رکیں۔ پیدل یا خالی رکھیں۔

6. Reversing (Rules 200–203)

English: Choose a safe place. Never reverse into the main road. Check **mirrors** and **blind spots** before reversing slowly. Do not reverse further than necessary.

Dari: مکان امن انتخاب کنید۔ هرگز بے جادہ اصلی عقب نروید۔ چک کنید، آرام عقب بروید۔ بیش از ضرورت عقب نروید۔

Pashto: او **mirrors** و **blind spots** او خوندی ځای انتخاب کړه۔ اصلی سړک ته شاته مه ځه و ګوره، ورو ورو شاته لامړ شه۔ د اړتیا نه زیات شاته مه ځه۔

Urdu: اور **mirrors** **blind spots** محفوظ جگہ منتخب کریں۔ میں روڈ پر کبھی شانے نہ جائیں۔ دیکھیں، آئستہ آئستہ شانے جائیں۔ ضرورت سے زیاد ۵ شانے نہ جائیں۔