

# Drive Safe Driving School



## Hazard drill and basic junctions

### Introduction

By now your *clutch control*, *steering* and *gear changing* should be improving on each lesson. These skills are needed to negotiate all road, traffic and reversing lessons you will learn from this point onwards.

This lesson we are going to be covering the *basic routine or hazard drill*.

During this lesson you will learn about a simplified version of the police system of car control (*The hazard drill*).

### Lesson's Aim and objectives

The aim of today's lesson is to learn the hazard drill whilst turning left and right from a main road into a side road. And also how to emerge from a side road into a main road to the left and right maintaining the correct road position and speed with effective observations.

During this lesson you will be assessed on your moving off, stopping and gear changes but giving you as much support as you need on your different types of T junctions.

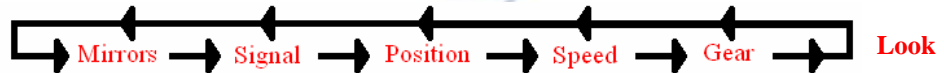
### Lesson brief

#### *Hazard drill (MSPSGL)*

Each time you want to turn left, right, emerge out of a side road or presented with a potential or actual hazard on the road (*i.e. anything that may require you to change speed, position or direction*) you will go through the following hazard drill one or more times.

While each step of the drill needs to be considered in the order not all of the drill has to be applied -

*i.e. over taking a parked car you may not need to signal.*



### Approaching junctions to turn left or right

*The hazard drill* is effectively used at *least twice* when you wish to turn left or right from a main road into a side road. *Once on the approach and once following the turn.*

Because of the importance of taking observations before and after you turn instructors often add an extra step called *Look*.

#### Mirrors

Use your interior mirror and side mirror(s) early. Glance into your mirrors and blind spots as appropriate.

#### Signal

Give signals in good time.

Use signals to help or warn other road users and be careful not to give misleading signals.

#### Position

Determine the best position/course to negotiate the hazard.

Think before you change position be careful not to mislead others.

#### Speed

Adjust your speed so that you can negotiate the hazard ahead and stop within the distance you can see to be clear.

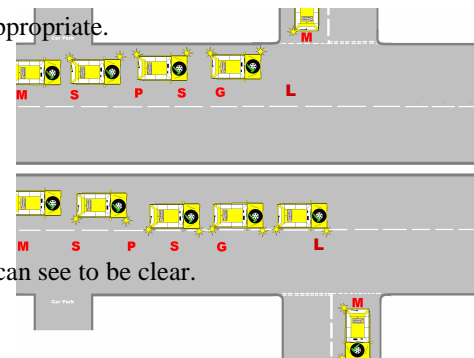
#### Gear

Select the gear to match your speed and the power you need.

*Making sure that the gear is selected before the hazard is negotiated.*

#### Look

Look in your rear view mirror to ensure you know what is behind you.



*Please note that you take observations to the rear, sides and ahead as necessary through out the routine and not just at the end.*

### Key points mirrors.

*When turning left you need to particularly supplement the use of your interior mirror with the left hand door mirror and when turning right use the right hand door mirror.*

If you find yourself in a queue of traffic use all three mirrors.



### Key points signals.

Signal early but be careful not to mislead others into thinking you are turning earlier than intended.

It is usually impossible to determine whether other road users will benefit from a signal (particularly road users in the side road) **you should always signal.**

If unsure always put a signal on, better to be safe than sorry.

When turning right you would normally position the vehicle just **left of the centre white line of the road** (or in the area of the road marked for right turning traffic).

As you reduce speed in preparation to turn you will need to assess which gear you should select to complete the turn if it is not necessary to give way or stop.

**Your own skill, angle of the turn, width and gradient of the side road and what you can see in the road will all need to be considered.**

Basically if you continue to reduce speed until you are certain that you can safely negotiate the turn then at that point **select the gear that matches your speed, i.e. you may need to select 1<sup>st</sup> gear instead of 2<sup>nd</sup>.**

When turning left or right **you must give way to any pedestrians crossing the face of the junction.**

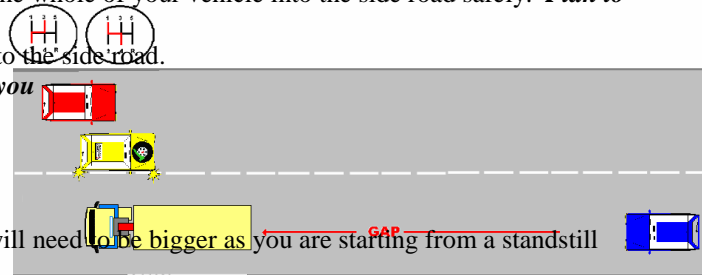
Stop just before the point where you would start to turn if you cannot get the whole of your vehicle into the side road safely. **Plan to stop but look to go.**

When turning left you have priority over oncoming traffic turning right into the side road.

However **when you are turning right oncoming traffic has priority over you**

**You must wait for a gap in the traffic.**

Again you would wait just before the point at which you would turn.



### Working on L.A.D.A when turning right.

Naturally once you have stopped the gap needed to cross the road safely will need to be **bigger as you are starting from a standstill**

Therefore you should try to time your approach to coincide with any oncoming traffic and gaps.

Plan a suitable size of gap to allow you to cross, **Look, Assess, Decide, Act (L. A. D. A.)**

If you find that you have to wait / stop just before the point where you would start to turn.

**Select first gear and be ready to move.**

**If you have to wait for a while you should apply your hand brake** (if not already applied).

Watch for a gap and get ready to move as it approaches check your mirrors and then turn if it is safe to do so.

You may require additional mirror checks on your approach if it is particularly long or if the road is very busy.

### Approaching junctions to emerge

The approach routine when you wish to emerge from a side road onto the major road is the same as when you want to turn into a side road.

How ever extra consideration needs to be given before you emerge into the major road.

In particular **vehicles on the major road have priority over you.**

**There fore you may need to slow down or stop to allow them to pass before you emerge.**

Observations on approach are critical to determine whether you can emerge without stopping and in which gear.

Some junctions are open allowing you to take early observations.

Others are closed restricting your view.

**At an open junction you approach in 2nd gear.**

**At a closed junction you approach in 1st gear.**

Remember at T junctions and cross roads have give-way and stop sign/markings on the road surface. So ensure you read the road.

