

The Manx Highway Code

NY REILLYN RAAIDEY



**Isle of Man
Government**

Reillys Ellan Vannin



**“Look out
for the limits and
watch your speed”**



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Goan-foshlee

S'Ihiass da dy chooilley pheiaigh lhaih Reillyn Raaidey Vannin ("ny Reillyn").

She adsyn er chosh, paitchyn er lneh, chammah's shenn sleih as ny h-Anlheltee, markee roar as roar-bree, markee-chabbil as immanee-ghleashtan anchliaghtit ta smoo ayns gaue er ny raaidjyn. T'eh scanshoil dy vel ooilley ymmyderyn ny raaidjyn oayllagh rish ny Reillyn as dy vel dagh keint dy ymmyderyn cur arrym da ny fir elley. T'eh er coshee neesht, chammah's immanee as markee, shoh y yannoo.

Ta feme leighoil ayn dy eiyrt er ymmodee jeh ny Reillyn, as my vrishys shiu ny reillyn shoh bee shiu jannoo loght kimmeeagh. Oddys shiu ooley, ny poyntyn-kerree er y chiedo-imman eu y gheddyn, ny oddys y kiedo-imman eu ve goit ersooyl dy bollagh, as my vees loght feer trome ayn oddys shiu ve currit ayns pryssoon. Foddee lheid ny reillyn ve currit er enn liorish ymmyd ny focklyn "**SHEGIN**" ny "**CHA NHEGIN**" as liorish imraa neesht jeh'n clattys ta cur er bun y loght.

My vees reillyn elley brisht, cha bee shualtys ayn dy jeeragh bentyn da'n vrishey, agh oddys ny Reillyn goll er ymmydey myr feanish ayns cooishyn quaiyl erbee goit ayns laue fo Slattys Reill Troailtee er ny Raaidyn 1985 dy phrowal vel ny mannagh vel loght ayn. Ta shoh goaill stiagh reillyn ta gymmydey focklyn-coyrlee gollrish "lhisagh", "cha lhisagh", "jean" ny "ny jean".

Ta ny Reillyn soilshaghey magh ny reillyn raaidey ayns Ellan Vannin. Cha nel ad soilshaghey magh ny reillyn raaidey ayns y Vretin Vooar er lhimmey jeusyn ta imraait. Ta anchaslyssyn ennagh scanshoil ayn as ta shin coyrlaghey da peiaigh erbee ta son goll dys y Vretin Vooar dy lhisagh ad coip y gheddyn jeh Reillyn Raaidey y Vretin Vooar. T'eh ry akin er www.gov.uk as t'eh ry chionnaghey voish yn Oik Staishoneyraght ayns Sostyn ny voish creckeyder-lioar erbee mie.

Tra ta shiu oayllagh rish as jannoo ymmyd jeh ny Reillyn ta shiu cooney lesh yn eab dy yannoo ny sloo yn earroo dy ghuintee raaidey. Ta'n earroo dy ghuintee ayns Ellan Vannin er ve jeant ny sloo hannah, as ta shin treishteil dy jean ny Reillyn as saaseyn elley shickyraghey dy jean y beoyn shoh goll er. She currym t'orrin ooilley eh jannoo ny sloo yn earroo dy vaaseyn as lhottyn ta taghyrt er nyn raaidyn dagh laa. Son shickyrys ta ny Reillyn cooney lhien y currym shoh y chooilleeney.

Foreword

The Manx Highway Code ("the Code") is essential reading for everyone.

The most vulnerable road users are pedestrians, particularly children, older or disabled people, pedal cyclists, motorcyclists, horse riders and inexperienced drivers. It is important that all road users are aware of the Code and are considerate towards each other. This applies to pedestrians as well 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, given penalty points on your licence or be disqualified from driving, and in the most serious cases you may be sent to prison. Such rules are identified by the use of the words "**MUST**" or "**MUST NOT**" and also include a reference to the legislation which creates the offence.

Failure to comply with the other rules of the Code will not directly cause a person to be prosecuted. However, the Code may be used in evidence in any court proceedings under the Road Traffic Act 1985 or the Road Traffic Regulation Act 1985 to establish liability. This includes rules which use advisory words such as "should", "should not", "do" or "do not".

The Code sets out the rules of the road in the Isle of Man. It does not set out the rules of the road as they apply in Great Britain except when stated. There are some important differences and we recommend that anyone who intends to visit Great Britain obtains the Great Britain version of the Code. You can view it on www.gov.uk or you may purchase a copy from the Stationery Office in England or through any good bookseller.

When you know and apply the rules contained in the Code you can help to reduce road casualties. Good progress has already been made in reducing casualties on the Isle of Man, and it is hoped that the Code and other measures will make sure that this trend continues. Cutting the number of deaths and injuries that occur on our roads every day is a responsibility we all share. The Code can help us to meet our responsibilities.

Rules for pedestrians (1-35)

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 right-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 right-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 (for example, 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 (see Rule 7). 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 push chair, do not push it 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 left. 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 in Great Britain** Pedestrians **MUST NOT** walk or stand on motorways or slip roads except in an emergency (see Rules 271 and 275).

[GB Road Traffic Regulation Act 1984, s. 17, Motorways Traffic (England and Wales) Regulations 1982, reg 15(1)(b), and Motorways Traffic (Scotland) Regulations 1995, reg 13]

See also Motorways (253-273) and Breakdowns and incidents (275-280).



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 Green Cross 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 Green Cross Code in full when out with their children. They are responsible for deciding at what age a child can use it safely on their own.

- A. First find a safe place to cross 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 pedestrian crossing, or where there is a crossing point controlled by a police officer, a school crossing patrol officer or a traffic warden. If none of these is available, choose a place where you can see clearly in all directions. Try to avoid crossing between parked cars (see Rule 14), on a blind bend, or close to the brow of a hill. Move to a space where drivers and riders can see you clearly.



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 is 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. 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 to cross, walk 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 pedal 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 (see Rule 170).

See also Using the road (159-203).

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 on the pavement that can be felt underfoot provide warning and guidance to blind or partially sighted people. The two most common surfaces are raised studs and rounded raised bars. A series of raised studs are used at crossing points with a dropped kerb. A series of rounded raised bars 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 Bus and cycle lanes in Great Britain Take care when crossing these lanes as traffic may be moving faster than in the other lanes or in the opposite direction to the rest of the traffic.

13 Routes shared with pedal cyclists Some cycle tracks run alongside footpaths or pavements, using a feature to separate pedal cyclists from people on foot. These routes may also incorporate short lengths of tactile paving to help visually impaired people stay on the correct side. On the pedestrian side this will include a series of flat-topped bars running across the direction of travel (ladder pattern). On the cyclist side the same bars are shown in the direction of travel (tramline pattern). Not all routes which are shared with pedal cyclists are separated. Take extra care where this is so (see Rule 62). See also Rules for pedal cyclists (59-82).

14 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 that 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, as the driver may not be able to see you.

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

16 Moving vehicles You **MUST NOT** get on to or hold on to a moving vehicle.

[Road Traffic Act 1985, s. 23 (1)]

17 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

18 When using any type of pedestrian crossing you should:

- Always check that the traffic has stopped before you start to cross or push a pram on to a crossing.
- Always cross at the marked crossing point. 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.

[Road Traffic Regulation Act 1985, s. 7(1) and (4)]



Rule 19
zebra crossings have flashing beacons

- 19 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 on to 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.
- 20** Where there is an island in the middle of a zebra crossing, wait on the island and follow Rule 19 before you cross the second half of the road – it is a separate crossing.



Rule 20
zebra crossings with a central
island are two separate crossings

“**Drive** as if every
child
on the street were
your own”

- 21 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.



- 22 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 and 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.
- 23 Puffin crossings** differ from pelican crossings as the red and green figures are above the control box on your side of the road and there is no flashing green figure phase. Press the button and wait for the green figure to show before crossing.
- 24** 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.

- 25** **Toucan crossings** are light-controlled crossings which allow pedal cyclists and pedestrians to share crossing space and cross at the same time. They are push-button operated. Pedestrians and pedal cyclists will see the green signal together. Pedal cyclists are permitted to ride across.



Rule 25

Toucan crossings can be used by both cyclists and pedestrians

- 26** At some crossings there is a bleeping sound 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.
- 27** Equestrian crossings are for horse riders. They have pavement barriers, wider crossing spaces, horse and rider figures in the light panels and either two sets of controls (one higher) or just one higher control panel. At present (2014) there are none in the Isle of Man.



Rule 27

Equestrian crossings are used by horse riders. There is often a parallel crossing

- 28 “Staggered” pelican or puffin crossings** When the crossings on each side of the central island 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 28
Staggered crossings (with an island in the middle) are two separate crossings

- 29 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 officer. Always cross in front of them.
- 30** 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

- 31 Emergency vehicles** If an ambulance, fire engine, police or other emergency vehicle approaches using flashing lights, headlights and/or sirens, keep off the road.
- 32 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.
- 33 Tramways** Cross at designated crossings, where provided. Elsewhere treat trams as you would other road vehicles and

look both ways along the track before crossing. Do not walk along the track as trams may come up behind you and they cannot steer to avoid you.

- 34** **Railway and tramway level crossings** You **MUST NOT** cross or pass a stop line when the red lights or signs show. Also do not cross if an alarm is sounding or the barriers are being lowered. In Great Britain the tone of the alarm may change if another train is approaching. If there are no lights, alarms or barriers, stop, look both ways and listen before crossing. A tactile surface comprising rounded bars running across the direction of pedestrian travel may be installed on the footpath approaching a level crossing to warn visually impaired people of its presence. The tactile surface should extend across the full width of the footway and should be located at an appropriate distance from the barrier or projected line of the barrier.

[Traffic Signs Regulations 2002, reg 52]

- 35** **Street and pavement closure** 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.

Rules for users of powered wheelchairs and mobility scooters (36-46)

(very low-speed classes of invalid carriages to which The Use of Invalid Carriages on Highways Regulations 1996 apply)

- 36** There is one class of manual wheelchairs (called Class 1 invalid carriages) and two classes (2 and 3) of powered wheelchairs and powered mobility scooters. Manual wheelchairs and Class 2 vehicles are those with an upper speed limit of 4 mph (6 km/h) and are designed to be used on pavements. Class 3 vehicles are those with an upper speed limit of 8 mph (13 km/h) and are equipped to be used on the road as well as on the pavement.
- 37** 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. In both cases it is an offence to drive dangerously, furiously, carelessly or inconsiderately.

[Road Traffic Act 1985, ss. 2 and 3, and Petty Sessions and Summary Jurisdiction Act 1927, s. 66(4)]

On Pavements

- 38** 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.
- 39** Powered wheelchairs and mobility scooters **MUST NOT** travel faster than 4 mph (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.

[The Use of Invalid Carriages on Highways Regulations 1996 (UICHR), regs 2, 6 and 10(1)(c)(iii)]

- 40** When moving off the pavement on to the road, you should take special care. Before moving off, always look round and make sure it is 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 do not try to negotiate a kerb higher than the vehicle manufacturer's recommendations.

On the road

- 41** You should take care when travelling on the road as you may be travelling more slowly than other traffic, given that your machine is restricted to 8 mph (13 km/h) and may be less visible.
- 42** When used on the road, Class 3 vehicles should travel in the direction of the traffic. Class 2 users should always use the pavement when it is available. When there is no pavement, you should use caution when on the road. Class 2 users should, where possible, travel in the direction of the traffic. If you are travelling at night or in poor daylight when lights **MUST** be used, you should travel in the direction of the traffic to avoid confusing other road users.

[UICHR, regs 8 and 15]

- 43** 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 - both in the daytime and at dusk, for instance by wearing a reflective jacket or reflective strips on the back of the vehicle.

[UICHR, regs 8, 15 and 18]

- 44 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 or the right, or overtaking you and turning left. There are several options for dealing with right turns, especially turning from a major road. If moving into the middle of the road is difficult or dangerous, you can:
- stop on the left-hand side of the road and wait for a safe gap in the traffic; or
 - 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; class 3 users should switch the vehicle to the lower speed limit when on pavements.

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.

- 45 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 badge.

- 46 In Great Britain these vehicles **MUST NOT** be used on motorways (see Rule 253); **MUST NOT** be used on unrestricted dual carriageways without a flashing amber beacon; should not be used on such carriageways which have a speed limit exceeding 50 mph (80 km/h); and should not be used on other dual carriageways without such a flashing beacon.

[GB Road Traffic Regulation Act 1984, s. 17(2) and (3), and Road Vehicles Lighting Regulations 1989, regs 17(1) and 26]

Rules about animals (47-58)

Horse-drawn vehicles

- 47** Horse-drawn vehicles used on the highway should be operated and maintained in accordance with standards set out in the Great Britain Department for Transport's Code of Practice for Horse-Drawn Vehicles. This Code lays down the requirements for a road driving assessment and includes a comprehensive list of safety checks to make sure that a carriage and its fittings are safe and in good working order. This Code is available on the Department of Infrastructure website at www.gov.im/doi.
- 48** **Safety equipment and clothing** All horse-drawn vehicles should have two red rear reflectors. It is safer not to drive at night, but if you do, a light showing white to the front and red to the rear should be fitted.

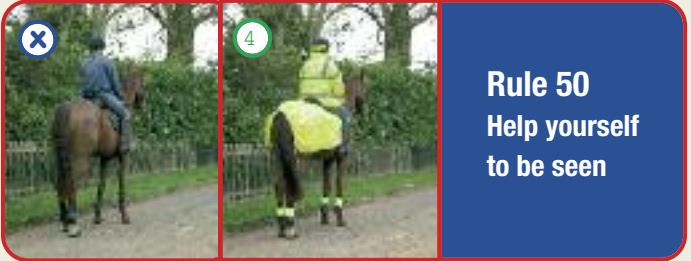
Horse riders

- 49** **Safety equipment and clothing** Children under the age of 14 should wear a helmet which meets the same requirements as apply in Great Britain under regulation 4 of the Horses (Protective Headgear for Young Riders) Regulations 1992. It should be fastened securely. Other riders should also follow this advice, but it does not apply to persons of the Sikh religion while a turban is being worn.



50 Other clothing You should wear:

- boots or shoes with hard soles and heels;
- light-coloured or fluorescent clothing in daylight; and
- reflective clothing if you have to ride at night or in poor visibility.



51 At night It is safer not to ride on the road at night or in poor visibility, but if you do, make sure you wear reflective clothing and your horse has reflective bands above the fetlock joints. A light which shows white to the front and red to the rear should be fitted, with a band, to the rider's right arm and/or leg/riding boot. If you are leading a horse at night, carry a light in your right hand, showing white to the front and red to the rear, and wear reflective clothing on both yourself and your horse. It is strongly recommended that a fluorescent/reflective tail guard be also worn by your horse.

Riding

52 Before you take a horse on to a road, you should make sure that:

- all tack fits well and is in good condition; and
- you can control the horse.

Always ride with other, less nervous horses if you think that your horse will be nervous of traffic. Never ride a horse without both a saddle and bridle.

- 53 Before riding off or turning, look behind you to make sure it is safe, and then give a clear arm signal.

When riding on the road you should:

- keep to the left;
- keep both hands on the reins unless you are signalling;
- keep both feet in the stirrups;
- not carry another person;
- not carry anything which might affect your balance or get tangled up with the reins;
- keep a horse you are leading to your left;
- move in the direction of the traffic flow in a one-way street; and
- never ride more than two abreast, and ride in single file on narrow or busy roads and when riding round bends.

- 54 You **MUST NOT** take a horse on to a pavement, and you should not take a horse on to a footpath, cycle path or cycle track. Equestrian crossings may be provided in Great Britain for horse riders to cross the road and you should use these where available (see Rule 27). You should dismount at level crossings in Great Britain where a "horse rider dismount" sign is displayed.

[Petty Sessions and Summary Jurisdiction Act 1927, s. 63(14)]

- 55 Avoid roundabouts wherever possible. If you use them you should:
- keep to the left and watch out for vehicles crossing your path to leave or join the roundabout;
 - signal right when riding across exits to show you are not leaving; and
 - signal left just before you leave the roundabout.

Other animals

- 56 **Dogs** Do not let a dog out on to 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.

- 57 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.

- 58 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 make sure that lights are carried (white at the front and red at the rear of the herd).

Rules for pedal cyclists (59-82)

These rules are in addition to those in the following sections, which apply to all vehicles (except the motorway section). See also Annex 1: "You and your pedal cycle".

- 59 Clothing** You should wear:

- a cycle helmet which is the correct size and is securely fastened;
- appropriate clothes for cycling - avoid clothes which may get tangled in the chain or 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; and
- reflective clothing and/or accessories (belt, arm or ankle bands) in the dark.



- 60** At night your cycle **MUST** have white front and red rear lights lit. It **MUST** also be fitted with a red rear reflector (and amber pedal reflectors, if manufactured on or after 1 October 1985). White front reflectors and spoke reflectors will also help you to be seen. Flashing lights are permitted but it is recommended that pedal cyclists who are riding in areas without street lighting use a steady front lamp.

[Road Vehicles Lighting Regulations 1989, regs 13, 18 and 24, as they have effect with modifications in the Isle of Man by virtue of the Road Vehicles Lighting (Application) Regulations 1998 (as amended)]

61 Cycle routes and other facilities, mostly in Great Britain

Use cycle routes, advanced stop lines, cycle boxes and toucan crossings unless at the time it is unsafe to do so. Use of these facilities is not compulsory and will depend on your experience and skills, but they can make your journey safer.

62 Cycle tracks in Great Britain

These are normally located away from the road, but may occasionally be found alongside footpaths or pavements. Pedal cyclists and pedestrians may be separated or they may share the same space (not separated). When using separate tracks, you **MUST** keep to the side intended for pedal cyclists as the pedestrian side remains a pavement or footpath. Take care when passing pedestrians, especially children or older or disabled people, and allow them plenty of room. Always be prepared to slow down and stop if necessary. Take care near road junctions as you may have difficulty seeing other road users, who might not notice you.

[Great Britain Highway Act 1835, s. 72]

63 Cycle lanes in Great Britain These are marked by a white line (which may be broken) along the carriageway (see Rule 140). Keep within the lane when practicable. When leaving a cycle lane, check before pulling out that it is safe to do so and signal your intention clearly to other road users. Use of cycle lanes is not compulsory and will depend on your experience and skills, but they can make your journey safer. See also Multi-lane carriageways (133-143).

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

[Road Traffic Act 1985, s. 30(1)]



65

Bus lanes in Great Britain Most bus lanes may be used by cyclists as indicated on signs. Watch out for people getting on or off a bus. Be very careful when overtaking a bus or leaving a bus lane as you will be entering a busier traffic flow. Do not pass between the kerb and a bus when it is at a stop.

66

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;
- fit a bell; and
- 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.

67

You should:

- look all around to make sure it is safe before moving away from the kerb, turning or manoeuvring - give a clear signal to show other road users what you intend to do (see "Signals to other road users" page 111);
- 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; and
- take care when overtaking (see Rules 162-169).

68 You **MUST NOT**:

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

[Road Traffic Act 1985, sections 11 to 13, 15 and 23]

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

[Road Traffic Act 1985, s. 16, and Traffic Signs Regulations 2002, reg 10(1)]

70 When parking your pedal 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; and
- secure it well so that it will not fall over and become an obstruction or hazard.

71 You **MUST NOT** cross the stop line when the traffic lights are red. Some junctions in Great Britain have an advanced stop line to enable you to wait and position yourself ahead of other traffic (see Rule 178).

[Road Traffic Act 1985, s. 16, and Traffic Signs Regulations 2002, regs 10 and 36(1)]

Road Junctions

- 72 On the left** When approaching a junction on the left, watch out for vehicles turning in front of you, out of or in to the side road. Just before you turn, check for undertaking pedal cyclists or motorcyclists. Do not ride on the inside of vehicles signalling or slowing down to turn left.
- 73** 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 right before turning left. 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.
- 74 On the right** If you are turning right, check the traffic to make sure it is safe, and 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 left until there is a safe gap or to dismount and push your cycle across the road.
- 75 Dual carriageways, mostly in Great Britain** 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.
- 76** Full details about the correct procedure at roundabouts are contained in Rules 184 - 190. Roundabouts can be hazardous and should be approached with care.



Roundabouts

- 77** You may feel safer walking your pedal cycle round on the pavement or verge. If you decide to ride round, keeping to the left-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 right to show you are not leaving the roundabout; and
 - watch out for vehicles crossing your path to leave or join the roundabout.
- 78** 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

- 79** When using a pedestrian crossing, do not ride. Dismount and wheel your cycle across. Do not use equestrian crossings in Great Britain as they are for horse riders only.
- 80** **Toucan crossings** These are light-controlled crossings which allow pedal cyclists and pedestrians to share crossing space and cross at the same time. They are push-button operated. Pedestrians and pedal cyclists will see the green signal together. Pedal cyclists are permitted to ride across.
- 81** **Great Britain cycle-only crossings** Cycle tracks in Great Britain on opposite sides of the road may be linked by signalled crossings. You may ride across but you **MUST NOT** cross until the green cycle symbol is showing.
- [GB Road Traffic Act 1988, s. 36, and Traffic Signs Regulations 2002, regs 33(2) and 36(1)]
- 82** **Level crossings/tramways** Take extra care when crossing the tracks (see Rule 306). In Great Britain you should dismount at level crossings where a "cyclist dismount" sign is displayed. See also Road works, level crossings and tramways (288-308).

Rules for motorcyclists (83-88)

These Rules are in addition to those in the following sections, which apply to all vehicles. See also Annex 2: "Motorcycle licence requirements".

- 83** On all journeys the rider and pillion passenger on a motorcycle, scooter or moped **MUST** wear a protective helmet. This does not apply to a follower of the Sikh religion while wearing a turban. Helmets **MUST** comply with the Regulations below and they **MUST** be strapped to the head securely. Riders and passengers of motor tricycles and quadricycles, also called quad bikes, should also wear a protective helmet. Before each journey check that your helmet visor is clean and in good condition.

[Road Traffic Act 1985, s. 24, and Motor Cycles (Protective Helmets and Visors) Regulations 2000]

- 84** 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.

- 85** You **MUST NOT** carry more than one pillion passenger, who **MUST** sit astride the machine on a proper seat. He or she **MUST** face forward with both feet on the footrests. You should not carry a pillion passenger unless your motor cycle is designed to do so. Provisional licence holders **MUST NOT** carry a pillion passenger.

[Road Traffic Act 1985, s. 10, Road Vehicles (Maintenance and Use) Regulations 2012, reg 59, and Driving Licences and Tests Regulations 2007, reg 8(2)(b)]

**“Alert today
Alive tomorrow”**

- 86 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.

Rule 86 Help yourself to be seen



- 87 Riding in the dark** Wear reflective clothing or strips to improve your visibility in the dark. These reflect light from the headlights of other vehicles, making you visible from a longer distance. See Rules 113 - 116 for lighting requirements

- 88 Manoeuvring or cornering** You should be aware of what is behind and to the sides before manoeuvring.

- Look behind you and 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.
- When filtering in slow-moving traffic keep your speed low.
- When cornering, make sure that not only your machine but also your body and head stay to the left of the centre line of the road.
- When riding in lanes of traffic stay within the lane markings or to the centre of the lane if possible.

Remember: Observation - Signal - Manoeuvre.

Rules for drivers and motorcyclists (89-102)

89 **Vehicle condition** You **MUST** make sure your vehicle and trailer (if fitted) comply with the full requirements of:

- the Road Vehicles (Maintenance and Use) Regulations 2012;
- the Road Vehicles (Construction, Equipment and Weights) Regulations 2012; and
- the Road Vehicles Lighting Regulations 1989 as they have effect with modifications in the Isle of Man by virtue of the Road Vehicles (Lighting Application) Regulations 1998 (as amended).

See also Annex 4: "The road user and the law" and Annex 6: "Vehicle Maintenance, Safety and Security".

Fitness to drive

90 Make sure that you are fit to drive. You **MUST** report to the Licensing Office of the Department of Infrastructure any health condition likely to affect your driving.

[Road Traffic Act 1985, Schedule 3, paras 4 and 5A]

91 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 enough 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 in Great Britain.
- 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).

92 **Vision** You **MUST** be able to read in good daylight a registration mark fixed to a motor vehicle and containing:

- characters 79 mm (3 ins) high and 57 mm (2¼ ins) wide when viewed from a distance of 20.5 metres (67 ft);
- characters 79 mm (3 ins) high and 50 mm (2 ins) wide when viewed from a distance of 20 metres (66 ft): or
- characters 79 mm (3 ins) high and 44 mm (1¾ ins) wide when viewed from a distance of 19.5 metres (64 ft).

If you need to wear glasses or contact lenses to do this, you **MUST** wear them at all times while driving. A police officer has power to report to the Licensing Office of the Department of Infrastructure any driver who is suspected of having defective eyesight. The driver will be required by the Licensing Office to undergo an eyesight test.

[Driving Licences and Tests Regulations 2007, reg 14(1)(g), and Road Traffic Act 1985, Schedule 3, para 9]

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

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

To avoid blind spots, do not as a learner driver affix an L plate or as a newly qualified driver affix an R plate to the front windscreen or a rear window.



Alcohol and drugs

95 Do not drink alcohol and drive as it will seriously affect your judgement and abilities. You **MUST NOT** drive with a breath alcohol level higher than 35 micrograms of alcohol in 100 millilitres of breath, a blood alcohol level of more than 80 milligrams of alcohol in 100 millilitres of blood, or a urine alcohol level of more than 107 milligrams of alcohol in 100 millilitres of urine. Alcohol will:

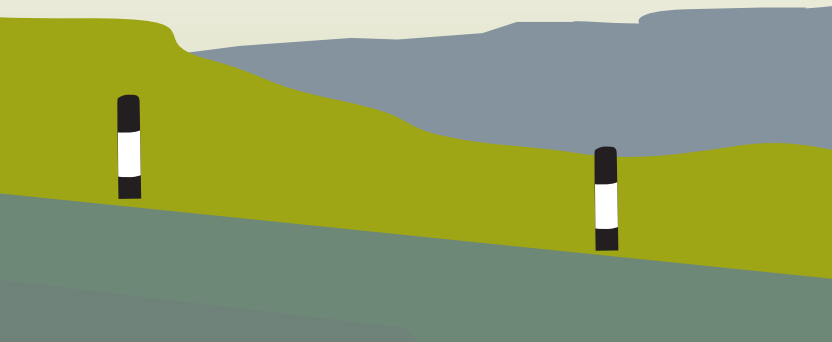
- give a false sense of confidence;
- reduce co-ordination and slow down reactions;
- affect judgement of speed, distance and risk;
- reduce your driving ability, even if you are below the legal limit; and
- take time to leave your body - you may be unfit to drive in the evening after drinking at lunchtime,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

[Road Traffic Act 1985, ss. 5A and 7E(2)]

96 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.

[Road Traffic Act 1985, s. 5]

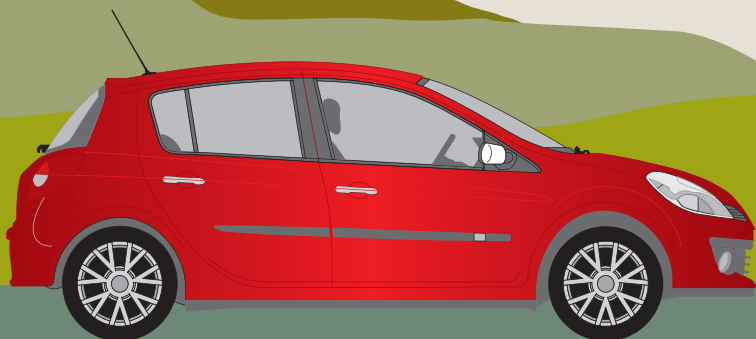


97

Before setting off You should make sure that:

- you have planned your route and allowed enough time;
- clothing and footwear do not prevent you from 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; and
- your vehicle is legal and roadworthy.

Rule 97
Make sure
head restraints
are properly
adjusted



98

Vehicle towing and loading

As a driver:

- You **MUST NOT** tow a trailer of greater weight than your licence permits. If you passed your driving test after 1 Jan 2000 (1 Jan 1997 in Great Britain) you are restricted on the weight of trailer you can tow.
- You **MUST NOT** overload your vehicle or trailer. Comply with the manufacturer's recommendations, but do not exceed any relevant lawfully prescribed weights.
- 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. Do not exceed the manufacturer's recommended weight and tow ball load. 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.
- You should be aware of speed limit restrictions when towing (see Rule 124).

In the event of a breakdown, be aware that towing a vehicle on a tow rope is potentially dangerous. The vehicle should be towed only so far as to clear the carriageway and not for long distances. You should consider professional recovery.

[Road Traffic Act 1985, Schedule 3, pt 1, para 2(4)(a), and Road Vehicles (Maintenance and Use) Regulations 2012, reg 14]



Seat belts and child restraints

99 Seat-belt requirements The tables below summarise the legal requirements for the wearing of seat belts or child restraints in motor vehicles. It is an offence to contravene them.

Modern passenger cars

Seat belts are required to be fitted to the front seats in cars first registered from 1 January 1965 and to the rear seats in cars first registered from 1 April 1987.

	Front Seat	Rear Seat	Responsibility
Driver	Seat belt must be worn		Driver
Adult passenger i.e. 14 years or over	Seat belt must be worn	Seat belt must be worn	Passenger
Child under 4 years	Correct child restraint must be worn. (A rear facing child restraint must not be used in a seat protected by a frontal airbag unless the airbag has been deactivated)	Correct child restraint must be worn	Driver
A child aged between 4 and 12 years and less than 1.35 metres (4 ft 5 ins) tall	Correct child restraint must be worn	(a) Correct child restraint must be worn unless paragraph (b) applies (b) If no correct child restraint is available in the front or rear, an adult seat belt may be worn if the driver can prove that the child, because of an unexpected necessity, is being carried a distance of 5 miles or less	Driver
A child aged 12 or 13 years or is more than 1.35 metres (4ft 5ins) tall	Correct child restraint or adult belt must be worn	Correct child restraint or adult belt must be worn	Driver

(Continued)	Front Seat	Rear Seat	Responsibility
Child under the age of 3 years in a taxi or private-hire car	Correct child restraint must be worn (A rear facing child restraint must not be used in a seat protected by a frontal airbag unless the airbag has been deactivated)	No seat belt or child restraint need be worn	Driver
Child of 3 years or more in a taxi or private-hire car	(a) Correct child restraint must be worn unless paragraph (b) applies (b) in place of a child restraint an adult seat belt may be worn if the child is aged 12 or 13 years or is more than 1.35 metres (4ft 5ins) tall	Either a correct child restraint or an adult belt must be worn	Driver
Adult passenger in a taxi or private-hire car	Seat belt must be worn	Seat belt must be worn	Passenger

Buses, coaches, goods vehicles and minibuses

	Front Seat	Rear Seat	Responsibility
Driver	Seat belt must be worn if fitted		Driver
Adult passenger i.e. 14 years or over	Seat belt must be worn if an available seat in the front or rear is fitted with a seat belt	Seat belt must be worn if an available seat in the front or rear is fitted with a seat belt	Passenger
Child under 4 years	Correct child restraint must be worn in coaches, goods vehicles and minibuses (A rear facing child restraint must not be used in a seat protected by a frontal airbag unless the airbag has been deactivated)	Correct child restraint must be worn in goods vehicles and minibuses	Driver

Buses, coaches, goods vehicles and minibuses (cont.)

	Front Seat	Rear Seat	Responsibility
A child aged between 4 and 12 years and less than 1.35 metres (4 ft 5 ins) tall	Correct child restraint must be worn in coaches, goods vehicles and minibuses	(a) Correct child restraint must be used in goods vehicles and minibuses unless paragraph (b) applies (b) If no correct child restraint is available in the front or rear — (i) an adult seat belt must be worn in minibuses (ii) in light goods vehicles (up to 3500kg max design weight) an adult seat belt may be worn only if the driver can prove that the child, because of an unexpected necessity, is being carried 5 miles or less	Driver
A child aged 12 or 13 years or is more than 1.35 metres (4ft 5ins) tall	Correct child restraint or adult belt must be worn in coaches, goods vehicles and minibuses	Correct child restraint or adult belt must be worn in goods vehicles and minibuses	Driver

Exemptions

Apart from the persons exempted in the above tables, certain other persons are exempted from wearing a seat belt, for example:





- a person using a motor cycle with or without a sidecar;
- a person holding a prescribed medical certificate;
- a disabled person using a disabled person's belt;
- an adult performing a reversing manoeuvre or a qualified driver supervising it;
- an adult in a goods vehicle being used for collection or delivery, provided that the journey does not exceed 50 metres (164 ft);
- an adult in a vehicle being used by the emergency services;

- a taxi driver;
- an adult in a vehicle being tested under a trade licence;
- an adult driving or riding in an older passenger car not fitted with seat belts; and
- a child riding in a vehicle being used by the police or the ambulance service.

[Road Traffic Act 1985, s. 25 (as amended), and Motor Vehicles (Wearing of Seat Belts) Regulations 2007]

100 Child restraints It is important to choose the correct child restraint for the age and weight of the child.

Child restraints

	Seat facing	Weight and age	Typical examples
Baby seat (frontal airbag must be deactivated)	Rear-facing	For children up to 13 kg (approx from birth to 9-12 months)	
Child seat	Forward-facing	For children 9 kg to 18 kg (approx 9 months to 4 years)	
Booster seat		For children 15 kg and up (from approx 4 years)	
Booster cushion		For children from 22 kg (from approx 6 years)	

* All weights are approximate, check seat manufacturers instructions for full details.



Rule 100
Make sure that a child uses suitable restraint which is correctly adjusted

101 Child restraints Vehicle manufacturers advise against using rear-facing child restraints with air bags because, in the event of a crash, the air bag will hit the back of a child restraint, pushing it up and back towards the rear of the vehicle and potentially forcing a child out of the restraint. For this reason a rear-facing baby seat **MUST NOT** be fitted into a seat protected by a frontal air bag unless the air bag has been deactivated.

[Motor Vehicles (Wearing of Seat Belts) Regulations 2007, reg 6(a)]

102 Children in cars, vans and other goods vehicles Drivers who are carrying children in such vehicles should also make sure that:

- children get into the vehicle through the door nearest the kerb;
- child restraints are properly fitted to the 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; and
- children are kept under control.

General rules, techniques and advice for all drivers and riders (103-158)

Signals

103 Signals warn and inform other road users, including pedestrians, of your intended actions (see "Signals to other road users" page 111). 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; and

- use an arm signal to emphasise or reinforce your signal if necessary. Remember that signalling does not give you priority.

104 You should also:

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

105 You **MUST** obey signals given by police officers and traffic wardens (see "Signals by authorised persons" page 112) and signs used by school crossing patrols.

[Road Traffic Act 1985, ss. 16, 17 and 40, Functions of Traffic Wardens Order 1989, article 3(2)(a) and (b), and Road Traffic Regulation Act 1985, s. 9]

106 **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; or
- directing you to pull over to the side by pointing and/or using the left indicator.

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

[Road Traffic Act 1985, s. 40]

**“The
Best drivers
are aware that they
must be aware”**

Other stopping procedures

107 **Authorised examiners of the Vehicle and Driving Test Centre**

Such examiners have the power to stop vehicles on all roads for the purpose of testing, provided that a police officer is present. They will wear distinguishing clothing.

At least one sign indicating a police presence and warning drivers of oncoming vehicles that they may be required to stop will be displayed. This will be made visible at a distance which makes sure that the driver will have enough time to stop safely at the area where the test is to be carried out.

[Road Traffic Act 1985, Schedule 2, para 4(1A)]

108 **Compliance with directions of authorised examiners**

It is an offence not to stop as required by authorised examiners. You **MUST** obey any signals given.

[Road Traffic Act 1985, Schedule 2, para 4(1B)]

109 **Traffic light signals and traffic signs** You **MUST** obey all

traffic light signals and traffic signs giving orders, including temporary signals and signs. Make sure you know, understand and act on all other traffic and information signs and road markings (see "Traffic signs" page 114, "Signs giving orders" page 114, "Warning Signs" page 116, "Direction signs" page 118, "Information signs" page 121, "Road markings" page 124 and "Vehicle markings" page 127).

[Road Traffic Act 1985 s. 16, and Traffic Signs Regulations 2002, regs 10, 15, 16, 25, 26, 27, 28, 29, 36, and 40 as they have effect with modifications in the Isle of Man by virtue of the Traffic Signs (Application) Regulations 2003]

110 **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.

111

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

112 **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 a road except at times of danger due to another moving vehicle; or
- when driving between 11.30 pm and 7.00 am in a built-up area or on a road to which a speed limit applies - this also applies to external audible reversing aids.

[Road Vehicles (Maintenance and Use) Regulations 2012, reg 20(2)]

Lighting requirements

113 You **MUST** when driving a vehicle:

- make sure all sidelights and rear registration plate lights are lit between sunset and sunrise;
- use headlights at night; and
- use headlights when visibility is seriously reduced (see Rule 226).

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

[Road Vehicles Lighting Regulations 1989 (as modified by the Road Vehicles Lighting (Application) Regulations 1998 (as amended)), regs 3, 24 and 25]

114 You **MUST NOT**:

- use any lights in a way which would dazzle or cause discomfort to other road users, including pedestrians, cyclists and horse riders; or
- 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 (see Rule 226).

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.

[Road Vehicles Lighting Regulations 1989 (as modified), reg 27]

115 You should also:

- use dipped headlights, or dim-dip if fitted, 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; and
- slow down, and if necessary stop, if you are dazzled by oncoming headlights.

116 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 in Great Britain and you need to warn drivers behind you of a hazard or obstruction ahead. In these circumstances only use them for long enough to make sure that your warning has been observed.

[Road Vehicles Lighting Regulations 1989 (as modified) reg 27]

Control of the vehicle

Braking

117 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.

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

119 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 right, steer immediately to the right to recover.



Rule 119

Rear of the car skids to the right, driver steers to the right

- 120 Antilock Braking System (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.
- 121 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.
- 122 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; and
 - it may be more difficult to select the appropriate gear when needed.

123 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.

[Road Vehicles (Maintenance and Use) Regulations 2012, regs 18 and 64]

Speed limits

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

Roads in town or village districts

A speed limit of 30 mph (48 km/h) applies to all traffic on such roads unless a lower speed limit, say 20 mph (32 km/h), applies to:

- certain residential roads; or
- motor vehicles of a certain class (see below).

Speed limits for motor vehicles of certain classes

The table below specifies the speed limits for certain classes of motor vehicles used on unrestricted roads or unrestricted parts of roads. If such limits are below 30 mph (48 km/h), they also apply when such vehicles are used on roads in town or village districts. An unrestricted road (or part) is a road (or part) that lies outside such a district and is subject to no speed limit.

**“Better to arrive late
than never”**

Item	Class of motor vehicles	Speed limit	
		(mph)	(Km/h)
1	A motor cycle drawing a trailer	40	64
2	A passenger car or dual-purpose vehicle:		
	(a) drawing a trailer	40	64
	(b) drawing more than one trailer	20	32
3	An invalid carriage	20	32
4	A motor caravan not exceeding a maximum design weight of 3500 kg:		
	(a) not drawing a trailer	60	96
	(b) drawing a trailer	40	64
	(c) drawing more than one trailer	20	32
5	A motor caravan exceeding a maximum design weight of 3500 kg:		
	(a) not drawing a trailer	50	80
	(b) drawing a trailer	40	64
	(c) drawing more than one trailer	20	32
6	A minibus:		
	(a) not drawing a trailer	50	80
	(b) drawing a trailer	40	64
	(c) drawing more than one trailer	20	32
7	A bus constructed or adapted to carry more than 16 seated passengers in addition to the driver:		
	(a) not drawing a trailer	40	64
	(b) drawing a trailer	40	64
	(c) drawing more than one trailer	20	32
8	A goods vehicle (including a car-derived van) not exceeding a maximum design weight of 3500 kg:		
	(a) not drawing a trailer	60	96
	(b) drawing a trailer	40	64
	(c) drawing more than one trailer	20	32
9	A goods vehicle or fire tender (neither of which is an articulated vehicle) exceeding a maximum design weight of 3500 kg but not exceeding a maximum design weight of 7500 kg:		
	(a) not drawing a trailer	50	80
	(b) drawing a trailer	40	64
	(c) drawing more than one trailer	20	32

Item	Class of motor vehicles	Speed limit (mph) (Km/h)	
10	A goods vehicle or fire tender (neither of which is an articulated vehicle) exceeding a maximum design weight of 7500 kg:		
	(a) not drawing a trailer	40	64
	(b) drawing a trailer	40	64
	(c) drawing more than one trailer	20	32
11	An articulated vehicle	40*	64*
12	Agricultural motor vehicle:		
	(a) not drawing a trailer	40	64
	(b) drawing a trailer	30	48
	(c) drawing more than one trailer	20	32

*If:

- (a) an articulated vehicle exceeds 32520 kg but not 44000 kg; and
- (b) every driving axle of the motor vehicle and every axle of the trailer is not fitted with road-friendly suspension, then the articulated vehicle must not be driven at a speed exceeding 30 mph (48 km/h).

[Road Traffic Regulation Act 1985, ss. 23(1)(a) and 25(1), Motor Vehicles (Speed Limits) Regulations 1992 as amended by the Motor Vehicles (Speed Limits) (Amendment) Regulations 2011, and Road Vehicles (Maintenance and Use) Regulations 2012, reg 79]

125

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 motorcyclists or with pedestrians, pedal cyclists and horse riders, particularly children;
- weather conditions make it safer to do so; and
- driving at night as it is more difficult to see other road users.

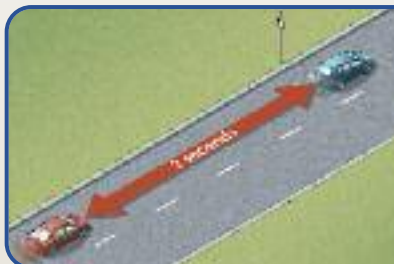
Stopping distances

- 126** Drive at a speed that will allow you to stop well within the distance you can see to be clear.

You should:

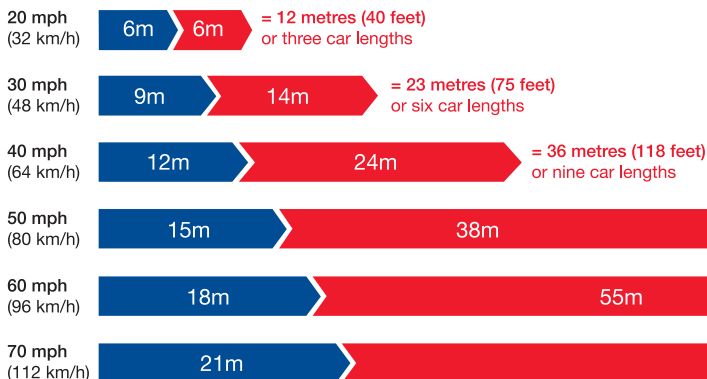
- Leave enough space between you and the vehicle in front so that you can pull up safely if it suddenly slows down or stops. The safe rule is never to get closer than the overall stopping distance (see table on page 50).
- Allow at least a two-second gap between you and the vehicle in front on roads 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 that 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.

An easy way to calculate approximately a two-second gap is to watch the vehicle in front of you pass a fixed point such as a sign or tree at the side of the road. As it passes, slowly say "Only a fool breaks the two-second rule." If you pass the fixed point before you finish saying those words, you are following too closely and need to fall back. Then pick another fixed point and repeat the exercise to ensure that you have increased your following distance to at least the correct extent. To calculate approximately a four-second or six-second gap, repeat the above words two or three times.



Rule 126
Use a fixed point to
help measure the
two second gap

Typical stopping distances



Lines and lane markings on the road

See "Road markings" page 124 for diagrams of all lines.

127

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.

128

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 on to your side of the road.

129

Double white lines where the line nearest to 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 to overtake a pedal cycle, horse or road maintenance vehicle if they are travelling at 10 mph (16 km/h) or less.

[Road Traffic Act 1985, s. 16, and Traffic Signs Regulations 2002, regs 10 and 26 as modified by the Traffic Signs (Application) Regulations 2003]

The distances shown are a general guide. The distance will depend on your attention (thinking distance), the road surface, the weather conditions and the condition of your vehicle at the time

Thinking Distance

Braking Distance

Average car length = 4 metres (13 feet)

= 53 metres (175 feet)
or thirteen car lengths

= 73 metres (240 feet)
or eighteen car lengths

75m

= 96 metres (315 feet)
or twenty-four car lengths

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

- 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 bordered by solid white lines you **MUST NOT** enter it except in an emergency.

[Road Traffic Act 1985, s. 16, and Traffic Signs Regulations 2002, reg 10 (as modified)]

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

132 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 in Great Britain;
- green studs mark the edge of the main carriageway at lay-bys and slip roads; and
- Green/yellow studs indicate temporary adjustments to lane layouts, for example, where road works are taking place.



Rule 132

Reflective road studs mark the lanes and edges of the carriageway

Multi-lane carriageways

Lane discipline

- 133** 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.
- 134** 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, for example, when approaching road works or a road traffic incident. It is not recommended at high speed.

Single carriageway

- 135** Where a single carriageway in Great Britain 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 right. Remember, you have no more right to use the middle lane than a driver coming from the opposite direction; and
 - do not use the right-hand lane.

- 136** 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.

- 137** On a two-lane dual carriageway you should, unless traffic signs or road markings indicate otherwise, stay in the left-hand lane and use the right-hand lane for overtaking or turning right. If you are permitted to use the right-hand lane for overtaking, move back to the left-hand lane when it is safe to do so.
- 138** On a three-lane dual carriageway, you may use the middle lane or the right-hand lane to overtake but return to the middle and then the left-hand lane when it is safe.

Lanes for the use of traffic

- 139 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.
- 140 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.

[GB Road Traffic Regulation Act 1984, ss. 5 and 8]

- 141 Bus lanes in Great Britain** 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.

“**Normal speed
meets every need**”

142 High-occupancy vehicle lanes and other designated vehicle lanes in Great Britain Lanes may be restricted for use by particular types of vehicle, and such 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 (see "Traffic signs" - "Information signs" page 121).

Vehicles permitted to use designated lanes may or may not include pedal cycles, buses, taxis, licensed private-hire vehicles, motorcycles, heavy goods vehicles 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; and
- 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.

[GB Road Traffic Regulation Act 1984, ss. 5 and 8, and GB Road Traffic Act 1985, s. 36]

One-way streets

143 One-way streets Traffic **MUST** travel in the direction indicated by signs. Buses and/or cycles in Great Britain 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; and
- the most appropriate lane when going straight ahead.
Remember - traffic could be passing on both sides.

[Road Traffic Act 1985, s. 16]

General advice

144 You **MUST NOT**:

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

[Road Traffic Act 1985, ss. 2 and 3]

145 You **MUST NOT** drive without lawful authority on or over a pavement, footpath, cycle path, bridle path or any other land not forming part of a road unless in the case of an emergency.

[Road Traffic Act 1985, ss. 28 and 30]

146 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, country lanes and housing estates 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.

“**Safety is not automatic think about it**”

147 Be considerate Be careful of and considerate towards all types of road users, especially those requiring extra care (see Rule 204). 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.
- Do 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 overreact by driving too close behind to intimidate them.
- Do not allow anything to be thrown out of a vehicle, for example cigarette ends, cans, paper or carrier bags. This can endanger other road users, particularly motorcyclists and pedal cyclists.

148 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 or mp3 player;
- arguing with your passengers or other road users;
- eating and drinking; and
- smoking.

Mobile phones and in-vehicle technology

149 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 and should not do so when supervising a learner driver. 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.

[Road Traffic Act 1985, ss. 2 and 3, and Road Vehicles (Maintenance and Use) Regulations 2012, reg 68]

- 150** There is a danger of driver distraction being caused by in-vehicle systems such as satellite navigation systems, congestion warning 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.

[Road Traffic Act 1985, ss. 2 and 3, and Road Vehicles (Maintenance and Use) Regulations 2012, reg 61]

- 151** 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 left to overtake;
- allow access into and from side roads as blocking these will add to congestion; and
- be aware of pedal cyclists and motorcyclists who may be passing on either side.



Rule 151

Do not block access to a side road

Driving in built-up areas

152 Residential streets You should drive slowly and carefully on streets where there are likely to be pedestrians, cyclists and parked vehicles. In some areas a 20 mph (32 km/h) maximum speed limit may be in force. Look out for:

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

153 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 pedal 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.

Country roads

154 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, pedal 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. For advice on greenlanes and greenway roads, see Annex 8.

155 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 left or wait opposite a passing place on your right. 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, pedal cyclists and horse riders.

- 156** Do not park in passing places.

Vehicles prohibited from using roads and pavements

- 157** Certain motorised vehicles do not meet the construction and technical requirements for road vehicles and are generally neither intended nor suitable or legal for use on roads, pavements, footpaths, cycle lanes or bridle paths. 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, footpaths, cycle lanes or bridle paths.

[Road Vehicles (Maintenance and Use) Regulations 2012, Road Vehicles (Construction, Equipment and Use) Regulations 2012, and Road Traffic Act 1985, ss. 28, 30 and Schedule 2, para 1(5)]

- 158** Certain models of motorcycles, motor tricycles and quadricycles, also called quad bikes, 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, pavements, footpaths, cycle lanes or bridle paths. You **MUST** make sure that any motorcycle, motor tricycle, quadricycle or any other motor vehicle meets legal standards and is properly registered, taxed and insured before using it on roads. Even when registered, taxed and insured for the road, vehicles **MUST NOT** be used on pavements, footpaths, cycle lanes or bridle paths.

[Road Vehicles (Maintenance and Use) Regulations 2012, Road Vehicles (Construction, Equipment and Weights) Regulations 2012, Road Traffic Act 1985, ss. 28, 30, Schedule 2, para 1(5), and Schedule 5, para 1(1), and Licensing and Registration of Vehicles Act 1985, ss. 1, 5, 11, and 12]

Using the road (159-203)

General rules

159 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 off; and
- look round for a final check.

Move off only when it is safe to do so.



Rule 159

Check the blind spot before moving off

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 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 pedal 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.

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 and make sure that they are correctly set before your journey;
- use them in good time before you signal or change direction or speed; and
- 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

162 Before overtaking you should make sure:

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

“**Over** the limit,
under arrest”

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; and
- give motorcyclists, pedal cyclists and horse riders at least as much room as you would when overtaking a car (see Rules 211-215).

Remember: Mirrors — Signal — Manoeuvre.



Rule 163

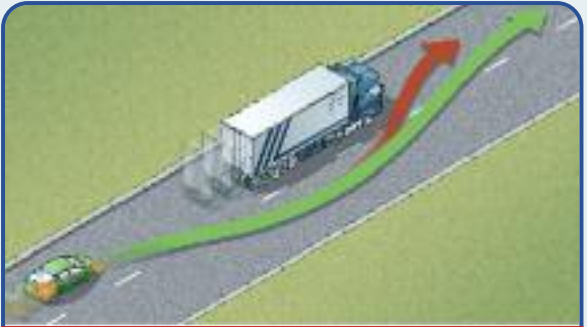
Give vulnerable road users at least as much space as you would a car

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.
- Do 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**

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 when it is surrounded by a solid white line;
- the nearest vehicle to a pedestrian crossing, especially when it has stopped to let pedestrians cross; or
- after a "No Overtaking" sign and until you pass a sign cancelling the restriction.

[Road Traffic Act 1985, s. 16, Traffic Signs Regulations 2002, reg 10, Zebra Pedestrian Crossings Regulations 1972, "Pelican" Pedestrian Crossings Regulations 1990, and Puffin Pedestrian Crossings Regulations 2000]

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; or
- the brow of a hill.

167 **DO NOT** overtake where you might come into conflict with other road users, for example:

- if they are 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 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; and
- stay behind if you are following a cyclist approaching a roundabout or junction and you intend to turn left.

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.

- 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

- 170** Take extra care at junctions and be aware of the following.
- Watch out for pedal 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 (see Rule 221).
 - Watch out for horse riders who may take a different line on the road from that which you would expect.
 - Do 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

- 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.

[Road Traffic Act 1985, s. 16, and Traffic Signs Regulations 2002, regs 10 and 16]

- 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.

[Road Traffic Act 1985, s. 16, and Traffic Signs Regulations 2002, regs 10, 16 & 25]

- 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 vehicles length
and do not obstruct traffic

174

Box junctions These have criss-cross yellow lines painted on the road (see "Road markings" page 124). 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. In Great Britain you **MUST NOT** enter the box at signalled roundabouts unless you can cross over it completely without stopping.

[Road Traffic Act 1985, s. 16, and Traffic Signs Regulations 2002, regs 10 and 29(2)]



Rule 174

Enter a box junction only if your
exit road is clear

Junctions controlled by traffic lights

- 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.

[Road Traffic Act 1985, s. 16, and Traffic Signs Regulations 2002, regs 10 and 36]

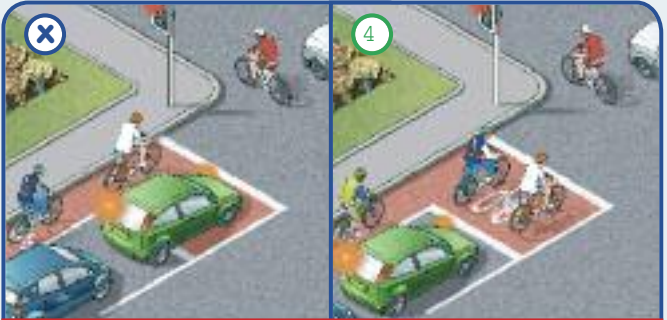
- 176** You **MUST NOT** move forward over the white line when the red light is showing. Only go forward when the traffic lights are green if there is room for you to clear the junction safely or you are taking up a position to turn right. If the traffic lights are not working, treat the situation as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

[Road Traffic Act 1985, s. 16, and Traffic Signs Regulations 2002, regs 10 and 36]

- 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. Give other traffic, especially pedal cyclists, time and room to move into the correct lane. You may proceed in the direction of the green arrow when it shows. In certain locations the green filter arrow may be preceded by an amber filter arrow, which, when shown, indicates that the green filter arrow is about to show.

- 178** **Advanced stop lines in Great Britain** Some signal-controlled junctions have advanced stop lines to allow pedal cycles 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, for example, 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 **MUST** stop at the second white line, even if your vehicle is in the marked area. Allow pedal cyclists time and space to move off when the green signal shows.

[GB Road Traffic Act 1988, s. 36, and Traffic Signs Regulations 2002, regs 10, 36(1) and 43(2)]



Rule 178

Do not unnecessarily encroach on the cyclists waiting area

Turning right

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; and
- leave room for other vehicles to pass on the left, if possible.

180

Wait until there is a safe gap between you and any oncoming vehicle. Watch out for pedal cyclists, motorcyclists, pedestrians and other road users. Check your mirrors and blind spot again to make sure you are not being overtaken, and 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.

“Don’t be the
driving force
 behind traffic accidents”



Rule 180

Position your vehicle correctly to avoid obstructing traffic

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. Pedal 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



Rule 182

Do not cut in on cyclists

Turning left

- 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. Pedal cyclists, motorcyclists and other road users in particular may be hidden from your view.
- 183** When turning:
- keep as close to the left as is safe and practicable; and
 - in Great Britain, give way to any vehicles using a bus lane, cycle lane or tramway from either direction.

Roundabouts

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

185 When reaching the roundabout you should:

- give priority to traffic already on the roundabout or approaching from your right, unless directed otherwise by signs, road markings or traffic lights;
- in Great Britain, 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; and
- look forward before moving off to make sure traffic in front has moved off.



Rule 185

Follow the correct procedure at roundabouts

186 Mirrors, signals and position

When using a roundabout, use your mirrors in compliance with Rule 161.

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

- check mirrors;
- signal left and approach in the left-hand lane; and
- 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:

- check mirrors;

- 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;
- check mirrors; and
- signal left after you have passed the exit before the one you want.

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

- check mirrors;
- 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;
- check mirrors; and
- 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.

Take the guesswork out of driving; if another road user will benefit from a direction signal then use one. Do not give misleading signals.

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;
- pedal cyclists and horse riders who may stay in the left-hand lane and signal right if they intend to continue round the roundabout - allow them to do so; and
- 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.

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.

[Road Traffic Act 1985, s. 16, and Traffic Signs Regulations 2002, regs 10 and 16]

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

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

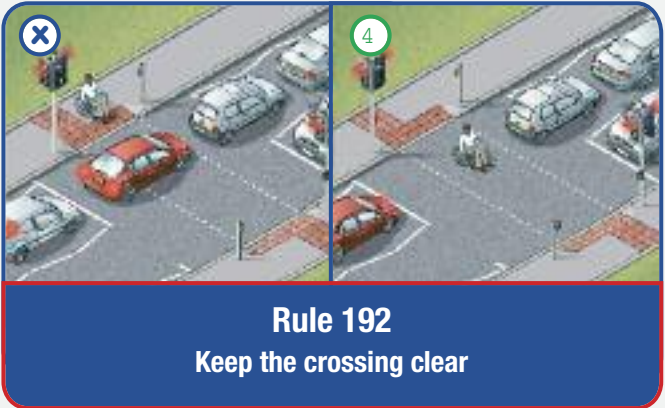
Treat each roundabout separately

Pedestrian Crossings

191 You **MUST NOT** park, wait or unload 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.

[Road Traffic Act 1985, s. 16, Road Traffic Regulation Act 1985, s. 7(4), Traffic Signs Regulations 2002, regs 10, 27 and 28, Zebra Pedestrian Crossings Regulations 1972, "Pelican" Pedestrian Crossings Regulations 1990, and Puffin Pedestrian Crossings Regulations 2000]

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



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.

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

195 **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 on to 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; and
- be aware of pedestrians approaching from the side of the crossing.

A zebra crossing with a central island is two separate crossings (see Rule 20).

Road Traffic Regulation Act 1985, s. 7(4), and Zebra Pedestrian Crossings Regulations 1972]

Signal-controlled crossings

- 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.

[Road Traffic Regulation Act 1985, s. 7(4), and "Pelican" Pedestrian Crossings Regulations 1990]



Rule 196

Allow pedestrians to cross when the amber light is flashing

- 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.

[Road Traffic Regulation Act 1985, s. 7(4), and "Pelican" Pedestrian Crossings Regulations 1990]

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

- 199 Puffin and Toucan crossings and Equestrian crossings in Great Britain** 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.

[Road Traffic Regulation Act 1985, s. 7(4), and Puffin Pedestrian Crossings Regulations 2000]

“**You know**
 where you are going,
 other drivers don't.
Indicate.”

Reversing

200 Choose an appropriate place to manoeuvre. If you need to turn your vehicle around, wait until you find a safe, legal and convenient 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.

201 **DO NOT** reverse from a side road into a main road. When using a driveway, reverse in and drive out if you can.

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); and
- 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; and
- 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

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

[Road Vehicles (Maintenance and Use) Regulations 2012, reg 63]

Road users requiring extra care (204-225)

204 The most vulnerable road users are pedestrians, pedal cyclists, motorcyclists and horse riders. It is particularly important to be aware of:

- children;
- older and disabled people; and
- learner and inexperienced drivers and riders.

Pedestrians

205 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.

206 Drive carefully and slowly when:

- in crowded shopping streets, Home Zones or residential areas;
- driving past bus and tram 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, for example to reach or leave a driveway. Give way to pedestrians 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; and
- approaching pedestrians on narrow rural roads without a footway or footpath. Always slow down and be prepared to stop if necessary, giving them plenty of room as you drive past.



Rule 206

Watch out for children in busy areas



207 **Particularly vulnerable pedestrians** These include the following:

- Children and older pedestrians who may not be able to judge your speed and could step into the road in front of you. At 40 mph (64 km/h) your vehicle will probably kill any pedestrians it hits. At 20 mph (32 km/h) there is only a 1 in 20 chance of a 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 and/or 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.
- People using mobile phones or listening to music through headphones. People may use headphones when out jogging or walking as part of their training routine.

208 **Near schools** Drive slowly and be particularly aware of young pedal cyclists and pedestrians. In some places there may be a school warning or variable speed limit sign which tells you that there may be children crossing the road ahead. Drive very slowly until you are clear of the area.

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

210 You **MUST** stop when a school crossing patrol officer shows a "Stop – children" sign (see "Signals by authorised persons" page 112, "Traffic signs" page 114 and "Signs giving orders" page 114).

[Road Traffic Regulation Act 1985, s. 9]

Motorcyclists and pedal cyclists

- 211** It is often difficult to see motorcyclists and pedal 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 pedal 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 211 **Look out for motorcyclists and cyclists** **at junctions**

- 212** When passing motorcyclists and pedal cyclists, give them plenty of room (see Rules 162-167). If they look over their shoulder, it could mean that they intend to pull out, turn right or change direction. Give them time and space to do so.
- 213** Motorcyclists and pedal 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

- 214 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.
- 215 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.
- 216 Older drivers** Their reactions may be slower than other drivers. Make allowance for this.
- 217 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. Drivers who have recently passed their test must display an R plate and are restricted to a maximum speed of 50 mph (80 km/h) (see Annex 5: "Safety code for new drivers").
- 218 Home zones** They are restricted to 20 mph (32 km/h) maximum speed (this is not a target speed). Drive slowly and carefully and be prepared to stop to allow people extra time to make space for you to pass them in safety.

Other vehicles

219 Emergency and incident support vehicles You should look and listen for ambulances, fire engines, police, doctors or other emergency vehicles using flashing blue, red or green lights and sirens or flashing headlights. 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.

220 Very low-powered vehicles used by disabled people These small vehicles travel at a maximum speed of 8 mph (13 km/h) (see Rules 36-46). If you come upon them, approach with caution.



Rule 221

Large vehicles need extra room

221 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.

- 222 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 (see Rule 124).
- 223 Buses, coaches and trams** 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 or tram and crossing the road.
- 224 Electric vehicles** Be careful of electric vehicles such as milk floats, trams and electric cars. They may approach quietly and not be heard.
- 225 Vehicles with flashing amber beacons** These warn of slow-moving or stationary vehicles (for example, refuse vehicles, road sweepers, salt spreaders, snow ploughs or recovery vehicles) or abnormal loads, so approach with caution.

Driving in adverse weather conditions (226-237)

- 226** You **MUST** use headlights, not only at night, but also when visibility is seriously reduced, generally when you cannot see for more than 100 metres (328 ft). You may also use front or rear fog lights in seriously reduced visibility but you **MUST** switch them off when visibility improves (see Rule 236).

[Road Vehicles Lighting Regulations 1989 (as modified), regs 25 and 27]

Wet weather

- 227** In wet weather stopping distances will be at least double those required for stopping on dry roads (see Rule 126). 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 (see Annex 6: "Vehicle maintenance, safety and security"); and
- take extra care around pedestrians, pedal cyclists, motorcyclists and horse riders.

Icy and snowy weather

228 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.

229 Before you set off:

- you **MUST** be able to see, so clear all snow and ice from all your windows;
- you **MUST** make sure 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; and
- check your planned route is clear of delays and that no further snowfalls or severe weather are predicted.

[Road Vehicles (Maintenance and Use) Regulations 2012, reg 8, Road Vehicles Lighting Regulations 1989 (as modified), reg 23, and Licensing and Registration of Vehicles Act 1985, s. 12(3)]



Rule 229
Make sure your
windscreen
is completely
clear

230 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 pedal 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; and
- listen to travel bulletins and take note of variable message signs that may provide information about road closures weather, road and traffic conditions ahead.

231 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; and
- 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

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

233 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

234 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.

235 When driving in fog you should:

- use your lights as required (see Rule 226);
- keep a safe distance behind the vehicle in front as rear lights can give a false sense of security;
- be able to pull up well within the distance you can see clearly especially on roads with no speed limits and in freezing fog;
- 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; and
- 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.

- 236** You **MUST NOT** use front or rear fog lights unless visibility is seriously reduced (see Rule 226) as they dazzle other road users and can obscure your brake lights. You **MUST** switch them off when visibility improves.

[Road Vehicles Lighting Regulations 1989 (as modified), reg 27]

Hot weather

- 237** When driving in 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.

Waiting and parking (238-252)

- 238** You **MUST NOT** wait or park on single yellow lines during the times of operation shown on nearby time plates (or zone entry signs if in a Controlled Parking Zone). See "Traffic signs" page 114, "Information signs" page 121 and "Road markings" page 124. Double yellow lines indicate a prohibition on waiting at any time even if there are no upright signs. You **MUST NOT** wait or park, or stop to set down or pick up passengers, on mandatory school entrance markings (see "Road markings") or on advisory school entrance markings.

[Road Traffic Regulation Act 1985, s. 1(12)]



Parking

239

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 especially at night;
- stop as close as you can to the side of the road;
- in end to end parking bays do not overhang the pavement;
- 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;
- apply the handbrake before leaving the vehicle;
- you **MUST** make sure 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; and
- lock your vehicle.

Road Vehicles (Maintenance and Use) Regulations 2012, regs 18, 62 and 64, Road Traffic Act 1985, Schedule 2, para 1(5), and Road Vehicles Lighting Regulations 1989 (as modified), reg 27]



Rule 239

Check before opening your door

240 You **MUST NOT** stop or park on:

- a pedestrian crossing, including the area marked by the zig-zag lines (see Rule 191);
- a clearway (see "Traffic signs" page 114 - "Signs giving orders" page 114);
- taxi ranks, bus stops or coach bays as indicated by upright signs and markings;
- a road marked with double white lines, except to pick up or set down passengers;
- within 7 metres (23 ft), of a junction (10 metres (33 ft) in Great Britain), except in an authorised parking space;
- where the kerb has been lowered to help wheelchair users and powered mobility vehicles; and
- the carriageway or the hard shoulder of a motorway in Great Britain except in an emergency (see Rule 270).

[Zebra Pedestrian Crossings Regulations 1972, "Pelican" Pedestrian Crossings Regulations 1990, Puffin Pedestrian Crossings Regulations 2000, Traffic Signs Regulations 2002, regs 10, 26 and 27, Road Traffic Regulation Act 1985, s. 1(12) and 2ZB, and Road Traffic Act 1985, s. 16 and 18A]

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

[Chronically Sick and Disabled Persons Act 1981 and Road Traffic Regulation Act 1985, ss. 1(12), 11(3), and 14B(1)]

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

[Road Traffic Act 1985, s. 19, and Road Vehicles (Maintenance and Use) Regulations 2012, reg 60]

243 **DO NOT** stop or park:

- near a school entrance;
- anywhere you would prevent access for the emergency services;
- at or near a tram stop;
- on the approach to a level crossing;
- near the brow of a hill or hump bridge;
- opposite a traffic island or (if an obstruction would be caused) another parked vehicle;
- in front of an entrance to a property; or
- on a bend, except when forced to do so by stationary traffic.

- 244** You **MUST NOT** park wholly or partly on a pavement without a police officer's permission. Parking on a pavement can obstruct and seriously inconvenience pedestrians, people in wheelchairs or with visual impairments, and people with prams or pushchairs.

[Road Traffic Act 1985, s. 30(2)]

- 245** **Controlled Parking Zones** The zone entry signs indicate the times when waiting restrictions within the zone are in force. Parking may be allowed in some places at other times. Otherwise parking will be within separately signed and marked bays. In a **Restricted Parking Zone** the zone entry signs indicate the waiting and loading restrictions and remove the need for double yellow lines or kerb marks within the zone.

- 246** Vehicles **MUST NOT** be parked without a police officer's permission on any land situated between two carriageways. The only exception is when parking is essential for loading and unloading, in which case the vehicle **MUST NOT** be left unattended.

[Road Traffic Act 1985, s. 30(2)].

- 247** **Loading and unloading** Do not load or unload where there are yellow markings on the kerb and upright signs advise restrictions are in place (see "Road markings" page 124). Loading and unloading may be permitted where parking is otherwise restricted.

[Road Traffic Regulation Act 1985, s. 1(12)]

Parking at night

- 248** You **MUST NOT** park without a police officer's permission on a road at night facing against the direction of the traffic flow unless in a recognised parking space.

[Road Vehicles (Maintenance and Use) Regulations 2012, reg 58]

- 249** All vehicles **MUST** display parking lights when parked:
- on a road with a speed limit greater than 30 mph (48 km/h); or
 - on a lay-by on such a road.

[Road Vehicles Lighting Regulations 1989 (as modified), reg 24]

250 Cars, goods vehicles not exceeding an unladen weight of 1525 kg (3362 lbs), invalid carriages, motorcycles and pedal cycles may be parked without lights on a road (or lay-by) with a speed limit of 30 mph (48 km/h) or less if they are:

- at least 7 metres (23 ft) away from any junction (10 metres (33 ft) in Great Britain), close to the kerb, and facing in the direction of the traffic flow; or
- in a recognised parking place or lay-by.

Other vehicles and trailers, and all vehicles with projecting loads, **MUST NOT** be left on a road at night without lights.

[Road Vehicles Lighting Regulations 1989 (as modified), reg 24 and Road Vehicles (Maintenance and Use) Regulations 2012, reg 85(2) and Schedule 4, para 5(2)]

Parking in other circumstances

251 Parking in fog It is especially dangerous to park on the road in fog. If it is unavoidable, leave your parking lights or sidelights on.

252 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; and
- use "park" if your car has an automatic gearbox.



Rule 252

Turn your wheels away from the kerb when parking facing uphill. Turn them towards the kerb when facing downhill

Motorways in Great Britain (253-273)

Many other Rules apply to motorway driving. The following, or their Great Britain equivalents, apply either wholly or partly: Rules 46, 57, 83-106, 109-123, 125, 126, 130-134, 139, 144, 146-151, 160, 161, 219, 221, 222, 225-237, 274-278, and 280-290.

The law referred to in this section is Great Britain law, the following abbreviations have been used in this section:

Highways Act 1980	HA
Motorways Traffic (England & Wales) Regulations 1982	MT(E&W)R
Motorways Traffic (England & Wales) Amended Regulations	MT(E&W)(A)R
Motorways Traffic (Scotland) Regulations 1995	MT(S)R
Motorways Traffic (Scotland) Amended Regulations 2004	MT(S)(A)R
Police Reform Act 2002	PRA
Road Safety Act 2006	RSA
Road Traffic Act 1984, 1988 or 1991 (as indicated)	RTA
Road Traffic Regulation Act 1984	RTRA
Traffic Management Act 200	TMA
Traffic Signs Regulations & General Directions 2002	TSRGD
Use of Invalid Carriages on Highways Regulations 1988	UICHR

Acts and regulations from the UK can be viewed on the following website (www.legislation.gov.uk/).

General

253 Prohibited vehicles Motorways **MUST NOT** be used by pedestrians or holders of provisional motorcycle or car licences. Motorcycles under 50 cc, pedal cyclists, horse riders, certain slow-moving vehicles and those carrying oversized loads (except by special permission) **MUST NOT** use motorways. Agricultural vehicles and very low-powered wheelchairs or mobility scooters (see Rules 36-46) are also banned from motorways.

[HA 1980 sects 16, 17 & sch 4, MT(E&W)R regs 3(d), 4 & 11, MT(E&W)(A)R, R(S)A sects 7, 8 & sch 3, RTRA sects 17(2) & (3), & MT(S)R reg 10.]

254 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

- 255** Motorway signals (see "Light signals controlling traffic" page 110) 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 that you may not immediately be able to see.
- 256** 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.
- 257** **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.
- 258** **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.

[RTA 1988 sect 36 & Traffic Signs Regulations & General Directions 2002 regs 10 & 38]

Driving on to the motorway

- 259** **Joining the motorway** When you join the motorway, you will normally approach it from a road on the left (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 left-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; and
 - stay in the left-hand lane long enough to adjust to the speed of traffic before considering overtaking.

On the motorway

- 260** 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 Great Britain speed limit; and
 - keep a safe distance from the vehicle in front and increase the gap on wet or icy roads or in fog (see Rules 126 and 235).

- 261** You **MUST NOT** exceed 70 mph (112 km/h) or the maximum Great Britain speed limit permitted for your vehicle. If a lower speed limit is in force either permanently or temporarily, for example at road works, you **MUST NOT** exceed the lower limit. On some motorways mandatory 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.

[RTRA sects 17, 86, 89 & sch 6]

- 262** The monotony of driving on a motorway can make you feel sleepy. To minimise the risk, follow the advice in Rule 91.

- 263** 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.

[MT(E&W)R regs 6, 8 & 10 & MT(S)R regs 4, 5, 7 & 9]

Lane discipline

- 264** You should always drive in the left-hand lane when the road ahead is clear. If you are overtaking a number of slower-moving vehicles, you should return to the left-hand lane as soon as you are safely past. Slow-moving or speed-restricted vehicles should always remain in the left-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, by Highway Agency traffic officers in uniform, or by signs (see Rule 269).

[MT(E&W)R regs 5, 9 & 16(1)(a), MT(S)R regs 4, 8 & 14(1)(a), and RTA 1988, sects 35 & 186, as amended by TMA 2004 sect 6]

265 The right-hand lane of a motorway with three or more lanes **MUST NOT** be used (except in prescribed circumstances) if you are driving:

- any vehicle drawing a trailer;
- a goods vehicle with a maximum laden weight exceeding 3.5 tonnes but not exceeding 7.5 tonnes if it is required to be fitted with a speed limiter;
- a goods vehicle with a maximum laden weight exceeding 7.5 tonnes;
- a passenger vehicle with a maximum laden weight exceeding 7.5 tonnes if it is constructed or adapted to carry more than eight seated passengers in addition to the driver; or
- a passenger vehicle with a maximum laden weight not exceeding 7.5 tonnes if it is constructed or adapted to carry more than eight seated passengers in addition to the driver and is required to be fitted with a speed limiter.

[MT(E&W)R reg 12, MT(E&W)(A)R (2004), MT(S)R reg 11 & MT(S)(A)R (2004)]

266 When 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

267 Do not overtake unless you are sure it is safe and legal to do so. Overtake only on the right. 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 and then move out;
- make sure you do not cut in on the vehicle you have overtaken; and
- be especially careful at night and in poor visibility when it is harder to judge speed and distance.

268

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

269

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.

[MT(E&W)R regs 5, 5A & 9, MT(S)R regs 4 & 8]



Rule 269

Overhead gantry showing red cross
over hard shoulder

Stopping

- 270** 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, Highway Agency traffic officers in uniform, an emergency sign, or flashing red light signals. Do not stop on the hard shoulder either to make or to receive mobile phone calls.

[MT(E&W)R regs 5A, 7, 9, 10 & 16, MT(S)R regs 6(1), 8, 9 & 14, PRA 2002 sect 41 & sched 5(8), & RTA 1988 sects 35 & 163 as amended by TMA 2004, sect 6]

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

[RTRA sect 17 & MT(E&W)R reg 15]

Leaving the motorway

- 272** Unless signs indicate that a lane leads directly off the motorway, you will normally leave the motorway by a slip road on your left. You should:

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

- 273** When you are leaving the motorway or using a link road between motorways, your speed may be higher than you realise - 50 mph (80 km/h) may feel like 30 mph (48 km/h). Check your speedometer and adjust your speed accordingly. Some slip roads and link roads have sharp bends, so you will need to slow down.

“A text or call can
wreck it all.”

Breakdowns and incidents (274-287)

Breakdowns

- 274** If your vehicle breaks down, think first of all other road users.
- 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 to 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 (147 ft) 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 motorways in Great Britain

- 275** 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 left as possible, with your wheels turned to the left.
 - Try to stop near an emergency telephone (situated at approximately one-mile intervals along the hard shoulder).
 - Leave the vehicle by the left-hand door and make sure 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.
 - Make sure that passengers keep away from the carriageway and hard shoulder and that children are kept under control.

- Walk to an emergency telephone on your side of the carriageway (follow the arrows on the posts at the back of the hard shoulder). The telephone is free of charge and connects directly to the Highways Agency or the police. Use these in preference to a mobile phone (see Rule 283). 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 left-hand door and lock all doors. Leave your vehicle again as soon as you feel this danger has passed.

[MT(E&W)R reg 14 & MT(S)R reg 12]



Rule 275

Keep well back from the hard shoulder

- 276** 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.
- 277** If you cannot get your vehicle on to the hard shoulder:
- do not attempt to place any warning device on the carriageway;
 - switch on your hazard warning lights; and
 - leave your vehicle only when you can safely get clear of the carriageway.

278 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; and
- 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

279 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.

280 Motorways in Great Britain 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

281 Warning signs or flashing lights If you see or hear emergency vehicles in the distance, be aware there may be an incident ahead (see Rule 219). Police officers and authorised examiners of the Vehicle and Driving Test Centre 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 authorised examiners 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 as to whether you can safely pass the incident or blockage, and you should observe any such directions given by authorised examiners.

[Road Traffic Act 1985, ss. 16 and 40]

282 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 the carriageway). This may cause a collision or traffic congestion, but see Rule 283.

283 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 in Great Britain 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 in Great Britain 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 as shown in Annex 7: "First aid on the road"; and
- stay at the scene until emergency services arrive.

If you are involved in any other medical emergency on a motorway, you should contact the emergency services in the same way.

Incidents involving dangerous goods

284 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 (see "Vehicle markings").

285 If an incident involves a vehicle containing dangerous goods, follow the advice in Rule 283 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 inflammable loads.

Documentation

286 If you are involved in an accident which causes damage or injury to any other person, vehicle, animal or property, you **MUST**:

- (a) stop;
- (b) if another person is injured, produce your insurance certificate to any person having reasonable grounds for requiring it; and
- (c) give to any such person your name and address, those of the vehicle owner, and the vehicle's registration number.

[Road Traffic Act 1985, s. 20]

287 If, when reasonably required to do so, you did not give at the time of the accident the particulars mentioned in paragraph (c) of Rule 286, or if another person was injured (irrespective of your giving those particulars at that time), then you **MUST**:

- report the accident, and give those particulars, to the police as soon as possible and in any case within 24 hours; and
- produce to the police your insurance certificate within five days (seven days in Great Britain).

[Road Traffic Act 1985, s. 20]

Road works, level crossings and tramways (288-308)

Road works

288 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 pedal 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 (see Rule 134).

- 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.

To obtain further information about road works see Annex 9: "Other information".

[Road Traffic Regulation Act 1985, ss. 3(8) and 24]

Additional rules for high-speed roads in Great Britain

289 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 (see Rule 126).

290 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

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

292

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 on to the railway if your vehicle touches any height barrier or bells.

[Road Traffic Act 1985, s. 16, and Traffic Signs Regulations 2002, reg 17(5)]

293

Controlled crossings on the Manx Steam Railway For the most part such crossings have traffic light signals with a steady amber light, twin flashing red stop lights (see "Light signals controlling traffic" page 111 and "Traffic signs" page 114 - "Warning signs" page 116) 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.
- Keep going if you have already crossed the white line when the amber light comes on.
- Do not reverse on to 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.

[Road Traffic Act 1985, s. 16, and Traffic Signs Regulations 2002, regs 10, 39 and 40]



Rule 293

Stop when the traffic lights show

294 Railway telephones in Great Britain If you are driving a large or slow-moving vehicle, a long and 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 in Great Britain 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.

[GB Road Traffic Act 1988, s.36, and Traffic Signs Regulations 2002, regs 10 and 16(1)]

295 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.

296 User-operated gates or barriers in Great Britain 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; and
- close the gates or barriers when you are clear of the crossing.

[GB Road Traffic Act 1988, s.36, and Traffic Signs Regulations 2002, regs 10 and 52]

297 If there are no lights, follow the procedure in Rule 295. Stop, look both ways and listen before you cross. In Great Britain, 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.

298 Open crossings on the Manx Electric Railway These have no gates, barriers or attendant but may have traffic lights, a "Give Way" sign or a level crossing sign. If there are traffic lights, comply with them, otherwise look both ways, listen and make sure there is no tram coming before you cross.

- 299 Incidents and breakdowns** If your vehicle breaks down, or if you have an incident, on a level crossing you should:
- get everyone out of the vehicle and clear of the crossing immediately;
 - in Great Britain, if available, use a railway telephone 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.

Horse-drawn trams

- 300** Take extra care where trams run along the road. Vehicles fitted with narrow tyres should avoid driving directly on top of the rails.
- 301** Always give way to trams, particularly when turning across the tracks. Overtake only on the left of a tram. If driving a large or heavy vehicle, do not follow too closely to a tram.
- 302** Do not stop on any part of a tram track. Remember that a tram cannot steer round an obstruction.
- 303 Tram stops** Do not drive between a tram and the left-hand kerb when a tram has stopped to pick up passengers. Before crossing the road to board a tram, look carefully. Before getting off a tram, **ALWAYS LOOK BEHIND YOU** in the direction from which the tram has come. Be aware that conductors may get off at tram stops to assist passengers by stopping or directing traffic.
- 304** Look out for pedestrians, especially children, running to catch a tram.
- 305** Always give priority to trams, especially when they pull away from stops, unless it would be unsafe to do so. Look out for people getting off a tram and crossing the road.
- 306** All road users, but particularly pedal 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. It is safer to cross more directly.

- 307 Trams **MUST** give way to persons lawfully using a pedestrian crossing which crosses the tracks.

[Road Traffic Regulation Act 1985, s. 7(4), Zebra Pedestrian Crossing Regulations 1972, "Pelican" Pedestrian Crossings Regulations 1990, and Puffin Pedestrian Crossings Regulations 2000]

Tramways

- 308 **Overhead electric lines** Tramway overhead wires are 4.3m (15 ft) above the carriageway on the Manx Electric Railway, and in Great Britain they are normally 5.8 metres (19 ft) above any carriageway, but can be lower. You should make sure 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 make sure that the equipment is fully lowered. Where overhead wires are set lower than 5.8 metres (19 ft), 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.



**“Don’t
cross the line
to overtake.”**



Take the guesswork out of driving

**You know the importance of the Highway Code
and of being a safe driver, but how long has it
been since you last looked at the rules of the road?**

Help make the Island’s roads safer for everyone.

Light signals controlling traffic in the Isle of Man and Great Britain

Traffic lights



RED means 'Stop'. Wait behind the stop line on the carriageway



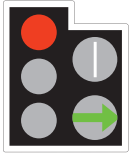
RED AND AMBER also means 'Stop'. Do not pass through or start until GREEN shows



GREEN means you may go on if the way is clear. Take special care if you intend to turn left or right and give way to pedestrians who are crossing



AMBER means 'Stop' at the stop line. You may go on only 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

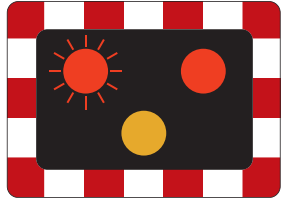


A GREEN ARROW may be provided in addition to the full green signal if movement in a certain direction is allowed before or after the full green phase. If the way is clear you may go but only in the direction shown by the arrow. You may do this whatever other lights may be showing. White light signals may be provided for trams.

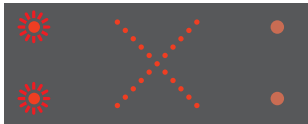
Flashing red lights

Alternately flashing red lights mean **YOU MUST STOP**

At level crossings, lifting bridges, airfields, fire stations etc.



Motorway signals



You **MUST NOT** proceed further in this lane



Temporary maximum speed advised and information message



Change lane



Leave motorway at next exit



Reduced visibility ahead



Lane ahead closed

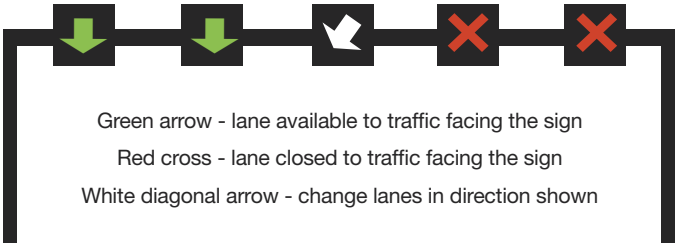


Temporary maximum speed advised



End of restriction

Lane control signals



Signals to other road users

Direction indicator signals



I intend to move out to the right or turn right



I intend to move in to the left or turn left or stop on the left



Brake light signals



I am applying the brakes



Reversing light signals



I intend to reverse

These signals should not be used except for the purposes described.

Arm signals

For use when direction indicator signals are not used, or when necessary, to reinforce direction indicator signals and stop lights.

Also for use by pedal cyclists and those in charge of horses.



I intend to move in to the left or turn left



I intend to move out to the right or turn right



I intend to slow down or stop



Signals by authorised persons -

Police Officers

Stop



Traffic approaching from the front



Traffic approaching from both front and behind



Traffic approaching from behind

To beckon traffic on



From the side



From the front



From behind

Arm signals to persons controlling traffic



I want to go straight on



I want to turn left; use either hand



I want to turn right

School crossing patrols



Not ready to cross pedestrians



Barrier to stop pedestrians crossing



Ready to cross pedestrians, vehicles must be prepared to stop



All vehicles must stop

Traffic signs encountered in the Isle of Man and Great Britain

Signs giving orders

Signs with red circles are mostly prohibitive. Plates below signs qualify their message.



Entry to 20 mph zone



End of 20 mph zone



Maximum speed



No speed limit (IOM)

National speed limit applies (GB)



School crossing patrol



Stop and give way



Give way to traffic on major road



Manually operated temporary STOP and GO signs



No entry for vehicular traffic



No vehicles

No vehicles except bicycles being pushed



No cycling



No motor vehicles



No buses (over 8 passenger seats)



No overtaking



No towed caravans



No vehicles carrying explosives



No vehicle or combination of vehicles over length shown



No vehicles over height shown



No vehicles over width shown



Give way to oncoming vehicles

Give priority to vehicles from opposite direction



No right turn



No left turn



No U-turns



Except for loading

No goods vehicles over maximum gross weight shown (in tonnes) except for loading and unloading

Note: Although this Code shows many of the signs commonly used in the Isle of Man or Great Britain, a comprehensive explanation of the signing system is given in the Great Britain Department for Transport's booklet "Know Your Traffic Signs", which may be purchased through all good booksellers. The booklet also illustrates and explains the vast majority of signs likely to be encountered either here or in Great Britain. Some older designs of signs may still be seen on roads.



No vehicles over maximum gross weight shown (in tonnes)



Parking restricted to permit holders



No stopping during period indicated except for buses



No stopping during times shown except for as long as necessary to set down or pick up passengers



No waiting



No stopping (Clearway)

Signs with blue circles but no red border mostly give positive instruction.



Ahead only



Turn left ahead (right if symbol reversed)



Turn left (right if symbol reversed)



Keep left (right if symbol is reversed)



Vehicles may pass either side to reach same destination



Mini-roundabout (roundabout circulation - give way to vehicles from the immediate right)



Route to be used by pedal cycles only



Segregated pedal cycle and pedestrian route



Minimum speed



End of minimum speed



Only

Buses and
cycles only

Only

Trams only

Pedestrian
crossing point
over tramwayOne-way traffic
(note: Compare
circular 'Ahead
only' sign)With-flow bus
and cycle laneContraflow
bus laneWith-flow pedal
cycle lane

Warning signs

Mostly triangular

STOP
100 ydsDistance to
'STOP' line
aheadDual
carriageway
endsRoad narrows
on right (left if
symbol
reversed)Road
narrows on
both sidesGIVE WAY
50 ydsDistance to
'Give Way'
line ahead

Crossroads

Junction on
bend aheadT-junction with
priority over
vehicles from
the rightStaggered
junctionTraffic
merging from
left ahead

The priority through route is indicated by the broader line.

Double bend
first to left
(symbol may be
reversed)Bend to right
(or left if
symbol
reversed)

Roundabout



Uneven road

Plate below
some signsTwo-way
traffic crosses
one-way roadTwo-way
traffic straight
aheadOpening or
swing bridge
aheadLow-flying
aircraft or
sudden
aircraft noiseFalling or
fallen rocks



Traffic signals not in use



Traffic signals



Slippery road



Steep hill downwards



Steep hill upwards

Gradients may be shown as a ratio ie. 20% =1:5



Tunnel ahead



Trams crossing ahead



Level crossing with barrier or gate ahead



Level crossing without barrier or gate ahead



Level crossing without barrier



Patrol

School crossing patrol ahead (some signs have amber lights which flash when crossings are in use)



Frail (or blind or disabled if shown) pedestrians likely to cross road ahead



No footway for 400 yds

Pedestrians in road ahead

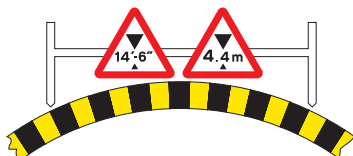


Zebra crossing



Safe height 16'-6"

Overhead electric cable; plate indicates maximum height of vehicles which can pass safely



Available width of headroom indicated



Sharp deviation of route to left (or right if chevrons reversed)



Light signals ahead at level crossing, airfield or bridge



Miniature warning lights at level crossings



Cattle



Wild animals



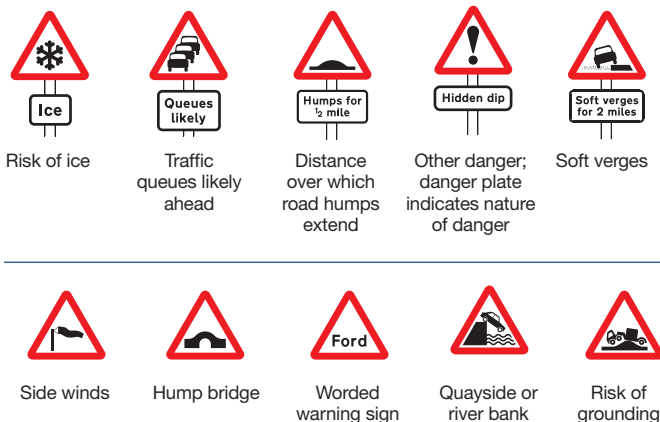
Wild horses or ponies



Accompanied horses or ponies



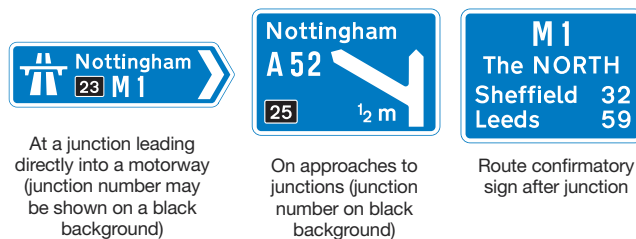
Cycle route ahead



Direction signs

Mostly rectangular

Signs on motorways - blue backgrounds



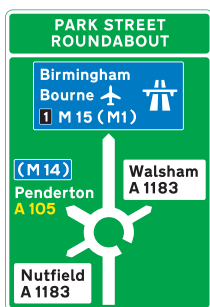
Downward pointing arrows mean 'Get in lane'.

The left-hand lane leads to a different destination from the other lanes.



The panel with the inclined arrow indicates the destinations which can be reached by leaving the motorway at the next junction.

Signs on primary routes - green backgrounds



On approaches to junctions



At the junction



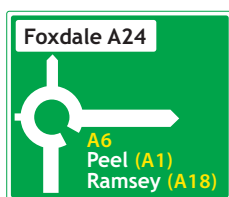
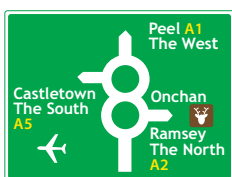
Route confirmatory sign after junction



On approaches to junctions



On approach to a junction in Wales (bilingual)



Blue panels indicate that the motorway starts at the junction ahead.

Motorways shown in brackets can also be reached along the route indicated.

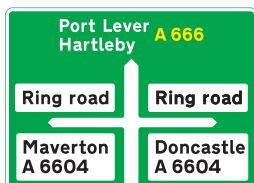
White panels indicate local or non-primary routes leading from the junction ahead.

Brown panels show the route to tourist attractions.

The name of the junction may be shown at the top of the sign.

The aircraft symbol indicates the route to an airport.

A symbol may be included to warn of a hazard or restriction along that route.



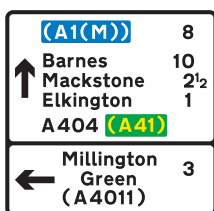
Primary route forming part of a ring road



Signs on non-primary and local routes - black borders



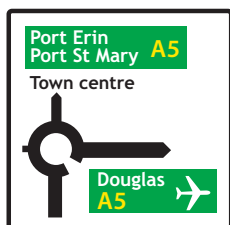
On approaches to junctions



At the junction



Direction to toilets with access for the disabled

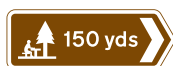


Green panels indicate that the primary route starts at the junction ahead.

Route numbers on a blue background show the direction to a motorway.

Route numbers on a green background show the direction to a primary route.

Other direction signs



Picnic site



Ancient monument in the care of English Heritage



Direction to a car park



Tourist attraction



Direction to camping and caravan site



Advisory route for lorries



Route for pedal cycles forming part of a network



Recommended route for pedal cycles to place shown



Route for pedestrians



Symbols showing emergency diversion route for motorway and other main road traffic



Diversion route

Greenway signs



Sign to be used at the point of access to a greenway track from a road or land which is not a greenway track, to indicate that a prohibition on mechanically propelled and some other vehicles applies.



Information signs

All rectangular



Entrance to controlled parking zone



Entrance to congestion charging zone



End of controlled parking zone



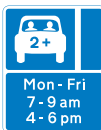
Advance warning of restriction or prohibition ahead



Parking place for solo motorcycles



With-flow bus lane ahead which pedal cycles and taxis may also use



Lane designated for use by high occupancy vehicles (HOV) - see Rule 142



Vehicles permitted to use an HOV lane ahead



End of motorway



Start of motorway and point from which motorway regulations apply



Appropriate traffic lanes at junction ahead



Traffic on the main carriageway coming from right has priority over joining traffic



Additional traffic joining from left ahead. Traffic on main carriageway has priority over joining traffic from right hand lane of slip road



Traffic in right hand lane of slip road joining the main carriageway has priority over left hand lane



Countdown markers at exit from motorway (each bar represents 100 yards to the exit).

Green-backed markers may be used on primary routes and white backed markers with black bars on other routes. At approaches to concealed level crossings white-backed markers with red bars may be used. Although these will be erected at equal distances the bars themselves do not represent 100 yard intervals.



Motorway service area sign showing the operator's name



Traffic has priority over oncoming vehicles



Hospital ahead with Accident and Emergency facilities



Tourist information point



No through road for vehicles



Recommended route for pedal cycles



Home Zone entry (GB)



HOME ZONE
Please drive carefully

Home Zone entry (IOM)



HOME ZONE
ENDS

Home Zone ends (IOM)



Area in which cameras are used to enforce traffic regulations



Bus lane on road at junction ahead

Road works signs



Road works



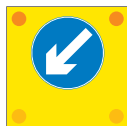
Loose chippings



Temporary hazard at road works



Temporary lane closure (the number and position of arrows and red bars may be varied according to lanes open and closed)



Slow-moving or stationary works vehicle blocking a traffic lane. Pass in the direction shown by the arrow



Mandatory speed limit ahead



Road works 1 mile ahead



End of road works and any temporary restrictions including speed limits



Signs used on the back of slow-moving or stationary vehicles warning of a lane closed ahead by a works vehicle. There are no cones on the road



Lane restrictions at road works ahead



One lane crossover at contraflow road works

Road markings

Across the carriageway



Stop line at signals
or police control



Stop line at
'Stop' sign



Stop line for
pedestrians at a
level crossing



Give way to traffic
on major road (can
also be used at mini
roundabout)



Give way to traffic
from the right at a
roundabout



Give way to traffic
from the right at a
mini-roundabout

Along the carriageway



Edge line



Centre line
See Rule 127



Hazard
warning line
See Rule 127



Double white lines
See Rules 128 and 129



See Rule 130



Lane line
See Rule 131

Along the edge of the carriageway

Waiting restrictions

Waiting restrictions indicated by yellow lines apply to the carriageway, pavement and verge. You may stop to load or unload (unless there are also loading restrictions as described below) or while passengers board or alight. Double yellow lines mean no waiting at any time, unless there are signs that specifically indicate seasonal restrictions. The times at which the restrictions apply for other road markings are shown on nearby plates or on entry signs to controlled parking zones. If no days are shown on the signs, the restrictions are in force every day including Sundays and Bank Holidays. White bay markings and upright signs (see below) indicate where parking is allowed.



No waiting at any time



No waiting during times shown on sign



Waiting is limited to the duration specified during the days and times shown

Red Route stopping controls

Red lines are used on some roads instead of yellow lines. In London the double and single red lines used on Red Routes indicate that stopping to park, load/unload or to board and alight from a vehicle (except for a licensed taxi or if you hold a Blue Badge) is prohibited. The red lines apply to the carriageway, pavement and verge. The times that the red line prohibitions apply are shown on nearby signs, but the double red line ALWAYS means no stopping at any time. On Red Routes you may stop to park, load/unload in specially marked boxes and adjacent signs specify the times and purposes and duration allowed. A box MARKED IN RED indicates that it may only be available for the purpose specified for part of the day (eg between busy peak periods). A box MARKED IN WHITE means that it is available throughout the day.

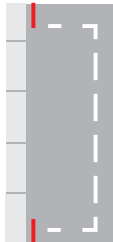
RED AND SINGLE YELLOW LINES CAN ONLY GIVE A GUIDE TO THE RESTRICTIONS AND CONTROLS IN FORCE AND SIGNS, NEARBY OR AT A ZONE ENTRY, MUST BE CONSULTED.



No stopping at any time



No stopping during times shown on sign



Parking is limited to the duration specified during the days and times shown



Only loading may take place at the times shown for up to a maximum duration of 20 mins

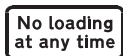
On the kerb or at the edge of the carriageway

Loading restrictions on roads other than Red Routes

Yellow marks on the kerb or at the edge of the carriageway indicate that loading or unloading is prohibited at the times shown on the nearby black and white plates. You may stop while passengers board or alight. If no days are indicated on the signs the restrictions are in force every day including Sundays and Bank Holidays.

ALWAYS CHECK THE TIMES SHOWN ON THE PLATES.

Lengths of road reserved for vehicles loading and unloading are indicated by a 'white bay' marking with the words 'Loading Only' and a sign with the white on blue 'trolley' symbol. This sign also shows whether loading and unloading is restricted to goods vehicles and the times at which the bay can be used. If no times or days are shown it may be used at any time. Vehicles may not park here if they are not loading or unloading.



No loading or unloading at any time



No loading or unloading at the times shown



Loading bay

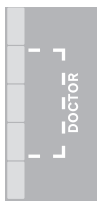
Other road markings



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



Warning of 'Give Way' just ahead



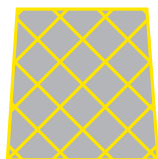
Parking space reserved for vehicles named



See Rule 243



See Rule 141



Box junction
See Rule 174



Do not block that part of the carriageway indicated

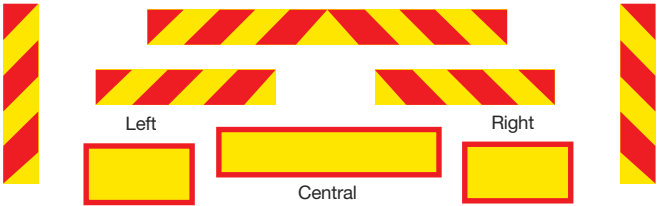


Indication of traffic lanes

Vehicle markings

Large goods vehicle rear markings

Motor vehicles over 7500 kilograms gross weight and trailers over 3500 kilograms maximum gross weight



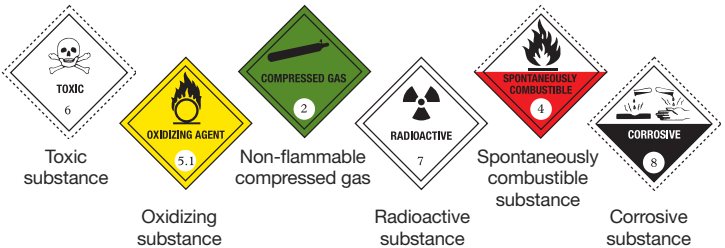
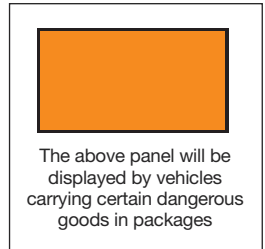
The vertical markings are also required to be fitted to builders' skips placed in the road, commercial vehicles or combinations longer than 13 metres (optional on combinations between 11 and 13 metres)

Hazard warning plates

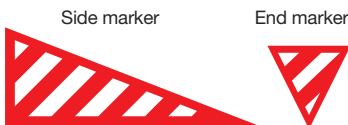
Certain tank vehicles carrying dangerous goods must display hazard information panels



The panel illustrated is for flammable liquid. Diamond symbols indicating other risks include:



Projection markers



Both required when load or equipment (eg crane jib) overhangs front or rear by more than 1.8 metres on the Isle of Man (2 metres in Great Britain)

Other



School bus (displayed in front or rear window of bus or coach)

Annex 1

You and your pedal cycle

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; and
- the saddle and handlebars are adjusted to the correct height.

You should fit a bell to your pedal cycle.

You **MUST**:

- make sure your brakes are efficient; and
- at night, use lit front and rear lights, whether flashing or not, and have a red rear reflector.

[Brakes on Pedal Cycles Regulations 1991, regs 2 to 6, and Road Vehicles Lighting Regulations 1989 (as modified), reg 18 and Schedule 1, Table III]

Cycle training can help both children and adults, especially those adults returning to cycling, to develop the skills needed to cycle safely on today's roads.

All pedal cyclists should consider the benefits of undertaking cycle training.

See also Rules 59 to 82.

**“Stop accidents
before
they stop you”**

Annex 2

Motorcycle licence requirements

Mopeds

A moped is a motor cycle (with or without a sidecar) which is propelled either by electric power or by an internal combustion engine with a cylinder capacity not exceeding 50 cc and which has a maximum design speed not exceeding 28 mph (45 km/h).

If you wish to begin riding a moped on public roads, you **MUST** have a provisional moped licence and have successfully completed a Compulsory Basic Training (CBT) course. To go on to obtain your full moped licence you **MUST** pass a theory test, which is valid for two years from the date it was passed, and then the moped practical test. If you do not obtain such a licence within two years, you **MUST** successfully retake a CBT course and theory test and do so every two years until the full licence is obtained. While a learner driver you **MUST NOT** ride a moped without L plates.

If you have a full car licence for which you passed your driving test before 1 July 2007, the licence carries with it a full entitlement to ride on public roads any class of mopeds. If you have a full car licence for which you passed your driving test on or after that date, the licence carries with it a full entitlement to ride on public roads only mopeds with more than two wheels. When taking advantage of a full entitlement of either kind, you do not need to have taken a CBT course but you may wish to do so in the interests of safer riding.

Motorcycles

The machines that may be ridden with a provisional licence are:

- a learner motorcycle if it is a solo machine; and
- any class of motorcycle if it is attached to a sidecar.

A learner motorcycle is a motor bicycle (not being a moped) which has no sidecar attached and which is propelled either by electric power or by an internal combustion engine having a cylinder capacity not exceeding 125 cc and a maximum net power output not exceeding 11 kilowatts.

If you have a provisional motorcycle licence, you **MUST** successfully complete a CBT course (valid for two years). You can then ride on public roads with L plates for up to two years. If you do not obtain your full motorcycle licence within this period, you **MUST** successfully retake a CBT course and do so every two years until the full licence is obtained. To obtain your full motorcycle licence you **MUST** pass a motorcycle theory test (valid for two years) and then a practical test.

There are two categories of full licence that you may seek to attain: a light motorcycle licence (category A1), which authorises you to ride machines of the same class as learner motorcycles, or a standard motorcycle licence (category A), which authorises you to ride machines of all classes. To obtain an A1 licence you **MUST** pass the practical test on a learner motorcycle which has an engine with a cylinder capacity of at least 75 cc. To obtain an A licence you **MUST** pass the practical test on a learner motorcycle which has an engine with a cylinder capacity of at least 120 cc and which is capable of an unassisted speed of 62 mph (100 km/h) on the level.

If you pass your practical test on a machine with a sidecar, you will be restricted by your full A1 or A licence to driving only machines with sidecars.

Upgrading

If you have a full moped licence and wish to obtain full motorcycle entitlement, you **MUST** first successfully complete a CBT course (valid for two years) relating to your motorcycle even though you have previously passed a CBT course relating to any or every class of mopeds. Such a course **MUST** be successfully retaken every two years if you do not obtain your full motorcycle entitlement before the end of such a period. You **MUST** go on to pass a motorcycle theory test (valid for two years) unless:

- your full moped licence authorises you to drive two-wheeled mopeds or mopeds of all classes; and
- you passed with respect to them your driving test on or after 1 July 2000.

You **MUST** then pass a practical motorcycle test, and until it is passed, you are restricted to riding the machines mentioned in paragraph 4. Paragraphs 7 and 8 are also relevant.

If you hold a full A1 licence and wish to obtain an A licence, you are exempted from taking the motorcycle theory test.

Pillion passengers and trailers

Learner riders on solo machines **MUST NOT** carry a pillion passenger or draw a trailer.

[Moped and Learner Motor Cycle (Definitions) Regulations 2003, Driving Licences and Tests Regulations 2007, regs 3(1), 8(1)(b) and (2), 11, 20, 24, 28(1)(d) and Schedules 2, 7 and 10, Motor Bicycles (Approved Training Courses for Drivers) Regulations 2002, reg 15, and Road Traffic Act 1985 (as amended) Schedule 3, paras 2 and 6(2C) to (2E)]

Annex 3

Motor vehicle documentation and learner driver requirements

Documents

Driving licence You **MUST** have a valid driving licence for the category of motor vehicle you are driving. You **MUST** inform the Licensing Office if you change your name and/or address.

[Road Traffic Act 1985, Schedule 3, para1]

In the case of a resident who holds a licence from a country which has been designated in law for licence exchange purposes, they should exchange their licence for an Isle of Man one. A resident holding a driving licence from any other country must take a driving test.

Insurance To use a motor vehicle on the road, you **MUST** have a valid insurance policy. This **MUST** at least cover you for injury or damage to a third party while using that motor vehicle. Before driving any motor vehicle, make sure that it has this cover for your use or that your own insurance provides adequate cover. You **MUST NOT** drive a motor vehicle without insurance. Also, be aware that even if a road traffic incident is not your fault, you may still be held liable by insurance companies.

[Road Traffic Act 1985, Schedule 5, para 1]

In addition to being liable to the penalties for uninsured driving a suspected offender may have his or her vehicle seized by the police. If convicted, the person may find that the vehicle is ordered by the court to be sold or forfeited.

[Road Traffic Act 1985, ss. 47A to 47D and Schedule 5, para 1]

The types of cover available are indicated below:

- **Third-Party** - this is often the cheapest form of insurance, and is the minimum cover required by law. It covers anyone you might injure or whose property you might damage. It does not cover damage to your own motor vehicle or injury to yourself.
- **Third-Party, Fire and Theft** - similar to third-party, but also covers you against your motor vehicle being stolen, or damaged by fire.
- **Comprehensive** - this is the most expensive but the best insurance. Apart from covering other persons and property against injury or damage, it also covers damage to your own motor vehicle, up to the market value of that vehicle, and personal injury to yourself.

Registration certificate Registration certificates (also called log books) are issued for all motor vehicles used on the road. They describe the vehicle (make, model, etc) and give details of the registered keeper. You **MUST** notify the Licensing Office as soon as possible when you buy or sell a motor vehicle, or if you change your name or address.

[Licensing and Registration of Vehicles Regulations 2004, regs 8 and 9]

Vehicle Duty All motor vehicles used or kept on public roads **MUST** display a valid Vehicle Duty disc (tax disc) at all times. Even motor vehicles exempt from duty **MUST** display a tax disc at all times.

[Licensing and Registration of Vehicles Act 1985, s. 6(4), and Licensing and Registration of Vehicles Regulations 2004, reg 23]

Production of documents You **MUST** be able to produce your driving licence and counterpart and a valid insurance certificate when requested by a police officer. If you cannot do this you **MUST** produce them at a nominated police station within five days (seven days in Great Britain).

[Road Traffic Act 1985, ss. 42 and 43]

Learner drivers

Learners driving a car **MUST** hold a valid provisional licence. They **MUST** be supervised by someone at least 21 years old who holds a full EC/EEA licence for that type of car (automatic or manual) and has held one for at least three years.

Vehicles Any vehicle driven by a learner **MUST** display red L plates. Plates **MUST** conform to legal specifications and **MUST** be clearly visible to others from in front of the vehicle and from behind. Plates should be removed or covered when not being driven by a learner (except on driving school vehicles).

You **MUST** pass the theory test (if one is required) and then a practical driving test for the category of vehicle you wish to drive before driving unaccompanied.

Remember

- That for 12 months after you obtain your full licence you **MUST** display an R plate on the front and back of your vehicle and **MUST NOT** exceed a speed of 50 mph (80 km/h). If a vehicle displays an L or R plate it is restricted to a maximum speed of 50 mph (80 km/h) even if the driver is a full licence holder.
- To avoid blind spots, do not fix an L plate or R plate on the front windscreen or the rear window.

[Driving Licences and Tests Regulations 2007, regs 3(1), 8(1)(b) and (2), 11, 20, 24, 28(1)(d) and Schedules 2, 7 and 10, and Road Traffic Act 1985 (as amended) Schedule 3, paras 2 and 6(2C) to (2E)]

**“Having a licence
doesn’t make you
a safe driver.”**

Annex 4

The road user and the law

Road traffic law

Legal requirements are indicated in the Code by the use of the words "**MUST**" and "**MUST NOT**". Please read what the Foreword to the Code has to say, not only about them, but also about the other advice set out in the Code.

The legislative provisions containing the legal requirements are cited in brackets throughout the Code. If you wish to know the precise wording of the law, please refer to them.

A road is defined in law as being "any highway and any other road to which the public has access, and includes a footway or a verge forming part of a road, and a bridge over which a road passes" (Road Traffic Act 1985, s. 72(1)). Although a road may therefore embrace a footpath, bridle path, cycle path or cycle track, the expression is generally used in the Code to refer to an all-purpose highway containing a carriageway for vehicles, whether or not it contains a footway [pavement] for pedestrians.

Acts, Regulations, and Orders

Acts of Tynwald (primary legislation) passed after 1 January 2001, and Regulations or Orders (secondary legislation) enacted after 1 January 2000, may be viewed on the IOM Government website (www.gov.im/infocentre/acts) by clicking on to the relevant links. If you wish to see or require a copy of legislation passed or enacted prior to those dates, please contact the Tynwald Information Service on (01624) 685520 or by e-mail to library@tynwald.org.im.

The Road Vehicles Lighting Regulations 1989 and the Traffic Signs Regulations 2002, both of which are Great Britain Regulations applied with modifications to the Isle of Man, may be viewed on the UK Government website (www.legislation.gov.uk/ukxi) and may be purchased from the Stationery Office in England or through any good bookseller.

Penalties

The Road Traffic Act 1985 (as amended) sets out the maximum penalties for road traffic offences. The seriousness of an offence is reflected in the maximum penalties. It is for a court to decide what sentence to impose according to the circumstances of a case.

Where a court has power to impose discretionary disqualification, it may, if it decides to do so, disqualify for such period as it thinks fit (usually only a few months at most) with the disqualification being endorsed on the licence. If a court decides not to impose discretionary disqualification, it **MUST**, unless special reasons obtain, endorse on the licence the penalty points prescribed in the Act according to the fixed number or range set out there. A driver who accumulates 12 or more penalty points within a three-year period **MUST**, unless special reasons obtain, be disqualified. The period will be a minimum of six months but will be appreciably longer if the driver has been disqualified on one or more occasions within the previous three years.

In the case of serious offences such as dangerous driving or certain drink-drive offences, a court **MUST**, unless special reasons obtain, disqualify. Except where indicated in the table below, the period of disqualification is a minimum of 12 months but in the case of serious drink-drive offences it can be as high as a maximum of five years where gross alcoholic impairment is involved.

Where a driver is convicted of an offence involving disqualification, a court **MUST** order the driver to take an extended driving test if:

- the offence is subject to obligatory disqualification and the court disqualifies;
- the driver has been convicted of the same or a similar offence within the previous three years;
- the offence was committed by a newly qualified driver; or
- the court considers the facts of the case raise a reasonable doubt as to the driver's competence to drive.

Where a driver is convicted in other circumstances of an offence involving disqualification, a court has discretion to order that an extended driving test be taken. It should be noted a reciprocal agreement is in place with Great Britain so that a disqualification in either country is recognised by both countries.

[Road Traffic Act 1985, S21A and Sch 6]

Certain driving offences

(many more are omitted for the sake of conciseness)

Offence	Maximum penalties	Disqualification	Endorsement	Penalty Pts.
Causing death by dangerous driving	14 years' imprisonment or an unlimited fine or both	Obligatory (not less than 2 years)	Obligatory	-
Causing serious bodily harm by dangerous driving	5 years' imprisonment or an unlimited fine or both	Obligatory (not less than 2 years)	Obligatory	-
Dangerous driving	2 years' imprisonment or an unlimited fine or both	Obligatory	Obligatory	-
Causing death by careless driving when under the influence of drink or drugs	14 years' imprisonment or an unlimited fine or both	Obligatory	Obligatory	-
Causing death by careless or inconsiderate driving	5 years' imprisonment or an unlimited fine or both	Obligatory	Obligatory	-
Causing serious bodily harm by careless or inconsiderate driving	2 years' imprisonment or an unlimited fine or both	Obligatory	Obligatory	-
Careless or inconsiderate driving	£5,000	Discretionary	Obligatory	3-9
Causing death by driving when unlicensed, disqualified or uninsured	5 years' imprisonment or an unlimited fine or both	Obligatory (not less than 2 years)	Obligatory	-
Driving under age	£1,000	Discretionary	Obligatory	2
Driving when unfit to drive through drink or drugs	2 years' imprisonment or an unlimited fine or both	Obligatory	Obligatory	10
Being in charge of a vehicle when unfit to drive through drink or drugs	6 months' imprisonment or £5,000 or both	Discretionary	Obligatory	10
Driving with excess alcohol in breath, blood or urine	6 months' imprisonment or £5,000 or both	Discretionary	Obligatory	10
Being in charge of a vehicle when driving with excess alcohol in breath, blood or urine	3 months' imprisonment or £2,500 or both	Discretionary	Obligatory	10

Offence	Maximum penalties	Disqualification	Endorsement	Penalty Pts
Failing to provide specimen for analysis required to ascertain ability to drive or proportion of alcohol when driving or attempting to drive	2 years' imprisonment or an unlimited fine or both	Obligatory (not less than 5 years)	Obligatory	10
Failing to stop after accident and give particulars or report it	9 months' imprisonment or £5,000 or both	Discretionary	Obligatory	5-10
Driving while disqualified	6 months' imprisonment or £5,000 or both	Discretionary	Obligatory	6
Failing to notify onset of a disability	£1,000	-	-	-
Using a motor vehicle when uninsured	£5,000	Discretionary	Obligatory	4-8
Using a vehicle in a dangerous condition	(a) £2,500 in the case of a goods vehicle (b) £1,000 otherwise	Discretionary	Obligatory	3
Driving a vehicle when the condition of any window obscures the vision of the driver	(a) £2,500 in the case of a goods vehicle (b) £1,000 otherwise	Discretionary	Obligatory	3
Failing to have proper control of a vehicle or a full view of the road and traffic ahead	£1,000	-	-	-
Driving a motor vehicle while holding a mobile phone in a hand	£2,500	Discretionary	Obligatory	4
Driving without or contrary to a driving licence	£1,000	Discretionary in certain circumstances	Obligatory in those circumstances	2
Speeding	£1,000	Discretionary	Obligatory	1-10
Failing to comply with traffic lights or signs or with the directions of a constable	£1,000	Discretionary	Obligatory	3
Contravening seat-belt wearing requirements	£500	-	-	-

Offence	Maximum penalties	Disqualification	Endorsement	Penalty Pts.
Dangerous pedal cycling	£2,500	-	-	-
Careless or inconsiderate pedal cycling	£1,000	-	-	-
Pedal cycling when unfit through drink or drugs	£2,500	-	-	-
Driving a vehicle on a pavement	£500	-	-	-
Failing to identify the driver of a vehicle	a) £2,500 when involving a motor vehicle b) £1,000 when involving a pedal cycle	-	-	-
Failing to stop when required by a constable	a) £5,000 when involving a motor vehicle b) £1,000 when involving a pedal cycle or animal	-	-	-

Newly qualified drivers

For a period of 12 months from gaining their full licence newly qualified drivers (including those required by a court to take an extended driving test) **MUST** display an R plate on the front and back of their vehicle and **MUST NOT** exceed a speed of 50 mph (80 km/h). If convicted of a driving offence and disqualified during this period, such drivers will be subject to the same restrictions for a period of 24 months commencing on the date on which their disqualification ends.

[Road Traffic Act 1985, S6B]

Seizure, retention, and disposal of vehicles

The police may seize and remove to storage a vehicle which they suspect has been driven on roads in circumstances where the driver:

- was uninsured;
- failed to display on the vehicle a current vehicle licence (tax disc);

- was disqualified;
- held no current driving licence;
- is a learner driver and was not accompanied by a qualified driver; or
- was committing a serious driving offence connected with drink or drugs.

If the driver is to be prosecuted, disposal of the vehicle will be decided by the court in the event that he or she is convicted. In the case of a conviction for not displaying a current vehicle licence, the vehicle will be returned by order of the court to the owner. In other cases the court has absolute discretion to order the vehicle's return, sale or forfeiture. If it is ordered to be sold, the proceeds of sale will be paid to the owner minus the police's costs of seizure and storage. Special arrangements apply in relation to a vehicle which is the subject of a hiring or hire-purchase agreement.

If no prosecution is brought or if the driver is found not guilty, the vehicle will be returned to the owner.

Vehicles other than a passenger vehicle or light goods vehicle, such as a light van, are prohibited from parking on restricted roads by the Road Traffic (Motor Cars) (Overnight and Weekend Waiting) Regulations 2012. A 'restricted road' means any road on which a speed limit is imposed by or under section 23 of the Road Traffic Regulation Act 1985. Therefore vehicles such as heavy goods, buses or motorhomes that measure 6 metres or more in length or are 2 metres in height or taller, should not be parked on residential roads overnight or at weekends.

Insurance

In addition to the penalties that a court may decide to impose the cost of insurance is likely to rise considerably after conviction for a serious driving offence. This is because insurance companies consider the drivers in question to be a higher risk.

**“Stay Alert.
Stay Alive.”**

Annex 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 as safely as possible the first 12 months after passing the driving test - a period when you are most vulnerable.

- Many of the worst collisions happen at night. Between midnight and 6.00 am is a time of high risk for new drivers. Avoid driving then unless it is really necessary.
- If you are driving with passengers, you are responsible for their safety. Do not 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.
- Do not 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.

Remember

- For 12 months after you obtain your full licence you **MUST** display an R plate on the front and back of your vehicle and **MUST NOT** exceed a speed of 50 mph (80 km/h).

- To avoid blind spots, do not fix an R plate on the front windscreen or the rear window.

[Road Traffic Act 1985. The Driving Licences and Test Regulations 2007, sec 9]

Annex 6

Vehicle maintenance, safety and security

Vehicle maintenance and safety

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** be excessive;
- make sure your seat, seat belt, head restraint and mirrors are adjusted correctly before you drive; and
- make sure that items of luggage are securely stowed.

[Road Vehicles Lighting Regulations 1989 (as modified), regs 23 and 27, and Road Vehicles (Maintenance and Use) Regulations 2012, regs 8 and 24]

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 in a safe place 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 is not charging. This should also be checked as soon as possible to avoid loss of power to lights and other electrical systems.

Window tints You **MUST NOT** use a vehicle with excessively dark tinting applied to the front windscreen or to the glass in any front window on either side of the driver. Window tinting applied during manufacture complies with the Visual Light Transmittance (VLT) standards. There are no VLT limits for rear windscreens or rear passenger windows.

[Road Vehicles (Construction, Equipment and Weights) Regulations 2012, reg 15]

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 **MUST** also be free from certain defects, among which are:

- any cut in excess of 25 mm or 10% of the section width of the tyre, whichever is the greater, measured in any direction on the outside of the tyre and deep enough to reach the ply or cord;
- any lump, bulge or tear caused by the separation or partial failure of the tyre's structure;
- any exposure of the ply or cord; and
- any part where the base of any groove which showed in the tread pattern of an original, recut or retreaded tyre is not clearly visible.

Cars, dual-purpose vehicles, light vans and light trailers **MUST** have a tread depth of at least 1.6 mm across the central three-quarters of the breadth of the tread and in a continuous band around the entire outer circumference of each tyre.

Motorcycles, heavier goods vehicles and larger passenger-carrying vehicles **MUST** have either:

- a tread depth of at least 1 mm across three-quarters of the breadth of the tread and in a continuous band around the entire outer circumference of each tyre; or
- if the tread pattern does not extend to three-quarters of the breadth of tread, a tread depth of 1 mm across the entire tread pattern.

Mopeds should have visible tread.

Be aware that some vehicle defects can attract penalty points.

[Road Vehicles (Maintenance and Use) Regulations 2012, regs 27 and 28]

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 by 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 Make sure 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 Make sure 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; and
- there is no visual damage to the cap or the fuel tank.

Emergency (temporary) fuel caps, if fitted, should form a good seal and be replaced by a permanent fuel cap as soon as possible.

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

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 that, for all a thief knows, a carrier bag may contain valuables; and
- 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.

**“Respect
our roads”**

Annex 7

First aid on the road

The following information may be of general assistance, but there is no substitute for proper training. Any first aid given at the scene of an incident should be looked on only as a temporary measure until the emergency services arrive. If you have not had any first aid training, the following points could be helpful.

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.

Get help

Try to get the assistance of bystanders. Get someone to call the appropriate emergency services on 999 as soon as possible. They will need to know the exact location of the incident and the number of vehicles involved. Try to give information about the condition of any casualties, for example, if anyone is having difficulty breathing, is bleeding heavily or does not respond when spoken to.

Help those involved

DO NOT move casualties still in vehicles unless there is the threat of further danger. **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. Protect them from rain or snow, 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.

**“Stay Alive
- Think and Drive”**

Provide emergency care

Remember the letters D R A B C:

- D: Danger** Check that you are not in danger
- R: Response** Try to get a response by asking questions and gently shaking their shoulders
- A: Airway** If the person is not talking and the airway may be blocked, then place one hand under the chin and lift the chin up and forward. If they are still having difficulty with breathing then gently tilt the head back.
- B: Breathing** Normal breathing should be established. Once the airway is open, check breathing for up to 10 seconds.
- C: Compressions** If they have no signs of life and there is no pulse, then chest compressions should be administered. Place two hands in the centre of the chest and press down hard and fast – 5-6 cm at a rate of 100/minute. You may only need one hand for a child and should not press down as far. For infants, use two fingers in the middle of the chest when delivering compressions and do not press down too far.



**If the casualty is unconscious and breathing
place them in the recovery position
until medical help arrives**

Bleeding

First check for anything that may be in the wound, such as glass. Taking care not to press on the object, build up padding on either side of the object. If there is nothing embedded, apply firm pressure over the wound to stem the flow of blood. As soon as practical, 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

Check the casualty for shock and, if possible, try to cool the burn for at least 10 minutes with plenty of clean, cold water or other non-toxic liquid. Do not try to remove anything that is sticking to the burn.

Be prepared

Always carry a first-aid kit – you might never need it, but it could save a life. Learn first aid – you can get first aid training from a qualified organisation such as St John Ambulance or British Red Cross or any suitable qualified body.

**“Leave sooner,
drive slower,
live longer.”**

Annex 8

Greenlanes and greenway roads

There are many miles of ancient unmade roads in the Isle of Man. They are rights of way through the countryside not only for pedestrians but also for other classes of traffic such as horses and their riders, motorcycles, 4 x 4s, and mountain bikes. These unmade roads are known as greenlanes.

The surface or narrowness of some greenlanes makes them unsuitable for use by most road vehicles. Some of these have been designated greenway roads and are identified by the green traffic sign "GREENWAY ROAD – BAYR GLASS". Vehicles exceeding an unladen weight of 500 kg are prohibited from using them. For any other vehicles a permit is required unless, as in the case of agricultural, forestry or horticultural vehicles, they are exempt from the prohibition. Application for a permit should be made to the Highway Services Division, Department of Infrastructure, Sea Terminal Building, Douglas IM1 2RF. Existing greenway roads are listed below.

Greenway roads

No.	District	Road	Between	And
G1	Rushen	Un-named public road	the end of the D24 (Ballaberna Road) north of Surby indicated by a moorland wall and highway gate	its junction with the A36 (Sloc Road and Shoulder Road) indicated by a wall and highway gate
G2	Patrick	U70 (Slieu Whallian Back Road)	its junction with the D47 (Garey Road) indicated by a highway gate	its junction with the C17 (Slieu Whallian Road)
G3	Malew	U53 (Stoney Mountain Road)	185 metres westwards from the property know as West View on the Stoney Mountain Road, Foxdale	80 metres north-eastwards of its junction with the Stoney Mountain Plantation forestry road, 280 metres eastwards from its junction with the A3 (Castletown to Ramsey Road)
G4	German	U198 (Cornelly to Kerrowgarrow Road)	its junction with the D55 (Ballacurry Road) at Cornelly Mine, Archallagan	its junction with the U55 (Kenna Road) at Kerrowgarrow Farm
G5	German	D55 (Ballacurry Road)	300 metres south of the former railway crossing at Ballacurry Farm	the property known as Brooklands eastwards from Cornelly Mine at Archallagan, indicated by a highway gate
G6	Braddan	U68 (St. Lukes to Brandywell Road); a part of the Millennium Way footpath	95 metres north-east of its junction with the C9 (Ballamodda, Baldwin Road) at St. Luke's Church	its junction with the B10 (Beinn y Phott Road) 560 metres north-east of the Glen Crammag bridge

No.	District	Road	Between	And
G7	Michael	U16 (Ballacurn Road) and all roads which are accessible from it, being roads on Sartfell, Slieau Freoghane, Slieau Dhoo and Slieau Curn which are not macadamized	the junction of U16 with B10 (Beinn y Phott Road) at the Sartfell Plantation, Brandywell indicated by a highway gate south-eastwards of Sartfell	<ol style="list-style-type: none"> 1. a point 560 metres south-westwards from the junction with the C37 (Druidale Road) indicated by a highway gate north-eastwards of Slieau Dhoo; and 2. the end-on junction with the D14 (Lhergyvreck or "Baltic" Road) 2,200 metres eastwards from the D14 junction with the A3 (Castletown to Ramsey Road) at Kirk Michael, at the common land wall indicated by a highway gate south-west of Slieau Curn; and 3. a point 1,850 metres southwards from the junction at Ballacurn of U16 with the A3 (Castletown to Ramsey Road), at the common land wall indicated by a highway gate north-eastwards of Slieau Curn
G8	Ballaugh	U187 (Glendhoo Road)	its junction with the U83 (Ballaugh Plantation Road)	in the property known as GlenDhoo or "The Phurt" the highway gate at the former Tuck Mill 190 metres southwards of the slab-bridge by which the road crosses the River Dhoo
G9	Ballaugh	U83 (Ballaugh Plantation or Cronagh Road)	A point 230 metres from its junction with the C37 (Druidale Road) at Ravensdale (at the south-western boundary of the forestry car park)	the second junction of the U83 with the C37 (Druidale Road) 740 metres south-westwards from the junction with the U100 (Mount Karrin Road)
G10	Lezayre	U100 (Ballacuberagh or Mount Karrin Road)	its junction with the A14 (Jurby School to Bungalow Road) in Sulby Glen, north-eastwards of Mount Karrin	its junction with the C37 (Druidale Road) south-westwards of Mount Karrin
G11	Lezayre	D10 (Sky Hill Road including a part of the Millennium Way footpath)	its junction with U77 (Rullick Road) south eastwards of Narradale at Park ne Earkan	its junction with the A18 (Mountain Road) at the Mountain Box (or East Mountain Gate) north-westwards of Clagh Ouyr
G12	Maughold/Lonan	U92 Maughold Mountain Road	Where the track goes onto the moorland to the south west of Glen Mona indicated by a wall and a highway gate	its junction with the U21 Clarum Road indicated by a wall and a highway gate above the Clarum Farm
G13	Lezayre	D11 Narradale Hill Track	Where the track goes onto the moorland to the south end of Narradale Road indicated by a wall and a highway gate	its junction with the D10 Sky Hill Track

Users of motor vehicles on greenlanes are reminded that it is necessary to drive with great care and at slow speed because pedestrians, horses and riders, or farm animals may be in the lane at any time. In certain circumstances it may be best to stop your engine and let a horse or other animal pass you by. Also, the surface of the lane may be soft, rough or uncompacted and may have been rutted by vehicles or by flows of water draining from adjacent land. Where a lane is of such a character, motorcyclists need to proceed with particular caution and drivers of 4-wheeled vehicles may find the lane impassable. If a lane bears the sign "Unsuitable for Motors", do not enter it with a motor vehicle.

On many greenlanes:

- a white speed limit notice advises motorcyclists not to exceed 20 mph (32km/h); and
- a green "finger post" sign depicting a motor cycle and a horse rider may indicate that the lanes are useful ways for motorcyclists and horse riders.

Motorcyclists are advised to ride gently over soft ground.

Both pedal cyclists, who should be careful when passing pedestrians, and horse riders are advised to proceed with particular caution if the surface is either soft and uncompacted or hard and rutted.

Many greenlanes have one or more gates across them, which may be opened to allow pedestrians, vehicles or horses to pass. A gate must be closed afterwards to prevent sheep or other farm animals from wandering along the road from the area where they are grazing.

Road traffic law applies to all vehicles on greenlanes.

**“chance takers are
accident
makers.”**

Annex 9

Other information

Metric conversions

A detailed conversion table is provided below:

Miles	Kilometres
1	1.61
5	8.05
10	16.09
15	24.14
20	32.19
25	40.23
30	48.28
35	56.33

Miles	Kilometres
40	64.37
45	72.42
50	80.47
55	88.51
60	96.56
65	104.60
70	112.65

Closed roads etc

There are many events such as motorcycle racing and rallying on the Island for which road closures are approved. During these periods roads are closed to general traffic, and the public at large should take particular care to comply with the signage. Certain unsuitable areas may be taped or fenced off to prevent access. Pedestrians must comply with the signage in these locations for their own safety. They should also be aware that they must not walk on the pavements of any roads that are closed.

During TT and Isle of Man Festival of Motorcycling the road closure times can be viewed, and are available for download from the TT or Isle of Man Festival of Motorcycling websites www.iomtt.com or www.iomfom.com, alternatively details are printed in a leaflet which is available from the Sea Terminal building.

Visitors should note that during TT and Isle of Man Festival of Motorcycling festivals there are many locations, properties and campsites which are not accessible during Road Closure times. If you are travelling in a group with other motorcyclists it would be a good idea to arrange a suitable meeting point in case you get separated from other group members. This will avoid the need to keep up and reduce the added risks that could arise as a result.

During race festivals the number of motorcycles using the roads rises significantly and it is essential to remain vigilant. Stay calm when being overtaken by motorcycles and keep to the left. Use your mirrors frequently.

Take particular care when pulling out of junctions to double check that a motorcycle is not obscured in a blind spot and allow extra space for overtaking to make sure you have plenty of room to complete the manoeuvre.

During race festivals there may be many visiting drivers and riders. These individuals may not know the roads, they may be lost, they may become disorientated and use the wrong side of the road. They may be used to roads with differing general characteristics such as driving on the right. Therefore you need to make more allowances for driver or rider error than will usually be the case.

The Island's roads are very winding and as a result stopping distance sight lines and general sight lines are often very limited. There are many concealed entrances on the road network, often they can be identified by traffic mirrors at the side of the road, please be aware that vehicles may suddenly appear from these junctions. You should therefore ride and drive at speeds that allow sufficient time to respond. Be realistic about your own abilities, the characteristics of your own vehicle, the prevailing road conditions and also the limitations of other road users. If you are a motorcyclist who wants to race then get a race licence and enter the races, do not use the open roads for racing.

The Isle of Man also holds many events such as the Parish Walk, End-to-End cycle race and many cycling time trials. Visitors should be aware that people who participate in these events and train or practice for them use the roads in their efforts to prepare. Please be patient and provide them with plenty of room.

Useful websites

Department of Infrastructure:

www.gov.im/doi

For information regarding cherished number plates:

www.gov.im/cherishednumbers

Great Britain Highways Agency - traffic information for visitors by road to England (on road closures, restrictions, diversions etc):

www.highways.gov.uk/traffic/traffic.aspx

Further reading

Best practice

Further information about good driving and riding practice can be found in the Great Britain Driving Standards Agency books "The Official DSA Guide to Driving - the essential skills" and "The Official DSA Guide to Riding - the essential skills". Information specifically for drivers of large vehicles can be found in "The Official DSA Guide to Driving Goods Vehicles" and "The Official DSA Guide to Driving Buses and Coaches". All these publications may be purchased from the Stationery Office in England or through any good bookseller.

The Blue Badge Scheme

Information on this scheme can be obtained —

- by accessing the website of the Department of Health and Social Care:
www.gov.im/categories/benefits-and-financial-support/social-security-benefits/disabled-parking/;
- by telephoning 686325; or
- by writing to Disabled Parking Blue Badge Scheme, Department of Health and Social Care, 3rd Floor Markwell House, Market Street, Douglas, IM1 2RZ

Code of practice for horse-drawn vehicles

The code of practice is available on the website of the Department of Infrastructure (see "Useful websites" above). Prepared by the Great Britain Department for Transport, it contains much useful information on matters mentioned in Rule 47.

Road works

A leaflet giving further information on driving through road works is available on the website of the Department of Infrastructure (see "Useful websites" above). The leaflet was prepared by the Great Britain Highways Agency and is of relevance to the Island.

Information about road works and other matters affecting roads in the Island can be obtained from the following website:

www.gov.im/residents/roadnotifications

Parking permits

Information on parking permits can be obtained from the Vehicle and Driver Licencing Office, Department of Infrastructure, Sea Terminal Building, Douglas IM1 2RF.

Alternative modes of transport

New methods of transport are continually being developed, for example the Segway Personal Transporter. The Isle of Man will consider new or alternative methods of transport and will develop legislation for their use on the Island's roads whenever it is deemed to be appropriate. Road users should make themselves aware of any new modes of transport and if further information is required about their use should contact the Department of Infrastructure, Sea Terminal Building, Douglas IM1 2RF.

Licensing or registration of public passenger vehicles (PPVs)

A PPV is a passenger vehicle used commercially for the carriage of passengers. It is required to be licensed or registered by the Road Transport Licensing Committee. For advice contact:

The Road Transport Licensing Committee

Phone: 651564

Fax: 651565

E-mail: RTLCL@gov.im

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Road Safety Adviser
Highway Services Division
Department of Infrastructure
Sea Terminal Building
Douglas
IM1 2RF

This document is available online at www.gov.im/highwaycode

CHERISHED NUMBER PLATES

A cherished number plate is a "chosen" registration number, rather than a standard issue "next number in line".

There are ten bands of fees which apply to the cherished numbers incorporating **MAN** or **MN** and fourteen bands for the **MANX** range of numbers (all inclusive of VAT).

A new Cherished Number can be purchased online at www.gov.im/cherishednumbers/ or at any Post Office.

If purchased at a Post Office the application form can be downloaded at

www.gov.im/media/28707/c1_manx_cherished_included.pdf



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Notes

Notes

Notes

**“You know
where you are going,
other drivers don’t.
Indicate.”**



Take the guesswork out of driving

No matter how long you have been driving, there is no harm in reminding yourself of the details that can enhance your driving standards and ultimately make you a better driver.

Help make the Island’s roads safer for everyone.

STOPPING DISTANCES

