



HM Government
of Gibraltar



The Gibraltar Highway Code



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Introduction

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

The aim of the Highway Code is to promote safety on the road, whilst also supporting a healthy, sustainable and efficient transport system.

Many of the rules in the Highway 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. In the most serious cases you may be sent to prison. Such rules are identified here by the use of the words **‘MUST/MUST NOT’**.

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

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

Hierarchy of Road Users

The ‘Hierarchy of Road Users’ is a concept that places those road users most at risk in the event of a collision at the top of the hierarchy. The hierarchy does not remove the need for everyone to behave responsibly. The road users most likely to be injured in the event of a collision are pedestrians, cyclists and motorcyclists, with children, older adults and persons with disabilities being more at risk. The following H rules clarify this concept.

Rule H1

It is important that ALL road users are aware of The Highway Code, are considerate to other road users and understand their responsibility for the safety of others.

Everyone suffers when road collisions occur, whether they are physically injured or not. But those in charge of vehicles that could cause the greatest harm in the event of a collision bear the greatest responsibility of care to other road users. This principle applies most strongly to drivers of large goods and passenger vehicles, vans/minibuses, cars/taxis and motorcycles.

Cyclists and Personal Light Electric Transporters (PLET) likewise, have a responsibility to reduce danger to pedestrians.*

None of this detracts from the responsibility of ALL road users, including pedestrians, cyclists and PLET users to have regard for their own safety and that of other road users’.

Always remember that the people you encounter may have impaired vision, hearing or mobility and that this may not be obvious.

Rule H2 - Rule for Drivers, Motorcyclists, Cyclists and PLETs

At a junction you should give way to pedestrians crossing or waiting to cross a road into which or from which you are turning.

*You **MUST** give way to pedestrians on a zebra crossing, and to pedestrians, cyclists and PLETs on a parallel crossing.*

Pedestrians have priority when on a zebra crossing or at light controlled crossings when they have a green signal.

You should give way to pedestrians waiting to cross a zebra crossing, and to pedestrians, cyclists and PLETs waiting to cross a parallel crossing (if available).

Cyclists and PLETs should give way to pedestrians on shared use cycle tracks.

Only pedestrians may use the pavement. Pedestrians include wheelchair and mobility scooter users.

Pedestrians may use any part of the road and use cycle tracks, if available, as well as the pavement, unless there are signs prohibiting pedestrians. When walking on cycle tracks, care should be taken to avoid collision with a cyclist or PLET user.

Rule H3 - Rule for Drivers and Motorcyclists

You should not cut across cyclists going straight ahead, when you are turning into or out of a junction or changing direction or lane, just as you would not turn across the path of another motor vehicle. This applies whether they are using a cycle lane, a cycle track, or riding ahead on the road and you should give way to them.

Do not turn at a junction if doing so would cause the cyclist going straight ahead to stop or swerve.

You should stop and wait for a safe gap between the flow of cyclists if necessary. This includes when cyclists are:

- *approaching, passing or moving off from a junction*
- *moving past or waiting alongside stationary or slow-moving traffic*
- *travelling around a roundabout*

Rules for Pedestrians

General Guidance

1. **Pavements and footways** (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 onto the road, look in both directions first. Always remain aware of your environment and avoid unnecessary distractions. Always show due care and consideration for others.
2. **If there is no pavement**, keep to the left-hand side of the road so that you can see oncoming traffic. You should take extra care and be prepared to walk in single file, especially on narrow roads or in poor light keeping close to the side of the road. It may be safer to cross the road well before a sharp left-hand bend so that oncoming traffic has a better chance of seeing you. Cross over once again after the bend.
3. **Help other road users to see you.** Try to wear or carry something light-coloured, bright or fluorescent in poor daylight conditions. When it is dark, use reflective materials (e.g. armbands, sashes, waistcoats, jackets, footwear), which can be seen by drivers using headlights up to three times as far away as non-reflective materials.



4. **Young children** should be accompanied on the pavement or road. When walking with children, keep between them and the traffic and hold their hands firmly. Strap very young children into push-chairs or use reins. When pushing a young child in a buggy, do not push the buggy into the road when checking to see if it is clear to cross, particularly from between parked vehicles.
5. **Organised walks or parades** involving large groups of people walking along a road should always use a pavement if available; if one is not available, pedestrians should always keep to the right. Look-outs should be positioned at the front and back of the group, and they should wear fluorescent clothes in daylight and reflective clothes in the dark. At night, the look-out in front should show a white light and the one at the back a red light. People on the outside of large groups should also carry lights and wear reflective clothing.
6. **Motorways.** Pedestrians **MUST NOT** be on motorways or slip roads except in an emergency.

Crossing the Road

7. **The Green Cross Code.** The advice given below on crossing the road is for all pedestrians. Children should be taught the Code and should not be unaccompanied until they can understand and apply it properly. The age when they can do this is different for each child. Many children cannot judge how fast vehicles are going or how far away they are. Children learn by example, so parents and carers should always use the Code in full when out with their children. They are responsible for deciding at what age children can use it safely by themselves.
 - a. **First find a safe place to cross** and where there is space to reach the pavement on the other side. Where there is a crossing nearby, use it. It is safer to cross using a subway, a footbridge, an island, a zebra or pelican crossing, or where there is a crossing point controlled by a police officer, a school crossing patrol or a traffic warden. Otherwise choose a place where you can see clearly in all directions. Try to avoid crossing between parked cars, on a blind bend, or close

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to the brow of a hill. Move to a space where drivers and riders can see you clearly. Do not cross the road diagonally.



- 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 and listen.** Traffic could come from any direction. Listen as well, because you can sometimes hear traffic before you see it.
 - d. **If traffic is coming, let it pass.** Look all around again and listen. Do not cross until there is a safe gap in the traffic and you are certain that there is plenty of time. Remember, even if traffic is a long way off, it may be approaching very quickly.
 - e. **When it is safe, go straight across the road – do not run.** Keep looking and listening for traffic while you cross, in case there is any traffic you did not see, or in case other traffic appears suddenly. Look out for cyclists and motorcyclists travelling between lanes of traffic. Do not walk diagonally across the road.
8. **At a junction.** When you are crossing or waiting to cross the road, other traffic should give way. Look out for traffic turning onto the road, especially from behind you and cross at a place where drivers can see

you. If you have started crossing and traffic wants to turn onto the road, you have priority and they should give way.

- 9. Pedestrian Safety Barriers.** Where there are barriers, cross the road only at the gaps provided for pedestrians. Do not climb over the barriers or walk between them and the road.
- 10. Tactile paving.** Raised surfaces that can be felt underfoot provide warning and guidance to blind or partially sighted people. The most common surfaces are a series of raised studs, which are used at crossing points with a dropped kerb, or a series of rounded raised bars which are used at level crossings, at the top and bottom of steps and at some other hazard points.
- 11. One-way streets.** Check which way the traffic is moving. Do not cross until it is safe to do so without stopping. Cycle lanes may operate in the opposite direction to the rest of traffic.
- 12. Routes shared with Cyclists and PLETs.** Cycle tracks may run alongside footpaths or pavements and be separated from them by a feature such as a change of material, a verge, a kerb or a white line. Such routes may also incorporate short lengths of tactile paving to help visually impaired people stay on the correct side.

Some routes shared with cyclists and PLETs will not be separated by such a feature allowing cyclists and pedestrians to share the same space. Where signs indicate, some routes are shared between pedestrians, cyclists and PLET users. Cyclists and PLETs should respect your safety, but you should take care not to obstruct or endanger them. Always remain aware of your environment and avoid unnecessary distractions.

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

- 14. Reversing vehicles.** Never cross behind a vehicle which is reversing, showing white reversing lights or sounding a warning.
- 15. Moving vehicles.** You **MUST NOT** get onto or hold onto a moving vehicle.
- 16. At night.** Try to 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

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

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

- 18. Zebra Crossings.** Give traffic plenty of time to see you and to stop before you start to cross. Vehicles will need more time when the road is slippery. Wait until traffic has stopped from both directions or the road is clear before crossing. Remember that traffic does not have to stop until someone has moved onto the crossing. Drivers and riders should give way to pedestrians waiting to cross and **MUST** give way to pedestrians on a zebra crossing (see Rule H2). 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.

A zebra crossing with a central island is two separate crossings (see Rule 19)



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



- 20. 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.



- 21. Pelican Crossings.** These are signal-controlled crossings operated by pedestrians. Push the control button to activate the traffic signals. When the red figure shows, do not cross. When a steady green figure shows, check the traffic has stopped then cross with care. When the green figure begins to flash you should not start to cross. If you have already started you should have time to finish crossing safely.
- 22.** 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.
- 23.** At some crossings there is a bleeping sound or voice signal to indicate to blind or partially sighted people when the steady green figure is showing, and there may be a tactile signal to help deaf blind people.
- 24. Staggered' or Pelican Crossings.** When the crossings on each side of the central refuge are not in line they are two separate crossings. On reaching the central island, press the button again and wait for a steady green figure.



- 25. Crossings controlled by an authorised person.** Do not cross the road unless you are signalled to do so by a police officer, traffic warden or school crossing patrol. Always cross in front of them.
- 26.** 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

- 27. Emergency Vehicles.** If an ambulance, fire engine, police or other emergency vehicle approaches using flashing blue lights, headlights and/or sirens, keep off the road.
- 28. 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.
- 29. Street and pavement repairs.** A pavement may be closed temporarily because it is not safe to use. Take extra care if you are directed to walk in or to cross the road.

Rules for Users of Powered Wheelchairs and Mobility Scooters

- 30. There is one class of manual wheelchair and two classes of powered wheelchairs and powered mobility scooters. Manual and powered wheelchairs and powered mobility scooters with an upper speed limit of 6 km/h are designed to be used on pavements. Powered mobility scooters vehicles with an upper speed limit of 12 km/h are equipped to be used on the road as well as the pavement.
- 31. When you are on the road you should obey the guidance and rules for other vehicles; when on the pavement you should follow the guidance and rules for pedestrians.

On Pavements

- 32. 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.
- 33. Powered wheelchairs and scooters **MUST NOT** travel faster than 6 km/h on pavements or in pedestrian areas. You may need to reduce your speed to adjust to other pavement users who may not be able to move out of your way quickly enough or where the pavement is too narrow.
- 34. When moving off the pavement onto the road, you should take special care. Before moving off, always look round and make sure it's safe to join the traffic. Always try to use dropped kerbs when moving off the pavement, even if this means travelling further to locate one. If you have to climb or descend a kerb, always approach it at right angles and don't try to negotiate a kerb higher than the vehicle manufacturer's recommendations.

On the Road

35. You should take care when travelling on the road as you may be travelling more slowly than other traffic (your machine is restricted to 12 km/h and may be less visible).
36. When on the road, powered mobility scooters with an upper speed limit of 12 km/h should travel in the direction of the traffic. Powered mobility scooters with an upper speed limit of 6 km/h should always use the pavement when it is available. When there is no pavement, you should use caution when on the road. If you are travelling at night when lights **MUST** be used, you should travel in the direction of the traffic to avoid confusing other road users.
37. You **MUST** follow the same rules about using lights, indicators and horns as for other road vehicles, if your vehicle is fitted with them. At night, lights **MUST** be used. Be aware that other road users may not see you and you should make yourself more visible - even in the daytime and also at dusk - by, for instance, wearing a reflective jacket or reflective strips on the back of the vehicle.
38. Take extra care at road junctions. When going straight ahead, check to make sure there are no vehicles about to cross your path from the left, the right, or overtaking you and turning right. There are several options for dealing with left turns, especially turning from a major road. If moving into the middle of the road is difficult or dangerous, you can
- stop on the right-hand side of the road and wait for a safe gap in the traffic
 - negotiate the turn as a pedestrian, i.e. travel along the pavement and cross the road between pavements where it is safe to do so.
 - If the junction is too hazardous, it may be worth considering an alternative route. Similarly, when negotiating major roundabouts (i.e. with two or more lanes) it may be safer for you to use the pavement or find a route which avoids the roundabout altogether.

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

Rules about Animals

- 40. Dogs.** Do not let a dog out on the road on its own. Keep it on a short lead when walking on the pavement, road or path shared with cyclists.
- 41.** 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.
- 42. Animals being herded.** These should be kept under control at all times. You should, if possible, send another person along the road in front to warn other road users, especially at a bend or the brow of a hill. It is safer not to move animals after dark, but if you do, then wear reflective clothing and ensure that lights are carried (white at the front and red at the rear of the herd).

Rules for Cyclists

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

43. Clothing. You are advised where possible, to wear

- a cycle helmet. When wearing a helmet it should conform to current regulations, is the correct size and securely fastened. Evidence suggests that a correctly fitted helmet will reduce your risk of sustaining a head injury in certain circumstances.
- appropriate clothes for cycling. Avoid clothes which may get tangled in the chain, or in a wheel or may obscure your lights when you are cycling
- light-coloured or fluorescent clothing can help other road users to see you in daylight and poor light, while reflective clothing and/or accessories (belt, arm or ankle bands) can increase your visibility in the dark.



- 44. At night** your cycle **MUST** have white front and red rear lights lit. It **MUST** also be fitted with a red rear reflector. White front reflectors and spoke reflectors will also help you to be seen. Flashing lights are permitted but it is recommended that cyclists who are riding in areas without street lighting use a steady front lamp.
- 45. Cycle Lanes and Other Facilities.** Cycle lanes are marked by a white line (which may be broken) along the carriageway. Use facilities such as cycle lanes and tracks, advanced stop lines and toucan crossings (if available) where they make your journey safer and easier. This will depend on your experience and skills and the situation at the time. While such facilities are provided for reasons of safety, cyclists may exercise their judgement and are not obliged to use them.
- 46. Cycle Tracks.** These are routes for cyclists that are physically protected or located away from motor traffic, other than where they cross side roads. Cycle tracks may run alongside footpaths or pavements and be separated by a feature such as a change of material, a verge, a kerb or a white line. You **MUST** keep to the side intended for cyclists as the pedestrian side remains a pavement or footpath.

Some cycle tracks shared with pedestrians will not be separated by such a feature. On such shared use routes, you should always take care when passing pedestrians, especially children, older adults or disabled people, and allow them plenty of room. Always be prepared to slow down and stop if necessary (see Rule H2).

- 47. Sharing space with pedestrians.** When riding in places where sharing with pedestrians is permitted, take care when passing pedestrians, especially children, older adults or disabled people. Slow down when necessary and let them know you are there; for example, by ringing your bell (it is recommended that a bell is fitted to your bike), or by calling out politely.

Remember that pedestrians may be deaf, blind or partially sighted and that this may not be obvious.

Do not pass pedestrians at high speed, particularly from behind. Always be prepared to slow down and stop when necessary.

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

49. You should

- avoid any actions that could reduce your control of your cycle
- be considerate of the needs of other road users when riding in groups. You can ride two abreast and it can be safer to do so, particularly in larger groups or when accompanying children or less experienced riders. Be aware of drivers behind you and allow them to overtake (for example, by moving into single file or stopping) when you feel it is safe to let them do so
- not ride close behind another vehicle in case it stops suddenly
- not carry anything which will affect your balance or may get tangled up with your wheels or chain
- be considerate of other road users, particularly blind and partially sighted pedestrians (see Rule H1). Let them know you are there when necessary, for example, by calling out or ringing your bell if you have one. It is recommended that a bell be fitted.

50. You should

- look all around to make sure it is safe before moving away from the kerb, when pulling out to overtake or to pass stationary vehicles, or when turning at junctions or stopping
- watch out for obstructions in the road, such as drains, service covers and potholes, positioning yourself so you can move to the right (as well as to the left) to avoid them safely
- take care when passing parked vehicles, leaving enough room (a door's width or 1 metre) to avoid being hit if a car door is opened, and watch out for pedestrians stepping into your path

- be aware of traffic coming up behind you, including other cyclists, and give a clear signal to show other road users what you intend to do (see 'Signals to other road users')
- take extra care near road humps, narrowings and other traffic calming features
- when cycling on the road, only pass to the right of large vehicles when they are stationary or slow moving and you should proceed with caution as the driver may not be able to see you. Be particularly careful on the approach to junctions or where a large vehicle could change lanes to the right.

51. You **MUST NOT**

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

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

53. When parking your cycle

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

54. You **MUST NOT** cross the stop line when the traffic lights are red. Some junctions have an advanced stop line to enable you to wait. When the

traffic lights are red, you may cross the first stop line, but you **MUST NOT** cross the final stop line.

55. Road positioning. When riding on the roads, there are two basic road positions you should adopt, depending on the situation.

56. Ride in the centre of your lane, to make yourself as clearly visible as possible, in the following situations:

- on quiet roads or streets – if a faster vehicle comes up behind you, move to the right to enable them to overtake, if you can do so safely
- in slower-moving traffic - when the traffic around you starts to flow more freely, move over to the right if you can do so safely so that faster vehicles behind you can overtake
- at the approach to junctions or road narrowings where it would be unsafe for drivers to overtake you

57. When riding on busy roads, with vehicles moving faster than you, allow them to overtake where it is safe to do so whilst keeping at least 0.5 metres away, and further where it is safer, from the kerb edge. Remember that traffic on most dual carriageways moves quickly. Take extra care crossing slip roads.

58. Junctions. Some junctions, particularly those with traffic lights, have special cycle facilities, including small cycle traffic lights at eye-level height, which may allow you to move or cross separately from or ahead of other traffic. Use these facilities where they make your journey safer and easier.

At junctions with no separate cyclist facilities, it is recommended that you proceed as if you were driving a motor vehicle. Position yourself in the centre of your chosen lane, where you feel able to do this safely, to make yourself as visible as possible and to avoid being overtaken where this would be dangerous. If you do not feel safe to proceed in this way, you may prefer to dismount and wheel your bike across the junction.

59. Turning. When approaching a junction on the right, watch out for vehicles turning in front of you, out of or into the side road. If you intend to turn right, check first for other cyclists or motorcyclists before signalling. Do not ride on the inside of vehicles signalling or slowing down to turn right.

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

When turning into or out of a side road, you should give way to pedestrians crossing or waiting to cross (see Rule H2).

60. Going straight ahead. If you are going straight ahead at a junction, you have priority over traffic waiting to turn into or out of the side road, unless road signs or markings indicate otherwise (see Rule H3). Check that you can proceed safely, particularly when approaching junctions on the right alongside stationary or slow-moving traffic. Watch out for drivers intending to turn across your path. Remember the driver ahead may not be able to see you, so bear in mind your speed and position in the road.

Take great care when deciding whether it is safe to pass stationary or slow-moving lorries and other long vehicles, especially at the approach to junctions, as their drivers may not be able to see you. Remember that they may have to move over to the left before turning right, and that their rear wheels may then come very close to the kerb while turning.

61. Busy roads. When crossing faster or busy main roads, you may find it safer and easier to

- dismount and push your cycle across
- wait for a safe gap in the traffic before doing so, especially on faster roads and dual carriageways
- make use of traffic islands or central reservations to help you where appropriate

Roundabouts

- 62.** If you are turning left, you can ride in the left or right-hand lanes and move right when approaching your exit. Position yourself in the centre of your lane if it is safe to do so and signal left to indicate that you are not leaving the roundabout. Alternatively, you may feel safer walking your cycle round on the pavement or verge.

If you decide to ride round keeping to the right-hand lane you should

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

Where a roundabout has separate cycle facilities, you should use these facilities where they make your journey safer and easier although you are not obliged to use them. This will depend on your experience and skills and the situation at the time.

- 63.** 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

- 64.** Do not ride across a pelican or zebra crossing. Dismount and wheel your cycle across.

You and your Bicycle

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

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

You **MUST**

- ensure your brakes are efficient
- at night, use lit front and rear lights and have a red reflector (modern Led lights, are bright enough to be used during daylight hours and can help make you even more visible).

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. A new cycle training standard has been developed which the Government is promoting and making funding available for delivery in schools. All cyclists should consider the benefits of undertaking cycle training.

Rules for Motorcyclists

General Guidance

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

66. On all journeys, the rider and pillion passenger on a motorcycle, scooter or moped **MUST** wear a protective helmet. Helmets **MUST** comply with the Regulations and they **MUST** be fastened securely. Riders and passengers of motor tricycles should also wear a protective helmet. Before each journey check that your helmet visor is clean and in good condition.
67. 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.
68. You **MUST NOT** carry more than one pillion passenger who **MUST** sit astride the machine on a proper seat. They should face forward with both feet on the footrests. You **MUST NOT** carry a pillion passenger unless your motor cycle is designed to do so. A Learner rider **MUST NOT** carry a pillion passenger who is not himself the holder of a licence, other than a learner's licence, authorising him to drive a motor cycle, having been the holder of a licence for at least two years.
69. **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.

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



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

Remember: Observation – Signal – Manoeuvre

Motorcycle Licence Requirements

To obtain a Learner's motorcycle licence, you **MUST** satisfactorily complete a Compulsory Basic Training (CBT) course. Having obtained a CBT Learner's Licence, you can then ride a category A1 motorcycle with a power output not exceeding 11 kW, or a category A2 motorcycle with a power output not exceeding 35 kW on the public road. When learning to drive, you must exhibit 'L plates', visibly both to the front and rear of the vehicle.

To obtain your full motorcycle licence you **MUST** pass a motorcycle theory test and then a practical test:

A1 motorcycle licence: At age 18 or over, you take a test on a motorcycle without sidecar with a cylinder capacity not exceeding 125 cc. If you pass you may ride a motorcycle up to 125 cc with power output up to 11 kW, or a motor tricycle with power not exceeding 15 kW.

A2 motorcycle licence: At age 18 or over, you take a test on a motorcycle without sidecar of at least 395 cc with a power output of at least 20 kW but not exceeding 35 kW. If you pass, you may ride any motorcycle not exceeding 35 kW and with a power to weight ratio not exceeding 0.2 kW/kg.

Full A motorcycle licence: Test taken on a motorcycle without sidecar, of at least 595 cc and an engine power of at least 50 kW. This gives you full access to all motorcycles and motor tricycles. You obtain a category A licence by taking progressive access from age 20, or under the direct access scheme from age 24.

Category A under progressive access: You can take a category A practical test at age 20 if you already have an A2 licence that you've held for a minimum of two years. You don't need to take another theory test or hold a CBT certificate.

Category A under direct access: This is for riders aged 24 or over. To obtain a category A licence you must

- successfully complete a CBT course
- pass the motorcycle theory test
- pass the practical motorcycle test.

Passing the practical test on a motorcycle of at least 50 kW (53.6bhp) gives immediate access to all sizes of motorcycle.

You **MUST NOT** carry a pillion passenger or pull a trailer until you have passed your test. You may carry a pillion as long as they are instructing you on your riding and they have held a licence for the relevant motorcycle category for at least three years.

Moped Licence Requirements

A moped **MUST** have an engine capacity not exceeding 50 cc, not weigh more than 250 kg and be designed to have a maximum speed not exceeding 45 km/h.

To ride a moped, learners **MUST**

- be 17 or over
- have a learner's moped licence
- complete CBT training.

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 Driver and Vehicle Licensing Department (DVLD) if you change your name and/or address. Holders of **non-European Community** licences who are now resident in Gibraltar may only drive on that licence for a maximum of 12 months from the date they become resident in this country. To ensure continuous driving entitlement

- a Gibraltar issued 'Learners' licence should be obtained and a driving test(s) passed before the 12-month period elapses, or
- in the case of a driver who holds a licence from a country which has been designated in law for licence exchange purposes, the driver should exchange the licence for a Gibraltar one.

Motor Vehicle Test Certificate: Cars and motorcycles **MUST** normally pass an MOT test four years from the date of the first registration and every two years after that.

You **MUST NOT** drive a motor vehicle without an MOT certificate when it should have one. Exceptionally, you may drive to a pre-arranged test appointment or to a garage for repairs required for the test. Driving an un-roadworthy motor vehicle may invalidate your insurance.

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.

The types of cover available are indicated below:

Third-Party Insurance - 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 insurance - similar to third-party, but also covers you against your motor vehicle being stolen, or damaged by fire.

Comprehensive Insurance - 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 logbooks) are issued for all motor vehicles used on the road, describing them (make, model, etc) and giving details of the registered owner / keeper. You **MUST** notify the Driver and Vehicle Licensing Department as soon as possible when you buy or sell a motor vehicle, or if you change your name or address.

Production of Documents: You **MUST** be able to produce your driving licence and a valid insurance certificate and (if appropriate) a valid MOT certificate, when requested by a police officer. If you cannot do this you may be asked to take them to a police station within five days.

Rules for Drivers and Motorcyclists

Vehicle Condition

- 72. Vehicle condition.** You **MUST** ensure your vehicle and trailer comply with the full requirements of the Traffic (Construction, Equipment and Maintenance) Regulations.

Fitness to Drive

- 73.** Make sure that you are fit to drive. You **MUST** report to the Licensing Authority any health condition likely to affect your driving.
- 74.** Driving when you are tired greatly increases your risk of collision. To minimise this risk
- make sure you are fit to drive. Do not begin a journey if you are tired. Get a good night's sleep before embarking on a long journey
 - avoid undertaking long journeys between midnight and 6 am, when natural alertness is at a minimum
 - plan your journey to take sufficient breaks. A minimum break of at least 15 minutes after every two hours of driving is recommended
 - if you feel at all sleepy, stop in a safe place. Do not stop on the hard shoulder of a motorway
 - the most effective ways to counter sleepiness are to drink, for example, two cups of caffeinated coffee and to take a short nap (at least 15 minutes).
- 75. Vision.** You **MUST** be able to read a vehicle number plate, in good daylight, from a distance of 20 metres. If you need to wear glasses (or contact lenses) to do this, you **MUST** wear them at all times while driving. The police have the power to require a driver to undertake an eyesight test.

- 76. Slow down, and if necessary stop, if you are dazzled by bright sunlight.
- 77. At night or in poor visibility, do not use tinted glasses, lenses or visors if they restrict your vision.

Alcohol and Drugs

- 78. **Do not Drink and Drive** as it will seriously affect your judgement and abilities. You **MUST NOT** drive with a breath alcohol level higher than 35 micrograms/100 millilitres of breath or a blood alcohol level of more than 80 milligrams/100 millilitres of blood.

Alcohol will

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

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

- 79. You **MUST NOT** drive under the influence of drugs or medicine. For medicines, check with your doctor or pharmacist and do not drive if you are advised that you may be impaired.

You **MUST NOT** drive if you have illegal drugs or certain medicines in your blood above specified limits. It is highly dangerous so never take illegal drugs if you intend to drive; the effects are unpredictable, but can be even more severe than alcohol and result in fatal or serious road crashes. Illegal drugs have been specified at very low levels so even small amounts of use could be above the specified limits. The limits for certain medicines have been specified at higher levels, above the levels generally found in the blood of patients who have taken normal

therapeutic doses. If you are found to have a concentration of a drug above its specified limit in your blood because you have been prescribed or legitimately supplied a particularly high dose of medicine, then you can raise a statutory medical defence, provided your driving was not impaired by the medicine you are taking.

Before setting off

80. Before setting off. You **MUST** ensure that

- you have a valid licence and insurance to drive the vehicle you intend to use
- ensure your vehicle is legal and roadworthy

You **SHOULD** ensure

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

It is recommended for emergency use that

- you have a mobile telephone containing emergency contacts (e.g. breakdown assistance)
- you have high visibility clothing.



Vehicle Towing and Loading

81. Vehicle towing and loading. As a driver

- you **MUST NOT** tow more than your licence permits. If you passed a car test after 17 Jan 1997 you are restricted on the weight of trailer you can tow
- you **MUST NOT** overload your vehicle or trailer. You should not tow a weight greater than that recommended by the manufacturer of your vehicle
- you **MUST** secure your load and it **MUST NOT** stick out dangerously. Make sure any heavy or sharp objects and any animals are secured safely. If there is a collision, they might hit someone inside the vehicle and cause serious injury
- you should properly distribute the weight in your caravan or trailer with heavy items mainly over the axle(s) and ensure a downward load on the tow ball. Manufacturer's recommended weight and tow ball load

should not be exceeded. This should avoid the possibility of swerving or snaking and going out of control. If this does happen, ease off the accelerator and reduce speed gently to regain control

- if your vehicle is narrower than your trailer or load, or your trailer or load obstructs your rearward view, then towing mirrors **MUST** be used your trailer **MUST** be fitted with a secondary coupling device, such as a safety chain
- carrying a load or pulling a trailer may require you to adjust the headlights.

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

Seat Belts and Child Restraints

82. You **MUST** wear a seat belt in cars, vans and other goods vehicles if one is fitted (see table below). Adults, and children aged 14 years and over, **MUST** use a seat belt or child restraint, where fitted, when seated in minibuses, buses and coaches. Exemptions are allowed for the holders of medical exemption certificates and those making deliveries or collections in goods vehicles.

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

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

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



85. A rear-facing baby seat **MUST NOT** be fitted into a seat protected by an active frontal airbag, as in a crash it can cause serious injury or death to the child.
86. **Children in cars, vans and other goods vehicles.** Drivers who are carrying children in cars, vans and other goods vehicles should also ensure that
- children should get into the vehicle through the door nearest the kerb
 - child restraints are properly fitted to manufacturer's instructions
 - children do not sit behind the rear seats in an estate car or hatchback, unless a special child seat has been fitted

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- the child safety door locks, where fitted, are used when children are in the vehicle
- children are kept under control.

General Rules, Techniques and Advice for all Drivers and Riders

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

Signals

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

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

You should also

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

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

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

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

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

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

91. 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.

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

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

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

except when another road user poses a danger.

Lighting Requirements

94. You **MUST**

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

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

95. You **MUST NOT**

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

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

92. You should also

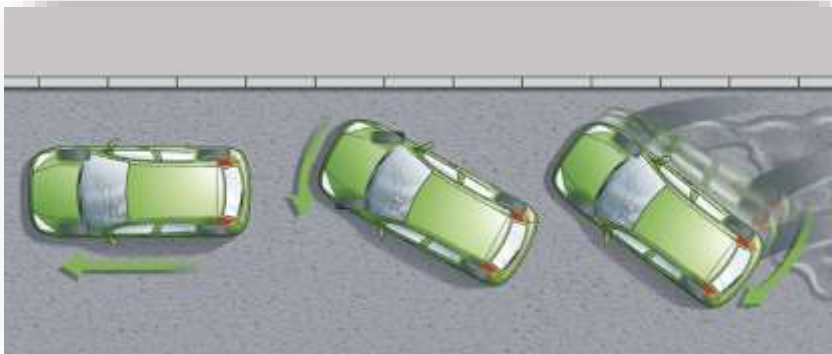
- use dipped headlights, or dim-dip if fitted, at night in built-up areas and in dull daytime weather, to ensure that you can be seen
- keep your headlights dipped when overtaking until you are level with the other vehicle and then change to main beam if necessary, unless this would dazzle oncoming road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

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

Control of the Vehicle

Braking

- 94. 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.
- 95. In an emergency.** Brake immediately. Try to avoid braking so harshly that you lock your wheels. Locked wheels can lead to loss of control.
- 96. Skids.** Skidding is usually caused by the driver braking, accelerating or steering too harshly or driving too fast for the road conditions. If skidding occurs, remove the cause by releasing the brake pedal fully or easing off the accelerator. Turn the steering wheel in the direction of the skid. For example, if the rear of the vehicle skids to the left, steer immediately to the left to recover.



- 97. 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.
- 98. 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.
- 99. Coasting.** This term describes a vehicle travelling in neutral or with the clutch pressed down. It can reduce driver control because
- engine braking is eliminated
 - vehicle speed downhill will increase quickly
 - increased use of the footbrake can reduce its effectiveness
 - steering response will be affected, particularly on bends and corners
 - it may be more difficult to select the appropriate gear when needed.

The Driver and the Environment.

- 100.** 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.

The Climate Change (Idling of Motor Vehicles) Regulations 2022 creates an offence of idling a motor vehicle if the driver refuses to switch off the engine after having been required to do so by a police officer or other authorised person. No idling zones are designated by signs.

However, it is permissible to leave the engine running if the vehicle is stationary in traffic or for diagnosing faults.

Speed Limits

- 101.** Where there are no signs indicating the speed limit, the **maximum** national speed limit in Gibraltar is **50kmph**. Buses and all vehicles registered as goods vehicles must observe a **maximum** national speed limit of **35kmph**. Signs indicating a lower speed limit to the maximum speed limit, applies to all classes of vehicles.
- 102.** You **MUST NOT** exceed the maximum speed limits for the road and for your vehicle.

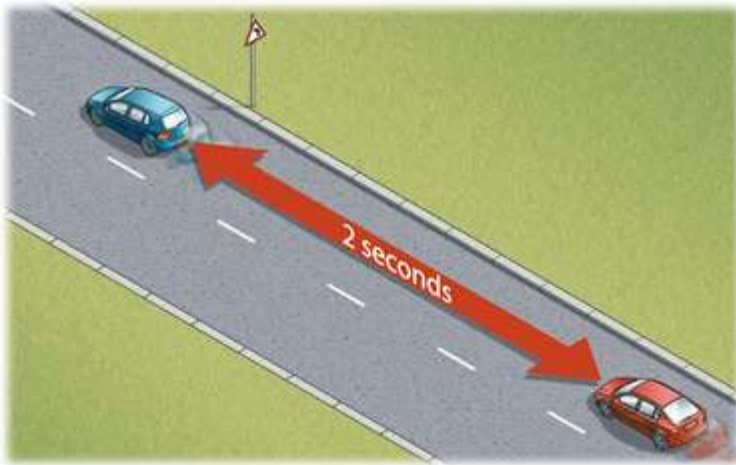
The speed limit is the absolute maximum and does not mean it is safe to drive at that speed irrespective of conditions. Unsafe speed increases the chances of causing a collision (or being unable to avoid one), as well as its severity. Inappropriate speeds are also intimidating, deterring people from walking or cycling. Driving at speeds too fast for the road and traffic conditions is dangerous. You should always reduce your speed when

- the road layout or condition presents hazards, such as bends
- sharing the road with pedestrians, particularly children, older adults or disabled people, cyclists and motorcyclists
- weather conditions make it safer to do so
- driving at night as it is more difficult to see other road users.

103. Stopping Distances.

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

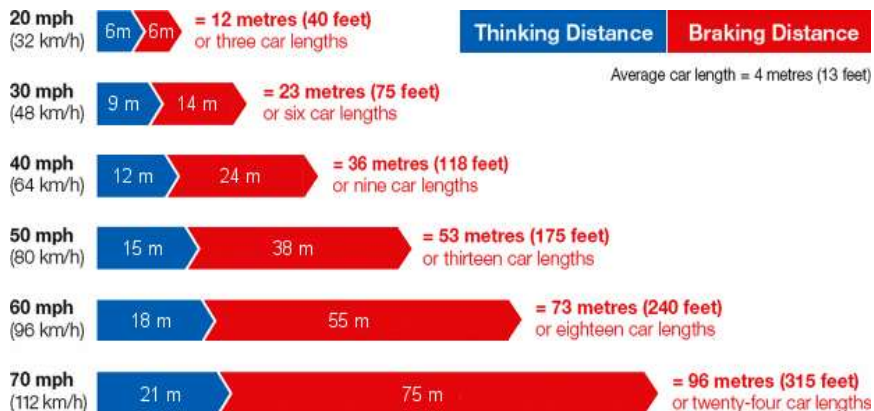
- leave enough space between you and the vehicle in front so that you can pull up safely if it suddenly slows down or stops. The safe rule is never to get closer than the overall stopping distance
- allow at least a two-second gap between you and the vehicle in front on roads carrying faster-moving traffic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



- remember, large vehicles and motorcycles need a greater distance to stop. If driving a large vehicle in a tunnel, you should allow a four-second gap between you and the vehicle in front.

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



- 104. Tailgating** is where the gap between you and the vehicle in front is too small for you to be able to stop safely if the vehicle in front suddenly brakes. Tailgating is dangerous, intimidating and can cause collisions, especially when driving at speed. Keeping a safe distance from the vehicle in front gives you time to react and stop if necessary. Dangerous and careless driving offences, such as tailgating, are enforced by the police.

Lines and Lane Markings on the Road

- 105. Single solid white line.** This means you **MUST NOT** cross or straddle it unless it is safe and you need to enter adjoining premises or a side road. Overtaking of motor vehicles is not allowed, but you may cross the line if necessary, provided the road is clear, to pass a stationary vehicle, or overtake a pedal cycle or road maintenance vehicle.
- 106. 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.
- 107. Double white lines where the line nearest to you is broken.** This means you may cross the lines to overtake if it is safe, provided you can complete the manoeuvre before reaching a solid white line on your side. White direction arrows on the road indicate that you need to get back onto your side of the road.
- 108. Double white lines where the line nearest you is solid.** This means you **MUST NOT** cross or straddle it unless it is safe and you need to enter adjoining premises or a side road. Overtaking of motor vehicles is not allowed, but you may cross the line if necessary, provided the road is clear, to pass a stationary vehicle, or overtake a pedal cycle or road maintenance vehicle.
- 109. Areas of white diagonal stripes** or chevrons painted on the road. These are to separate traffic lanes or to protect traffic turning left.
- if the area is bordered by a broken white line, you should not enter the area unless it is necessary and you can see that it is safe to do so.
 - if the area is marked with chevrons and bordered by solid white lines you **MUST NOT** enter it except in an emergency.

- 110. Lane dividers.** These are short, broken white lines which are used on wide carriageways to divide them into lanes. You should keep between them.
- 111. Reflective road studs** may be used with white lines.
- White studs mark the lanes or the middle of the road.
 - Red studs mark the left edge of the road.
 - Amber studs mark the central reservation of a dual carriageway or motorway.
 - Green studs mark the edge of the main carriageway at lay-bys and slip roads.



Multi-Lane Carriageways

Lane Discipline

- 112.** 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.
- 113.** You should follow the signs and road markings and get into the lane as directed. In congested road conditions do not change lanes unnecessarily. Merging in turn is recommended but only if safe and appropriate when vehicles are travelling at a very low speed, e.g. when approaching road works or a road traffic incident. It is not recommended at high speed.

Single Carriageway

- 114.** Where a single carriageway has three lanes and the road markings or signs do not give priority to traffic in either direction
- use the middle lane only for overtaking or turning left.

Remember, you have no more right to use the middle lane than a driver coming from the opposite direction

- do not use the left-hand lane.
- 115.** 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.

- 116. On a two-lane dual carriageway, you should stay in the right-hand lane. Use the left-hand lane for overtaking or turning left. After overtaking, move back to the right-hand lane when it is safe to do so.
- 117. On a three-lane dual carriageway, you may use the middle lane or the left-hand lane to overtake but return to the middle and then the right-hand lane when it is safe.
- 118. 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.
- 119. **Cycle Lanes and Cycle Tracks.**

Cycle lanes 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.

You should give way to any cyclists in a cycle lane, including when they are approaching from behind you – do not cut across them when you are turning or when you are changing lane (see Rule H3). Be prepared to stop and wait for a safe gap in the flow of cyclists before crossing the cycle lane.

Cycle tracks are routes for cyclists that are physically protected or located away from motor traffic, other than where they cross side roads. Cycle tracks may be shared with pedestrians.

You should give way to cyclists approaching or using the cycle track when you are turning into or out of a junction (see Rule H3). Be prepared to stop and wait for a safe gap in the flow of cyclists before crossing the cycle track, which may be used by cyclists travelling in both directions.

Bear in mind that cyclists are not obliged to use cycle lanes or cycle tracks.

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

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

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

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

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

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

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

General Advice

123. You **MUST NOT**

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

Driving requires focus and attention at all times. Remember, you may be driving dangerously or travelling too fast even if you don't mean to.

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

125. Adapt your Driving to the appropriate type and condition of road you are on. In particular

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

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

- try to be understanding if other road users cause problems; they may be inexperienced or not know the area well
- be patient; remember that anyone can make a mistake
- not allow yourself to become agitated or involved if someone is behaving badly on the road. This will only make the situation worse. Pull over, calm down and, when you feel relaxed, continue your journey
- slow down and hold back if a road user pulls out into your path at a junction. Allow them to get clear. Do not over-react by driving too close behind to intimidate them
- not throw anything out of a vehicle, for example, cigarette ends, cans, paper or carrier bags. This can endanger other road users, particularly motorcyclists and cyclists.

127. Safe driving and riding needs concentration.

Avoid distractions when driving or riding such as

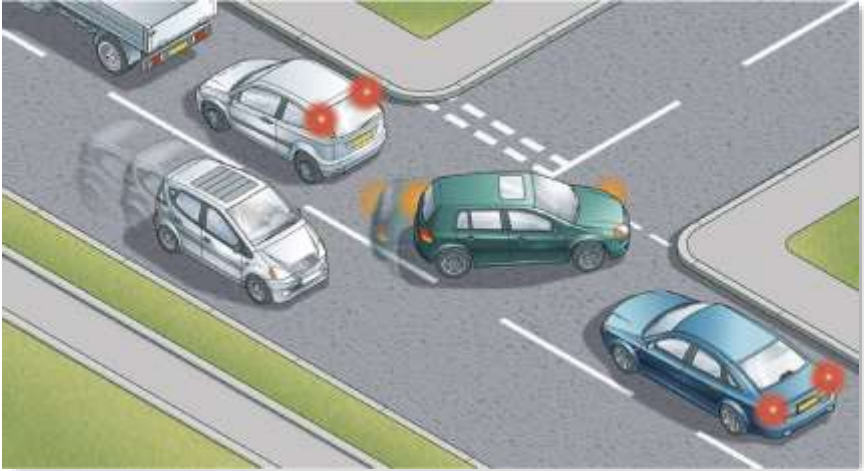
- loud music (this may mask other sounds)
- trying to read maps or satnav applications
- inserting a CD or tuning a radio
- arguing with your passengers or other road users
- eating and drinking
- smoking.

Drivers **MUST NOT** smoke when driving a public transport vehicle.

Mobile Telephones and In-Vehicle Technology

- 128.** You **MUST** exercise proper control of your vehicle at all times. You **MUST NOT** use a hand-held mobile phone, or similar device, when driving or when supervising a learner driver, except to call 190,199 or 112 in a genuine emergency when it is unsafe or impractical to stop. Never use a hand-held microphone when driving. Using hands-free equipment is also likely to distract your attention from the road. It is far safer not to use any telephone while you are driving or riding - find a safe place to stop first or use the voicemail facility and listen to messages later.
- 129.** There is a danger of driver distraction being caused by in-vehicle systems such as satellite navigation systems, PCs, multi-media, etc. You **MUST** exercise proper control of your vehicle at all times. Do not rely on driver assistance systems such as cruise control or lane departure warnings. They are available to assist but you should not reduce your concentration levels. Do not be distracted by maps or screen-based information (such as navigation or vehicle management systems) while driving or riding. If necessary, find a safe place to stop.
- 130. In slow-moving traffic.** You should
- reduce the distance between you and the vehicle ahead to maintain traffic flow
 - never get so close to the vehicle in front that you cannot stop safely
 - leave enough space to be able to manoeuvre if the vehicle in front breaks down or an emergency vehicle needs to get past
 - not change lanes to the right to overtake
 - allow access into and from side roads, as blocking these will add to congestion
 - allow pedestrians and cyclists to cross in front of you

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

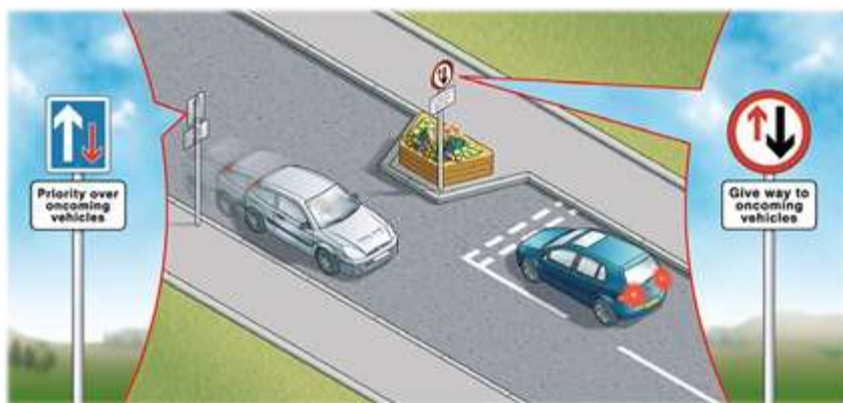


Driving in Built-Up Areas

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

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

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



Country Roads

- 133.** Take extra care on country roads and reduce your speed at approaches to bends, which can be sharper than they appear, and at junctions and turnings, which may be partially hidden. Be prepared for pedestrians, horse riders, cyclists, slow-moving farm vehicles or mud on the road surface. Make sure you can stop within the distance you can see to be clear. You should also reduce your speed where country roads enter villages.
- 134. Single-track roads.** These are only wide enough for one vehicle. They may have special passing places. If you see a vehicle coming towards you, or the driver behind wants to overtake, pull into a passing place on

your right, or wait opposite a passing place on your left. Give way to vehicles coming uphill whenever you can. If necessary, reverse until you reach a passing place to let the other vehicle pass. Slow down when passing pedestrians, cyclists and horse riders.

- 135.** Do not park in passing places.

Vehicles Prohibited from Using Roads and Pavements

- 136.** Certain motorised vehicles do not meet the construction and technical requirements for road vehicles and are generally not intended, not suitable and not legal for road, pavement, footpath or cycle path use. These include most types of miniature motorcycles, also called mini motors, and motorised skateboards or one wheeled vehicles, which may be powered by either electric or internal combustion engines. These types of vehicle **MUST NOT** be used on roads, pavements or footpaths.
- 137.** Certain models of motorcycles and motor tricycles are suitable only for off-road use and do not meet legal standards for use on roads. Vehicles that do not meet these standards **MUST NOT** be used on roads. They **MUST NOT** be used on pavements, footpaths or cycle paths either. You **MUST** make sure that any motorcycle, motor tricycle or any other motor vehicle meets legal standards and is properly registered and insured before using it on the roads. Even when registered and insured for the road, vehicles **MUST NOT** be used on pavements.

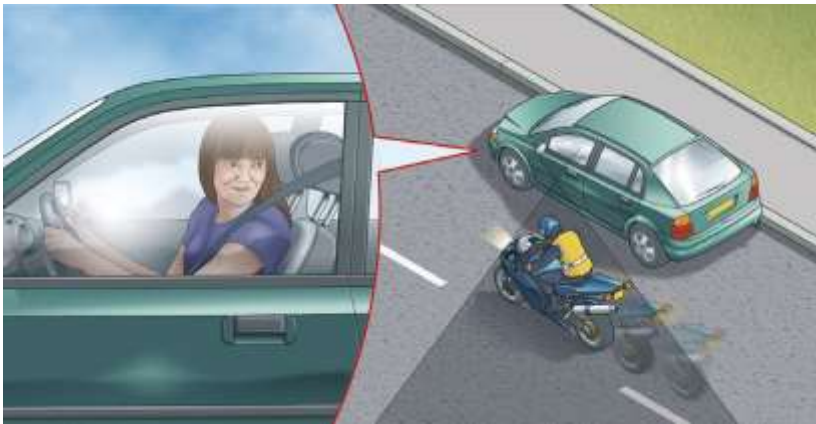
Using the Road

General Rules

138. Before moving off you should

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

Move off only when it is safe to do so.



139. Once moving you should

- keep to the right, unless road signs or markings indicate otherwise. The exceptions are when you want to overtake, turn left or pass parked vehicles or pedestrians in the road
- keep well to the right on left-hand bends. This will improve your view of the road and help avoid the risk of colliding with traffic approaching from the opposite direction

- drive or ride with both hands on the wheel or handlebars where possible. This will help you to remain in full control of the vehicle at all times. You may use driver assistance systems while you are driving. Make sure you use any system according to the manufacturer's instructions.
- be aware of other road users, especially cycles and motorcycles who may be filtering through the traffic. These are more difficult to see than larger vehicles and their riders are particularly vulnerable. Give them plenty of room, especially if you are driving a long vehicle or towing a trailer. You should give way to cyclists when you are changing direction or lane – do not cut across them.
- select a lower gear before you reach a long downhill slope. This will help to control your speed
- when towing, remember the extra length will affect overtaking and manoeuvring. The extra weight will also affect the braking and acceleration.

140. Mirrors.

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

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

Overtaking

141. Before Overtaking you should make sure

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

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

- not get too close to the vehicle you intend to overtake
- use your mirrors, signal when it is safe to do so, take a quick sideways glance if necessary into the blind spot area and then start to move out
- not assume that you can simply follow a vehicle ahead which is overtaking; there may only be enough room for one vehicle
- move quickly past the vehicle you are overtaking, once you have started to overtake. Allow plenty of room. Move back to the right as soon as you can but do not cut in
- take extra care at night and in poor visibility when it is harder to judge speed and distance
- give way to oncoming vehicles before passing parked vehicles or other obstructions on your side of the road
- only overtake on the right if the vehicle in front is signalling to turn left, and there is room to do so
- stay in your lane if traffic is moving slowly in queues. If the queue on your right is moving more slowly than you are, you may pass on the left. Cyclists and PLETs may pass slower moving or stationary traffic on their right or left and should proceed with caution as the driver may not be able to see you. Be careful about doing so, particularly on the approach to junctions, and especially

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when deciding whether it is safe to pass lorries or other large vehicles.

- give motorcyclists, cyclists and PLETs at least as much room as you would when you overtake a car.



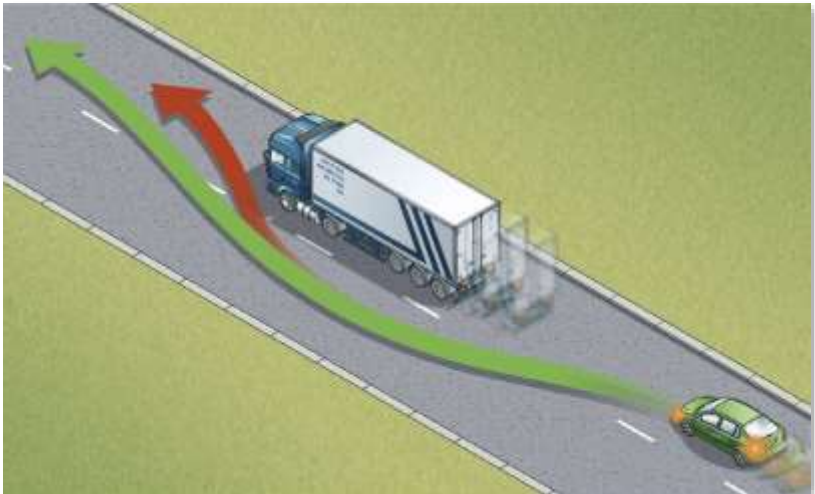
As a guide:

- leave at least 1.5 metres when overtaking cyclists at speeds of up to 30kph, and give them more space when overtaking at higher speeds.
- allow at least 2 metres of space and keep to a low speed when passing a pedestrian who is walking in the road (for example, where there is no pavement)
- take extra care and give more space when overtaking motorcyclists, cyclists, horse riders, horse drawn vehicles and pedestrians in bad weather (including high winds) and at night
- you should wait behind the motorcyclist, cyclist, horse rider, horse drawn vehicle or pedestrian and not overtake if it is unsafe or not possible to meet these clearances

Remember: Mirrors – Signal – Manoeuvre

143. Large Vehicles. Overtaking these is more difficult. You should

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



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

144. You MUST NOT overtake

- if you would have to cross or straddle a single solid white line or double white lines with a solid line nearest to you
- if you would have to enter an area designed to divide traffic, if it is surrounded by a solid white line
- the nearest vehicle to a pedestrian crossing, especially when it has stopped to let pedestrians cross
- if you would have to enter a lane reserved for buses, trams or cycles during its hours of operation
- after a 'No Overtaking' sign and until you pass a sign cancelling the restriction.

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

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

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

- approaching or at a road junction on either side of the road
- where the road narrows
- when approaching a school crossing patrol officer
- on the approach to crossing facilities
- where a vehicle ahead is slowing to stop for a pedestrian that is crossing from a pedestrian island
- between the kerb and a bus when it is at a stop
- where traffic is queuing at junctions or road works
- when you would force another road user to swerve or slow down
- when you would force another road user to swerve or slow down

- at a level crossing
- when a road user is indicating left, even if you believe the signal should have been cancelled. Do not take a risk; wait for the signal to be cancelled
- stay behind if you are following a cyclist approaching a roundabout or junction, and you intend to turn right. Do not cut across cyclists going ahead, including those using cycle lanes and cycle tracks (see Rule H3)

147. 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.

148. 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

149. Take extra care at junctions. You should

- watch out for cyclists, motorcyclists and pedestrians including powered wheelchair/mobility scooter users as they are not always easy to see. Be aware that they may not have seen or heard you if you are approaching from behind
- give way to pedestrians crossing or waiting to cross a road into which or from which you are turning. If they have started to cross they have priority, so give way (see Rule H2)

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- remain behind cyclists, horse riders, horse drawn vehicles and motorcyclists at junctions even if they are waiting to turn and are positioned close to the kerb
- watch out for long vehicles which may be turning at a junction ahead; they may have to use the whole width of the road to make the turn
- watch out for horse riders who may take a different line on the road from that which you would expect
- not assume, when waiting at a junction, that a vehicle coming from the left and signalling right will actually turn. Wait and make sure



- look all around before emerging. Do not cross or join a road until there is a gap large enough for you to do so safely.

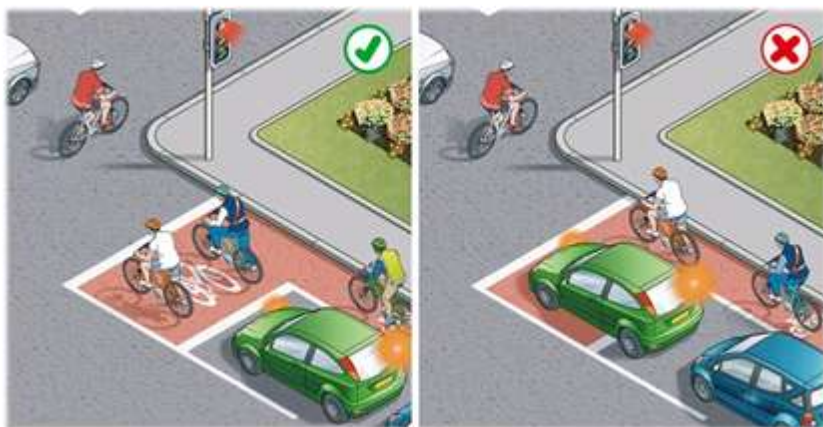
You **MUST** stop behind the line at a junction with a 'Stop' sign and a solid white line across the road. Wait for a safe gap in the traffic before you move off.

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.

150. Advanced Stop Lines. Some signal-controlled junctions have advanced stop lines to allow cyclists to be positioned ahead of other traffic. Motorists, including motorcyclists, **MUST** stop at the first white line reached if the lights are amber or red and should avoid blocking the way or encroaching on the marked area at other times, e.g. if the junction ahead is blocked. If in exceptional circumstances of heavy traffic, your vehicle has proceeded over the first white line at the time that the signal goes red, you should stop as soon as possible and **MUST** stop at the second white line.

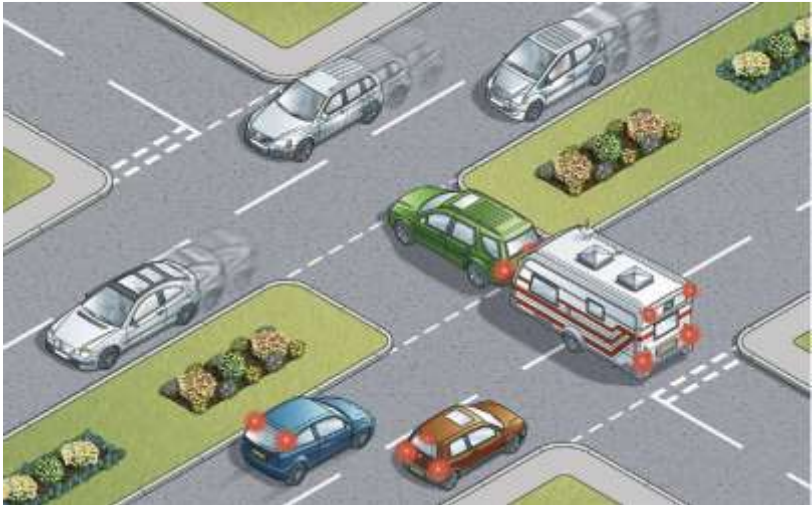
Allow cyclists, including any moving or waiting alongside you, enough time and space to move off when the green signal shows. Drivers of large vehicles should stop sufficiently far behind the first white line so that they can see the whole area where cyclists may be waiting, allowing for any blind spot in front of the vehicle.



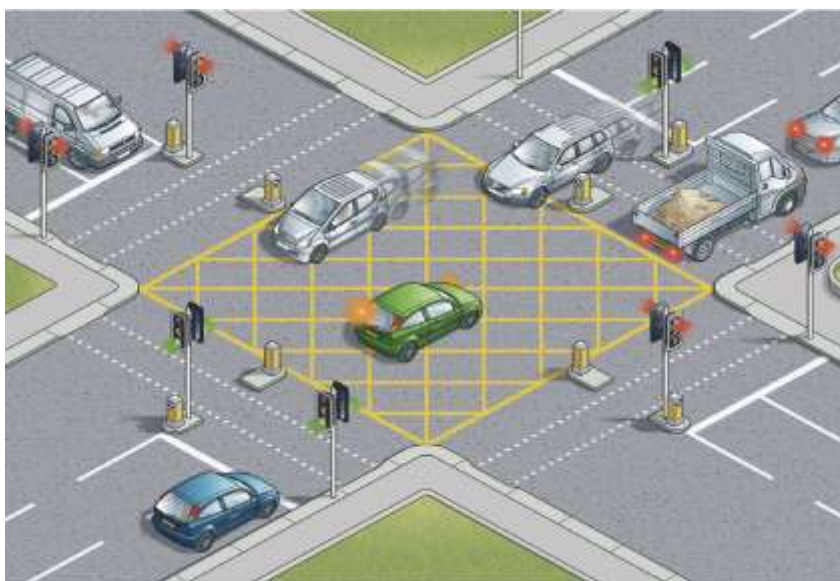
Some ASL's will have separate signals for cyclists and PLET users only. All motor vehicles **MUST** remain stationary on a green signal for the cyclist and only continue when the main light illuminates green.

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

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



Box junctions. These have criss-cross yellow lines painted on the road (see 'Road markings'). You **MUST NOT** enter the box until your exit road or lane is clear. However, you may enter the box and wait when you want to turn left, and are only stopped from doing so by oncoming traffic, or by other vehicles waiting to turn left. At signalled roundabouts you **MUST NOT** enter the box unless you can cross over it completely without stopping.



Junctions Controlled by Traffic Lights

- 152.** 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
- 153.** You **MUST NOT** move forward over the white line when the red light is showing. Only go forward when the traffic lights are green if there is room for you to clear the junction safely or you are taking up a position to turn left. If the traffic lights are not working, treat the situation as you would an unmarked junction and proceed with great care.

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

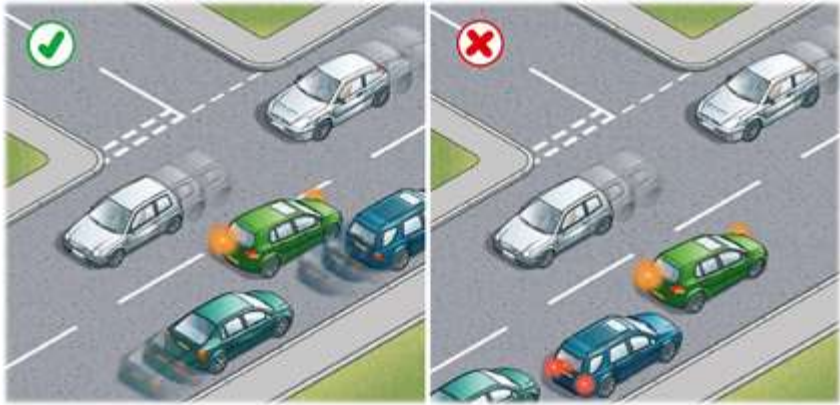
Turning Left

155. Well before you turn left you should

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

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

Remember: Mirrors – Signal – Manoeuvre.

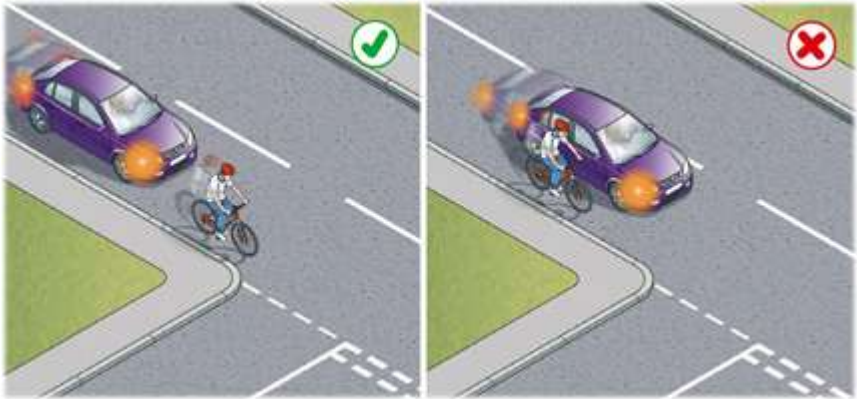


When turning left at crossroads where an oncoming vehicle is also turning left, there is a choice of two methods

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

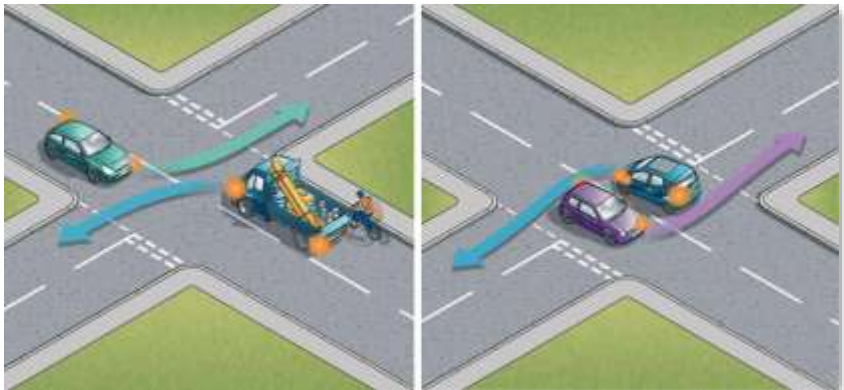
Turning Right

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



158. When turning

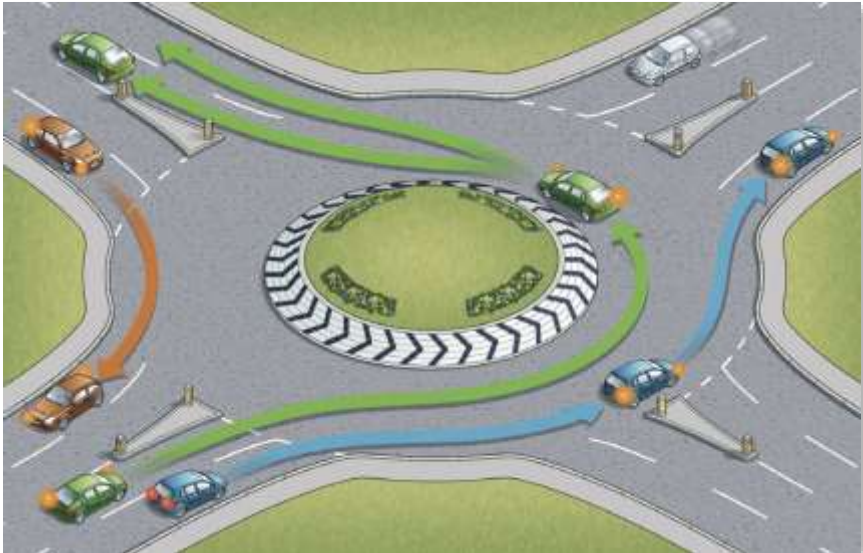
- keep as close to the right as is safe and practicable
- give way to any vehicles using a cycle lane, cycle track from either direction, including when they are passing slow moving or stationary vehicles on either side.



Roundabouts

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

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



160. When reaching the roundabout you should

- give priority to traffic approaching from your left, unless directed otherwise by signs, road markings or traffic lights

- check whether road markings allow you to enter the roundabout without giving way. If so, proceed, but still look to the left before joining
- watch out for all other road users already on the roundabout; be aware they may not be signalling correctly or at all
- look forward before moving off to make sure traffic in front has moved off.

Signals and Position.

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

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

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

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

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

- select the appropriate lane on approach to the roundabout
- you should not normally need to signal on approach
- stay in this lane until you need to alter course to exit the roundabout

- signal right after you have passed the exit before the one you want.

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

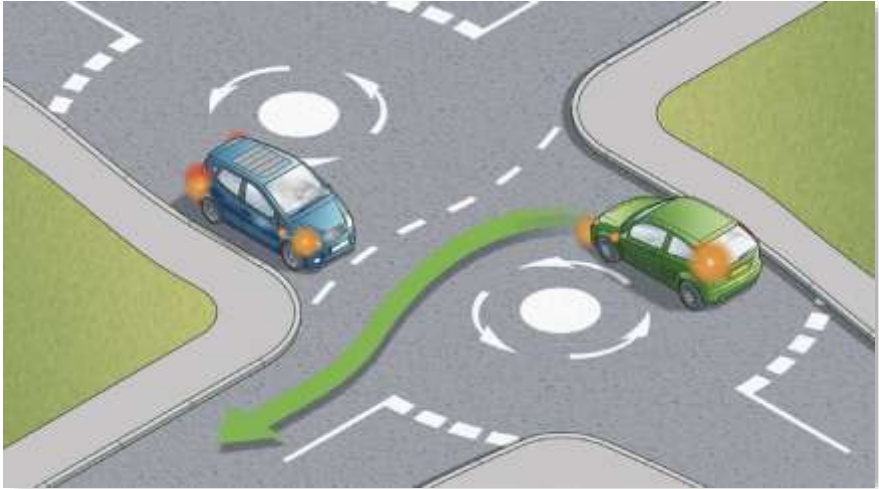
You should give priority to cyclists on the roundabout. They will be travelling more slowly than motorised traffic. Give them plenty of room and do not attempt to overtake them within their lane. Allow them to move across your path as they travel around the roundabout.

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

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

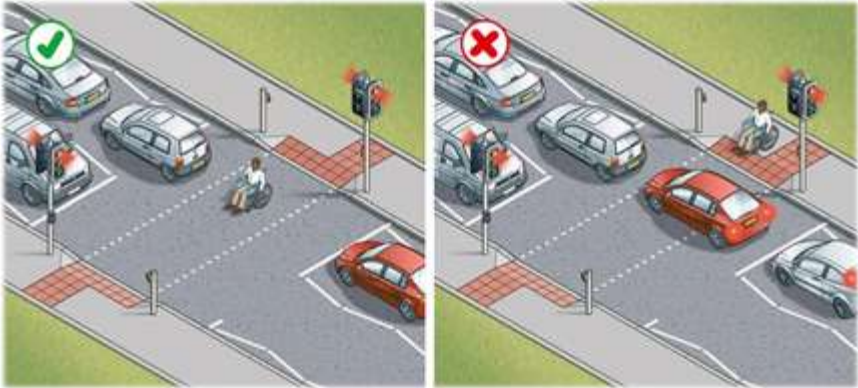
- pedestrians who may be crossing the approach and exit roads
- traffic crossing in front of you on the roundabout, especially vehicles intending to leave by the next exit
- traffic which may be straddling lanes or positioned incorrectly
- motorcyclists
- long vehicles (including those towing trailers). These might have to take a different course or straddle lanes either approaching or on the roundabout because of their length. Watch out for their signals.

165. 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.



Pedestrian Crossings

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



- 167.** In queuing traffic, you should keep the crossing clear.
- 168.** 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.
- 169.** Allow pedestrians plenty of time to cross and do not harass them by revving your engine or edging forward.
- 170.** In slow-moving and queuing traffic you should keep crossings completely clear, as blocking these makes it difficult and dangerous for pedestrians to cross.
- 171.** You should not enter a pedestrian crossing if you are unable to completely clear the crossing. Nor should you block advanced stop lines for cycles.

172. Zebra and parallel crossings. As you approach a zebra crossing look out for pedestrians waiting to cross and be ready to slow down or stop

- you should give way to pedestrians waiting to cross
- you **MUST** give way when a pedestrian has moved onto a crossing
- allow more time for stopping on wet or icy roads
- do not wave, flash your lights or use your horn to invite pedestrians across; this could be dangerous if another vehicle is approaching
- be patient, do not sound your horn or rev your engine as this can be intimidating
- be aware of pedestrians approaching from the side of the crossing.
- A zebra crossing with a central island is two separate crossings

Parallel crossings are similar to zebra crossings, but include a cycle route alongside the black and white stripes. As you approach a parallel crossing.

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

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

Signal-Controlled Crossings

- 173. 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.



- 174.** 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.
- 175.** Give way to anyone still crossing after the signal for vehicles has changed to green. This advice applies to all crossings.

Reversing

- 176.** Choose an appropriate place to manoeuvre. If you need to turn your vehicle around, wait until you find a safe place. Try not to reverse or turn round in a busy road; find a quiet side road or drive round a block of side streets.
- 177.** Do not reverse from a side road into a main road. When using a driveway, reverse in and drive out if you can.



178. Look carefully before you start reversing. You should

- use all your mirrors
- check the 'blind spot' behind you (the part of the road you cannot see easily in the mirrors)
- check there are no pedestrians (particularly children), cyclists, other road users or obstructions in the road behind you.
- Reverse slowly while
- checking all around
- looking mainly through the rear window
- being aware that the front of your vehicle will swing out as you turn.
- Get someone to guide you if you cannot see clearly.

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

Road Users requiring extra care

Overview

179. The road users most at risk from road traffic are pedestrians, in particular children, older adults and disabled people, cyclists, horse riders and motorcyclists. It is particularly important to be aware of children, older adults and disabled people, and learner and inexperienced drivers and riders. In any interaction between road users, those who can cause the greatest harm have the greatest responsibility to reduce the danger or threat they pose to others

Pedestrians

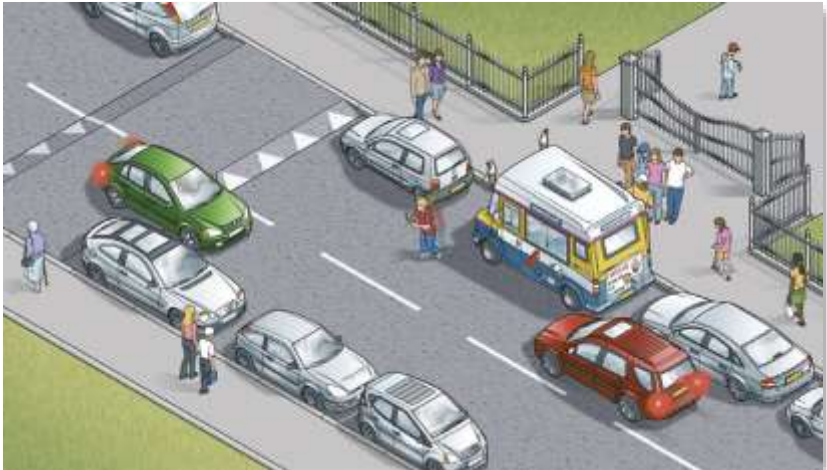
180. There is a risk of pedestrians, especially children, stepping unexpectedly into the road. You should drive with the safety of children in mind at a speed suitable for the conditions.

181. Drive carefully and slowly when

- in crowded shopping streets, Quiet Lane or residential areas
- driving past bus stops; pedestrians may emerge suddenly into the road
- passing parked vehicles, especially ice cream vans; children are more interested in ice cream than traffic and may run into the road unexpectedly
- needing to cross a pavement, cycle lane or cycle track; for example, to reach or leave a driveway or private access. Give way to pedestrians on the pavement and cyclists using a cycle lane or cycle track
- 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; you should give way to pedestrians who are crossing or waiting to cross the road into which or from which you are turning

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- going through road works or when passing roadside rescue and recovery vehicles, as there may be people working in or at the side of the road
- the pavement is closed due to street repairs and pedestrians are directed to use the road
- 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
- approaching zebra and parallel crossings as you **MUST** give way to pedestrians and cyclists on the crossing
- approaching pedestrians who have started to cross the road ahead of you. They have priority when crossing at a junction or side road so you should give way (see Rule H2).



182. Particularly vulnerable pedestrians. These include;

- children and older pedestrians who may not be able to judge your speed and could step into the road in front of you. At 60 km/h your vehicle will probably kill any

pedestrians it hits. At 30 km/h there is only a 1 in 20 chance of the pedestrian being killed. So kill your speed.

- older pedestrians who may need more time to cross the road. Be patient and allow them to cross in their own time. Do not hurry them by revving your engine or edging forward
- people with disabilities. People with hearing impairments may not be aware of your vehicle approaching. Those with walking difficulties require more time
- blind or partially sighted people, who may be carrying a white cane using a guide dog. They may not be able to see you approaching
- deafblind people who may be carrying a white cane with a red band or using a dog with a red and white harness. They may not see or hear instructions or signals.

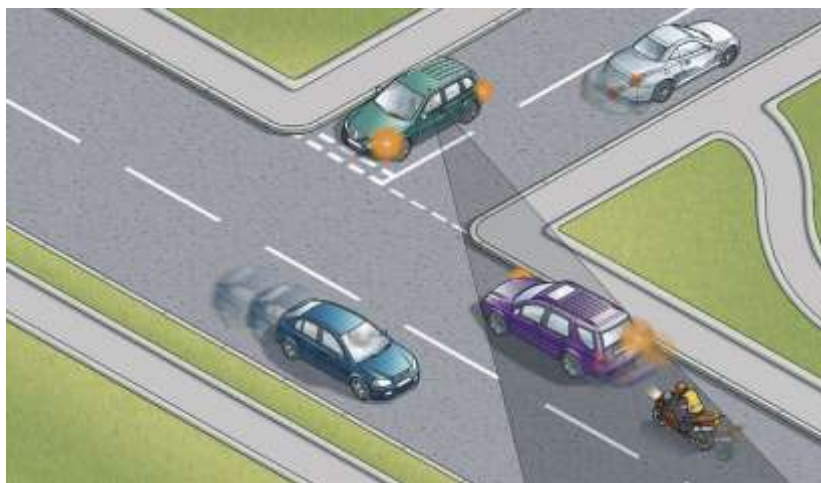
- 183. Near schools.** Drive slowly and be particularly aware of young cyclists and pedestrians. Drive very slowly until you are clear of the area.
- 184.** Drive carefully and slowly when passing a stationary bus as children may be getting on or off.
- 185.** You **MUST** stop when a school crossing patrol shows a 'Stop for children' sign.

Motorcyclists and Cyclists

- 188.** It is often difficult to see motorcyclists and cyclists, especially when they are waiting alongside you, coming up from behind, coming out of or moving off from 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.

Do not turn at a junction if to do so would cause the cyclist going straight ahead to stop or swerve, just as you would do with a motor vehicle.

When turning right across a line of slow-moving or stationary traffic, look out for and give way to cyclists or motorcyclists on the inside of the traffic you are crossing. Be especially careful when moving off, turning, and when changing direction or lane. Be sure to check mirrors and blind spots carefully.



- 189.** Give motorcyclists, cyclists, horse riders, horse drawn vehicles and pedestrians walking in the road (for example, where there is no pavement), at least as much room as you would when you overtake a car. Drivers should take extra care and give more space when overtaking motorcyclists, cyclists, horse riders, horse drawn vehicles and pedestrians in bad weather (including high winds) and at night. If the rider looks 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.

- 190.** On narrow sections of road, on quiet roads or streets, at road junctions and in slower-moving traffic, cyclists may sometimes ride in the centre of the lane, rather than towards the side of the road. It can be safer for groups of cyclists to ride two abreast in these situations. Allow them to do so for their own safety, to ensure they can see and be seen. Cyclists are also advised to ride at least a door's width or 1 metre from parked cars for their own safety.

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

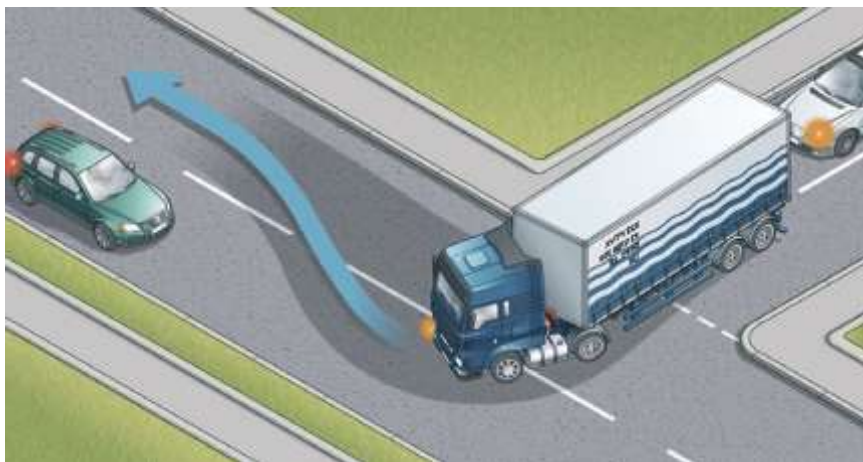
Other Road Users

- 191. 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.
- 192. 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.
- 193. Older Drivers.** Their reactions may be slower than other drivers. Make allowance for this.

- 194. Learners & Inexperienced Drivers.** They may not be so skilful at anticipating and responding to events. Be particularly patient with learner drivers and young drivers.

Other Vehicles

- 195. Emergency and Incident Support Vehicles.** You should look and listen for ambulances, fire engines, police or other emergency vehicles using flashing blue lights and sirens or flashing headlights, or other Incident Support vehicles using flashing amber lights. When one approaches do not panic. Consider the route of such a vehicle and take appropriate action to let it pass, while complying with all traffic signs. If necessary, pull to the side of the road and stop, but try to avoid stopping before the brow of a hill, a bend or narrow section of road. Do not endanger yourself, other road users or pedestrians and avoid mounting the kerb. Do not brake harshly on approach to a junction or roundabout, as a following vehicle may not have the same view as you.
- 196. Powered Vehicles used by Disabled Persons.** These small vehicles travel at a maximum speed of 12 km/h.
- 197. 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.

198. Large vehicles can block your view. Your ability to see and to plan ahead will be improved if you pull back to increase your separation distance. Be patient, as larger vehicles are subject to lower speed limits than cars and motorcycles. Many large vehicles may be fitted with speed limiting devices which will restrict speed to 90 km/h even on a motorway.
199. **Buses and Coaches.** Give priority to these vehicles when you can do so safely, especially when they signal to pull away from stops. Look out for people getting off a bus and crossing the road.
200. **Vehicles with flashing amber beacons.** These warn of a slow-moving or stationary vehicle or abnormal loads, so approach with caution.

Driving in Adverse Weather Conditions

Overview

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

Wet Weather

- 202. Wet weather.** In wet weather, stopping distances will be at least double those required for stopping on dry roads. This is because your tyres have less grip on the road. In wet weather
- you should keep well back from the vehicle in front. This will increase your ability to see and plan ahead
 - if the steering becomes unresponsive, it probably means that water is preventing the tyres from gripping the road. Ease off the accelerator and slow down gradually
 - the rain and spray from vehicles may make it difficult to see and be seen
 - be aware of the dangers of spilt diesel that will make the surface very slippery
 - take extra care around pedestrians, cyclists, motorcyclists and horse riders.

Icy and Snowy Weather

- 203.** 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.

204. Before you set off

- you **MUST** be able to see, so clear all snow and ice from all your windows



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

205. When driving in icy or snowy weather

- drive with care, even if the roads have been treated
- keep well back from the road user in front as stopping distances can be ten times greater than on dry roads

- take care when overtaking vehicles spreading salt or other de-icer, particularly if you are riding a motorcycle or cycle
- watch out for snowploughs which may throw out snow on either side. Do not overtake them unless the lane you intend to use has been cleared
- be prepared for the road conditions to change over relatively short distances
- listen to travel bulletins and take note of variable message signs that may provide information about weather, road and traffic conditions ahead.

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

- drive at a slow speed in as high a gear as possible; accelerate and brake very gently
- drive particularly slowly on bends where loss of control is more likely. Brake progressively on the straight before you reach a bend. Having slowed down, steer smoothly round the bend, avoiding sudden actions
- check your grip on the road surface when there is snow or ice by choosing a safe place to brake gently. If the steering feels unresponsive this may indicate ice and your vehicle losing its grip on the road. When travelling on ice, tyres make virtually no noise.

Windy Weather

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

208. 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

- 209. 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.
- 210. When driving in fog** you should
- use your lights as required
 - keep a safe distance behind the vehicle in front. Rear lights can give a false sense of security
 - be able to pull up well within the distance you can see clearly. This is particularly important on motorways and dual carriageways, as vehicles are travelling faster
 - use your windscreen wipers and demisters
 - beware of other drivers not using headlights
 - not accelerate to get away from a vehicle which is too close behind you
 - check your mirrors before you slow down. Then use your brakes so that your brake lights warn drivers behind you that you are slowing down
 - stop in the correct position at a junction with limited visibility and listen for traffic. When you are sure it is safe to emerge, do so positively and do not hesitate in a position that puts you directly in the path of approaching vehicles.
- 211. You **MUST NOT** use front or rear fog lights unless visibility is seriously reduced as they dazzle other road users and can obscure your brake lights. You **MUST** switch them off when visibility improves.**

Hot Weather

- 212.** 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.

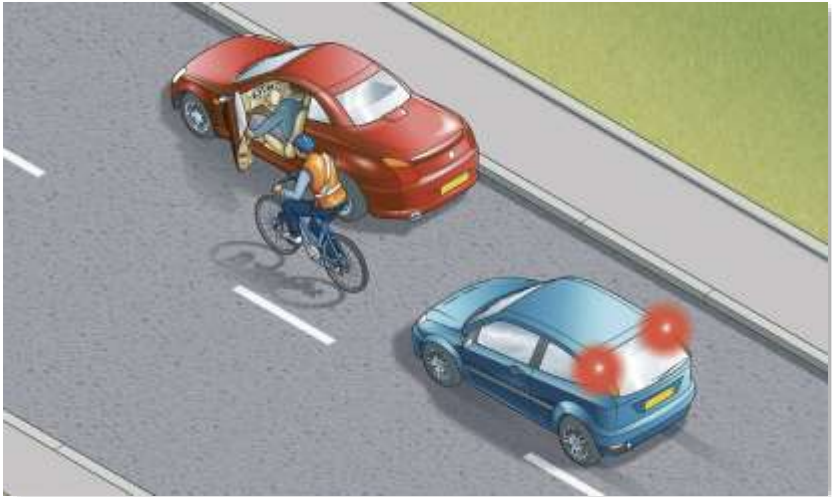
Waiting and Parking

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

Parking

- 215.** Use off-street parking areas, or bays marked out with white lines on the road as parking places, wherever possible. If you have to stop on the roadside
- do not park facing against the traffic flow
 - stop as close as you can to the side
 - do not stop too close to a vehicle displaying a Blue Badge: remember, the occupant may need more room to get in or out
 - you **MUST** switch off the engine, headlights and fog lights
 - you **MUST** apply the handbrake before leaving the vehicle
 - you **MUST** ensure you do not hit anyone when you open your door. Check for cyclists or other traffic by looking all around and using your mirrors
 - where you are able to do so, you should open the door using your hand on the opposite side to the door you are opening; for example, use your right hand to open a door on your left-hand side (This is known as “**the Dutch Reach**”). This will make you turn your head to look over your shoulder. You are then more likely to avoid causing

injury to cyclists or motorcyclists passing you on the road,
or to people on the pavement



- it is safer for your passengers (especially children) to get out of the vehicle on the side next to the kerb
- put all valuables out of sight and make sure your vehicle is secure
- lock your vehicle.

Before using a hand-held device to help you to park, you **MUST** make sure it is safe to do so. Then, you should move the vehicle into the parking space in the safest way, and by the shortest route possible.

When you use a hand-held device to help you to park, you **MUST** remain in control of the vehicle at all times. Do not use the hand-held device for anything else while you are using it to help you park, and do not put anyone in danger. Use the hand-held device according to the manufacturer's instructions. **(NB: This paragraph refers to technology whereby vehicles can be parked remotely whilst standing outside the vehicle)**

When using an electric vehicle charge point, you should park close to the charge point and avoid creating a trip hazard for pedestrians from trailing cables. Display a warning sign if you can. After using the charge point, you should return charging cables and connectors neatly to minimise the danger to pedestrians and avoid creating an obstacle for other road users.

- 216.** You **MUST NOT** stop or park on
- the carriageway or the hard shoulder of a motorway except in an emergency
 - a pedestrian crossing, including the area marked by the zig-zag lines
 - a clearway
 - taxi bays as indicated by upright signs and markings
 - a road marked with double white lines, except to pick up or set down passengers.
- 217.** You **MUST NOT** park in parking spaces reserved for specific users, such as Blue Badge holders, residents or motorcycles, unless entitled to do so.
- 218.** You **MUST NOT** leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road.
- 219. DO NOT** stop or park
- near a school entrance
 - anywhere you would prevent access for Emergency Services
 - at or near a bus or taxi rank
 - opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space
 - near the brow of a hill or hump bridge
 - opposite a traffic island or (if this would cause an obstruction) another parked vehicle
 - where the kerb has been lowered to help wheelchair users and powered mobility vehicles

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

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

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

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



Motorways

General

- 222. **Prohibited vehicles.** Motorways **MUST NOT** be used by pedestrians, riders of motorcycles under 50 cc, cyclists, horse riders, certain slow-moving vehicles and those carrying oversized loads (except by special permission), agricultural vehicles, and powered wheelchairs/powerful mobility scooters.
- 223. 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

- 224. Motorway signals are used to warn you of a danger ahead. For example, there may be an incident, fog, a spillage or road workers on the carriageway which you may not immediately be able to see.
- 225. 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.
- 226. **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.
- 227. **Red flashing lights.** If red lights on the overhead signals flash above your lane and a red 'X' is showing, you **MUST NOT** go beyond the signal in that lane. If red lights flash on a signal in the central reservation or at the side of the road, you **MUST NOT** go beyond the signal in any lane.

Driving on the Motorway

- 228. Joining the motorway.** When you join the motorway you will normally approach it from a road on the right (a slip road) or from an adjoining motorway. You should
- give priority to traffic already on the motorway
 - check the traffic on the motorway and match your speed to fit safely into the traffic flow in the right-hand lane
 - not cross solid white lines that separate lanes or use the hard shoulder
 - stay on the slip road if it continues as an extra lane on the motorway
 - remain in the right-hand lane long enough to adjust to the speed of traffic before considering overtaking.

On the Motorway

- 229.** When you can see well ahead and the road conditions are good, you should
- drive at a steady cruising speed which you and your vehicle can handle safely and is within the speed limit
 - keep a safe distance from the vehicle in front and increase the gap on wet or icy roads, or in fog.
- 230.** You **MUST NOT** exceed the maximum speed limit permitted for your vehicle. If a lower speed limit is in force, either permanently or temporarily, at road works for example, you **MUST NOT** exceed the lower limit. On some motorways, mandatory motorway signals (which display the speed within a red ring) are used to vary the maximum speed limit to improve traffic flow. You **MUST NOT** exceed this speed limit.
- 231.** The monotony of driving on a motorway can make you feel sleepy. To minimise the risk, follow the advice in Rule 66.

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

Lane Discipline

- 233.** You should always drive in the right-hand lane when the road ahead is clear. If you are overtaking a number of slower-moving vehicles, you should return to the right-hand lane as soon as you are safely past. Slow-moving or speed-restricted vehicles should always remain in the right-hand lane of the carriageway unless overtaking. You **MUST NOT** drive on the hard shoulder except in an emergency or if directed to do so by the police or by signs.
- 234. 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

- 235.** Do not overtake unless you are sure it is safe and legal to do so. Overtake only on the left. You should
- check your mirrors
 - take time to judge the speeds correctly
 - make sure that the lane you will be joining is sufficiently clear ahead and behind
 - take a quick sideways glance into the blind spot area to verify the position of a vehicle that may have disappeared from your view in the mirror
 - remember that traffic may be coming up behind you very quickly. Check all your mirrors carefully. Look out for motorcyclists. When it is safe to do so, signal in plenty of time, then move out

- ensure you do not cut in on the vehicle you have overtaken
 - be especially careful at night and in poor visibility when it is harder to judge speed and distance.
- 236.** Do not overtake on the right or move to a lane on your right to overtake. In congested conditions, where adjacent lanes of traffic are moving at similar speeds, traffic in right-hand lanes may sometimes be moving faster than traffic to the left. In these conditions you may keep up with the traffic in your lane even if this means passing traffic in the lane to your left. Do not weave in and out of lanes to overtake.
- 237. Hard shoulder.** You **MUST NOT** use the hard shoulder for overtaking. In areas where an Active Traffic Management (ATM) Scheme is in force, the hard shoulder may be used as a running lane. You will know when you can use this because a speed limit sign will be shown above all open lanes, including the hard shoulder. A red cross or blank sign above the hard shoulder means that you **MUST NOT** drive on the hard shoulder except in an emergency or breakdown. Emergency refuge areas have also been built into these areas for use in cases of emergency or breakdown.

Stopping

- 238.** You **MUST NOT** stop on the carriageway, hard shoulder, slip road, central reservation or verge except in an emergency, or when told to do so by the police, an emergency sign or by flashing red light signals. Do not stop on the hard shoulder to either make or receive mobile phone calls.
- 239.** You **MUST NOT** pick up or set down anyone, or walk on a motorway, except in an emergency.

Leaving the Motorway

- 240.** Unless signs indicate that a lane leads directly off the motorway, you will normally leave the motorway by a slip road on your right. You should
- watch for the signs letting you know you are getting near your exit
 - move into the right-hand lane well before reaching your exit
 - signal right in good time and reduce your speed on the slip road as necessary.
- 241.** On leaving the motorway or using a link road between motorways, your speed may be higher than you realise. Check your speedometer and adjust your speed accordingly. Some slip-roads and link roads have sharp bends, so you will need to slow down.

Breakdowns and Incidents

Breakdowns

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

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

Additional Rules for the Motorway

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

- pull on to the hard shoulder and stop as far to the right as possible, with your wheels turned to the right
- try to stop near an emergency telephone
- leave the vehicle by the right-hand door and ensure your passengers do the same. You **MUST** leave any animals in the vehicle or, in an emergency, keep them under proper

control on the verge. Never attempt to place a warning triangle on a motorway

- do not put yourself in danger by attempting even simple repairs
- ensure that passengers keep away from the carriageway and hard shoulder, and that children are kept under control
- walk to an emergency telephone on your side of the carriageway the telephone is free of charge and connects directly to the Highways Agency or the police. Use these in preference to a mobile phone. Always face the traffic when you speak on the phone
- give full details to the Highways Agency or the police; also inform them if you are a vulnerable motorist such as disabled, older or travelling alone
- return and wait near your vehicle (well away from the carriageway and hard shoulder)
- if you feel at risk from another person, return to your vehicle by a right-hand door and lock all doors. Leave your vehicle again as soon as you feel this danger has passed.

244. Before you re-join 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.

245. If you cannot get your vehicle onto the hard shoulder

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



246. Get help

- use the free emergency telephone to obtain advice and assistance
- contact a breakdown recovery service
- always face the traffic when you speak to remain aware of vehicle or debris coming towards you
- inform them if you are a vulnerable motorist such as disabled, older or travelling alone
- wait well away from your vehicle and moving traffic, behind
- the safety barrier where there is one
- if you are unable to exit your vehicle or if you have not stopped
- near a free emergency telephone, call 199 immediately and ask

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- for the police. Alternatively, press your SOS button if your
- vehicle has one and ask for the police.

Communicating your location. How to identify your location to the emergency services.

eCall. Press the SOS button if your vehicle has one.



App. Use a mobile telephone mapping application.

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

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

Obstructions

- 248.** 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.
- 249. Motorways.** On a motorway do not try to remove the obstruction yourself. Stop at the next emergency telephone and call the Highways Agency or the police.

Incidents

- 250. Warning signs or flashing lights.** If you see or hear emergency or incident support vehicles in the distance, be aware there may be an incident ahead. Police Officers and official public utility agencies may be required to work in the carriageway, for example dealing with debris, collisions or conducting road works. Police Officers will use rear-facing flashing red and blue lights and agency vehicles 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.
- 251.** When passing the scene of an incident or crash do not be distracted or slow down unnecessarily (for example if an incident is on the other side of a dual carriageway). You should focus on the road ahead when passing an incident because a lack of attention may cause a further incident, collision or congestion.
- 252.** If you are involved in a crash or stop to give assistance
- use your hazard warning lights to warn other traffic
 - ask drivers to switch off their engines and stop smoking
 - arrange for the emergency services to be called immediately with full details of the incident location and any casualties (on a motorway, use the emergency telephone which allows easy location by the emergency services. If you use a mobile phone, first make sure you

have identified your location from the marker posts on the side of the hard shoulder)

- move uninjured people away from the vehicles to safety; on a motorway this should, if possible, be well away from the traffic, the hard shoulder and the central reservation
- do not move injured people from their vehicles unless they are in immediate danger from fire or explosion
- do not remove a motorcyclist's helmet unless it is essential to do so
- be prepared to give first aid
- stay at the scene until emergency services arrive.

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

Incidents involving Dangerous Goods

253. 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.

254. If an incident involves a vehicle containing dangerous goods,

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

Documentation

- 255.** If you are involved in a collision which causes damage or injury to any other person, vehicle, animal or property, you **MUST**
- stop
 - give your own and the vehicle owner's name and address, and the registration number of the vehicle, to anyone having reasonable grounds for requiring them
 - if you do not give your name and address at the time of the collision, report it to the police as soon as reasonably practicable, and in any case within 24 hours.
- 256.** If another person is injured and you do not produce your insurance certificate at the time of the crash to a police officer or to anyone having reasonable grounds to request it, you **MUST**
- report it to the police as soon as possible and in any case within 24 hours
 - produce your insurance certificate for the police within five days
 - these rules may differ in the case of driving in a foreign country. Contact your insurer for advice.

Road Works, Level Crossings and Tramways

Road Works

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

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

Additional Rules for High-speed Roads

258. 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.

259. 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

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

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

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

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

- keep going if you have already crossed the white line when the amber light comes on.
 - do not reverse onto or over a controlled crossing.
 - you **MUST** wait if a train goes by and the red lights continue to flash. This means another train will be passing soon.
 - only cross when the lights go off and barriers open.
 - never zig-zag around half-barriers, they lower automatically because a train is approaching.
 - at crossings where there are no barriers, a train is approaching when the lights show.
- 263.** Railway telephones. If you are driving a large or slow-moving vehicle, a long, low vehicle with a risk of grounding, or herding animals, a train could arrive before you are clear of the crossing. You **MUST** obey any sign instructing you to use the railway telephone to obtain permission to cross. You **MUST** also telephone when clear of the crossing if requested to do so.
- 264. 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.
- 265. User-operated gates or barriers.** Some crossings have 'Stop' signs and small red and green lights. You **MUST NOT** cross when the red light is showing, only cross if the green light is on. If crossing with a vehicle, you should
- open the gates or barriers on both sides of the crossing
 - check that the green light is still on and cross quickly
 - close the gates or barriers when you are clear of the crossing.
- 266.** If there are no lights, follow the procedure in Rule 253. Stop, look both ways and listen before you cross. If there is a railway telephone, always use it to contact the signal operator to make sure it is safe to cross. Inform the signal operator again when you are clear of the crossing.

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

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

Tramways

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

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

270. You **MUST NOT** park your vehicle where it would get in the way of trams or where it would force other drivers to do so. Do not stop on

any part of a tram track, except in a designated bay where this has been provided alongside and clear of the track. When doing so, ensure that all parts of your vehicle are outside the delineated tram path. Remember that a tram cannot steer round an obstruction.

- 271. Tram stops.** Where the tram stops at a platform, either in the middle or at the side of the road, you **MUST** follow the route shown by the road signs and markings. At stops without platforms you **MUST NOT** drive between a tram and the right-hand kerb when a tram has stopped to pick up passengers. If there is no alternative route signed, do not overtake the tram - wait until it moves off.
- 272.** Look out for pedestrians, especially children, running to catch a tram approaching a stop.
- 273.** Always give priority to trams, especially when they signal to pull away from stops, unless it would be unsafe to do so. Remember that they may be carrying large numbers of standing passengers who could be injured if the tram had to make an emergency stop. Look out for people getting off a bus or tram and crossing the road.
- 274.** All road users, but particularly cyclists and motorcyclists, should take extra care when driving or riding close to or crossing the tracks, especially if the rails are wet. You should take particular care when crossing the rails at shallow angles, on bends and at junctions. It is safest to cross the tracks directly at right angles. Other road users should be aware that cyclists and motorcyclists may need more space to cross the tracks safely.
- 275. Overhead electric lines.** Tramway overhead wires are normally 5.8 metres above any carriageway, but can be lower. You should ensure that you have sufficient clearance between the wire and your vehicle (including any load you are carrying) before driving under an overhead wire. Drivers of vehicles with extending cranes, booms, tipping apparatus or other types of variable height equipment should ensure that the equipment is fully lowered. Where overhead wires are set lower than 5.8 metres, these will be indicated by height clearance markings - similar to 'low bridge' signs. The height clearances on these plates should be carefully noted and observed. If you are in any doubt

as to whether your vehicle will pass safely under the wires, you should always contact the local police or the tramway operator. Never take a chance as this can be extremely hazardous.

Light Signals controlling Traffic

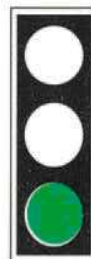
TRAFFIC LIGHT SIGNALS



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



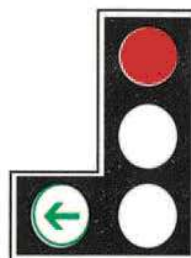
RED and AMBER
also means **STOP**
Do not pass
through or start
until **GREEN**
shows



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



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



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

Signals given by Authorized Persons



Driver and Rider Arm Signals



"I am turning left!"



"I am turning right!"



"I am turning slowing down!"

Arm Signals to Persons controlling Traffic

"I am turning left!"



"I am turning right!"

"I want to go straight on!"



Signals to other Road Users



I intend to move out to the left
or turn left



I intend to move out to the right
or turn right



I am slowing down or coming
to a stop

Prohibition Road Signs



Maximum speed



National speed limit applies



School crossing patrol



Stop and give way



Give way to traffic on major road



No entry for vehicular traffic



No cycling



No motor vehicles



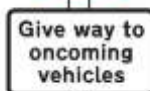
No overtaking



No waiting



No stopping (Clearway)



Give priority to vehicles from opposite direction



No vehicles over height shown



No vehicles over width shown



No U-turns



No vehicle or combination of vehicles over length shown



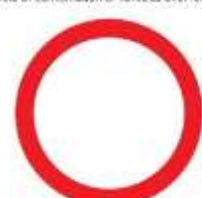
No left turn



No right turn



No Caravans



No Vehicles

Compulsory Road Signs



Ahead only



Turn left ahead (right if symbol reversed)



Turn left (right if symbol reversed)



Keep left (right if symbol reversed)



Route to be used by pedal cycles only



Minimum speed



End of minimum speed



Segregated pedal cycle and pedestrian route



One-way traffic (note- compare circular 'Ahead only' sign)



Parking restricted to permit holders



Mini roundabout



No through road for vehicles



Pedestrians Only

Warning Signs



Road narrows on right (left if symbol reversed)



Road narrows on both sides



Crossroads



Double bend first to left (symbol may be reversed)



Staggered junction



Bend to right (or left if symbol reversed)



Roundabout



Uneven road



Two-way traffic straight ahead



Falling or fallen rocks



Slippery road



Zebra crossing



Steep hill downwards



Tunnel ahead

GIBRALTAR HIGHWAY CODE



Traffic signals



Wild animals



Cycle route ahead



Hump bridge



Quayside or river bank



Side winds

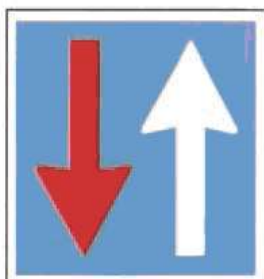


Road works

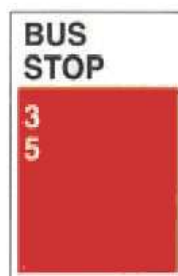


Loose chippings

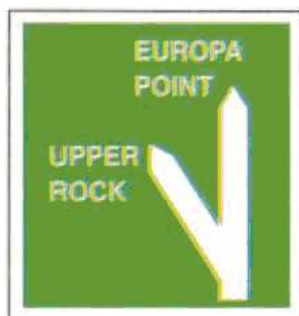
GIBRALTAR HIGHWAY CODE



Priority over
vehicles from
opposite direction



Parking restricted to use by
people named on sign



On approach to junctions



Route for pedestrians



Tourist attraction

Road Markings across the Carriageway



Stop line at 'Stop' sign



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



Give way to traffic from the left at roundabout

Carriageway Centre Markings



Centre Line



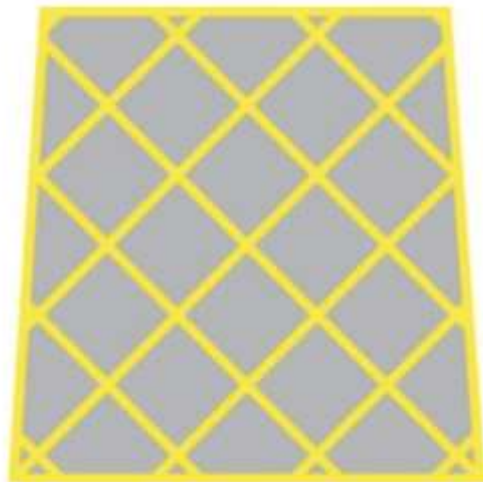
Double Line-No Overtaking



Overtaking allowed on broken line side



Hazard Warning Line



Box Junction-Do not stop within the box

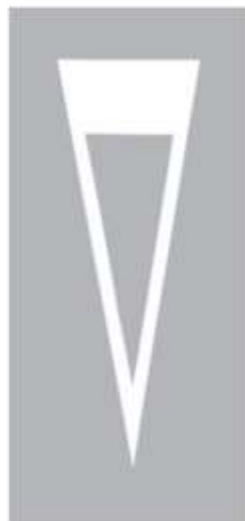
GIBRALTAR HIGHWAY CODE



Do not block that part indicated



Bus stop

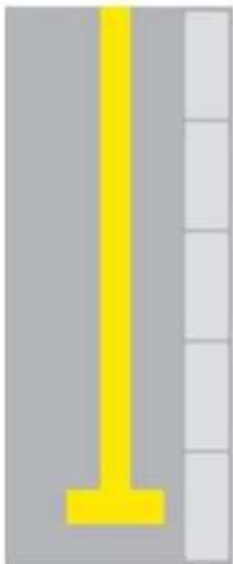


Warning of 'Give Way' just ahead



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

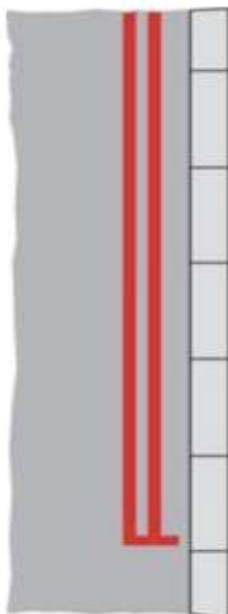
Parking / Waiting Restriction Road Markings



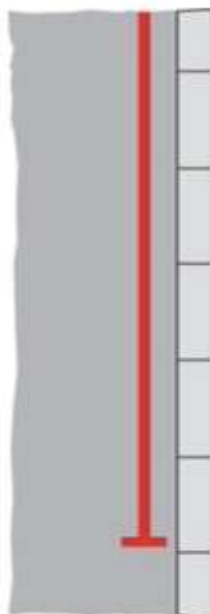
No Parking



No Waiting



No Stopping at all times

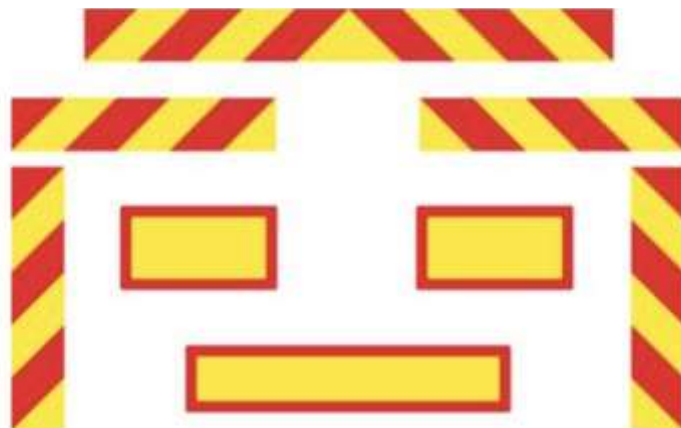


No Stopping during times indicated by signs

Heavy Goods Vehicle Markings

Large goods vehicle rear markings

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



Left - Central - Right

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



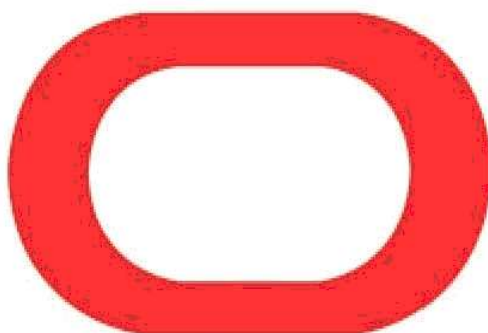
The panel illustrated is for flammable liquid.



The above panel will be displayed by vehicles carrying certain dangerous goods in packages

OVERSIZED VEHICLES FRONT AND REAR MARKING

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



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

Transport Hazards Information Signs



Toxic substance



Radioactive substance



Oxidizing substance



Spontaneously combustible substance

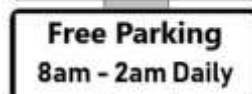


Non-flammable compressed gas



Corrosive substance

Parking & Waiting Restriction Signs in Gibraltar



To be used at time controlled disabled parking bays



Colour Coding for Car Park Bays



Free Parking For all Vehicles. (No Commercial Vehicles)

White Parking Bays



Free Parking for Motorcycle Vehicles only.

Yellow Road Marking 'M/C'



Pay & Display Parking Only.

Blue Parking Bays



Residents Parking Permit Holders Only. (No Commercial Vehicles)

Yellow Parking Bays

Residential Zones Parking Permits



ANNEXES

1. You and your bicycle

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

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

You should fit a bell to your cycle.

You **MUST**

- ensure your brakes are efficient
- have white front and red rear lights lit when cycling at night.

Cycle training: If you are an inexperienced cyclist or have not ridden for a while, consider taking a cycle training course. HM Government of Gibraltar offers a national standard cycle training through Bikeability. It can help build up your skills and confidence.

There are three levels to Bikeability, starting with the basics of balancing, stopping and starting safely, through to handling complex and busy junctions. You will also learn about traffic signs and the rules of the road, planning routes, safe road positioning and signalling (particularly at junctions) and basic cycle maintenance.

2. Vehicle Maintenance and Safety

Vehicle maintenance

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

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

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

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

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

Cars, 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 around the entire circumference.

Motorcycles, large vehicles and passenger-carrying vehicles **MUST** have 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 circumference.

Mopeds should have visible tread.

Be aware that some vehicle defects can attract penalty points.

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

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

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

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

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

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

Other problems. If your vehicle

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

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

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

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

- you do not overfill your fuel tank
- the fuel cap is fastened securely
- the seal in the cap is not torn, perished or missing
- there is no visual damage to the cap or the fuel tank

Emergency fuel caps, if fitted, should form a good seal.

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

3. Motorcycle Licence Requirements

If you have a Learner's motorcycle licence, you **MUST** satisfactorily complete a Compulsory Basic Training (CBT) course. You can then ride a motorcycle up to 125 cc with a power output not exceeding 11 kW on the public road, with L plates.

To obtain your full motorcycle licence you **MUST** pass a motorcycle theory test and then a practical test:

A1 motorcycle licence: At age 18 or over, you take a test on a motorcycle without sidecar with a cylinder capacity not exceeding 125 cc. If you pass you may ride a motorcycle up to 125 cc with power output up to 11 kW, or a motor tricycle with power not exceeding 15 kW.

A2 motorcycle licence: At age 18 or over, you take a test on a motorcycle without sidecar of at least 395 cc with a power output of at least 25 kW but not exceeding 35 kW. If you pass, you may ride any motorcycle not exceeding 35 kW and with a power to weight ratio not exceeding 0.2 kW/kg.

Full A motorcycle licence: Test taken on a motorcycle without sidecar, of at least 595 cc and an engine power of at least 40 kW. This gives you full access to all motorcycles and motor tricycles. You obtain a category A licence by taking progressive access from age 20, or under the direct access scheme from age 24.

Category A under progressive access: You can take a category A practical test at age 20 if you already have an A2 licence that you've held for a minimum of two years. You don't need to take another theory test or hold a CBT certificate.

Category A under direct access: This is for riders aged 24 or over. To obtain a category A licence you must

- successfully complete a CBT course
- pass the motorcycle theory test
- pass the practical motorcycle test.

Passing the practical test on a motorcycle of at least 40 kW (53.6bhp) gives immediate access to all sizes of motorcycle.

You **MUST NOT** carry a pillion passenger or pull a trailer until you have passed your test.

Moped Licence Requirements

A moped **MUST** have an engine capacity not exceeding 50 cc, not weigh more than 250 kg and be designed to have a maximum speed not exceeding 45 km/h.

To ride a moped, learners **MUST**

- be 17 or over
- have a learner's moped licence
- complete CBT training.

4. Rules for Drivers & Motorcyclists

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 Driver and Vehicle Licensing Department (DVLD) if you change your name and/or address. Holders of **non-European Community** licences who are now resident in Gibraltar may only drive on that licence for a maximum of 12 months from the date they become resident in this country. To ensure continuous driving entitlement

- a Gibraltar issued 'Learners' licence should be obtained and a driving test(s) passed before the 12-month period elapses, or
- in the case of a driver who holds a licence from a country which has been designated in law for licence exchange purposes, the driver should exchange the licence for a Gibraltar one.

Motor Vehicle Test Certificate: Cars and motorcycles **MUST** normally pass an MOT test four years from the date of the first registration and every two years after that.

You **MUST NOT** drive a motor vehicle without an MOT certificate when it should have one. Exceptionally, you may drive to a pre-arranged test appointment or to a garage for repairs required for the test. Driving an unroadworthy motor vehicle may invalidate your insurance.

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.

The types of cover available are indicated below:

Third-Party insurance - 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 insurance - similar to third-party, but also covers you against your motor vehicle being stolen, or damaged by fire.

Comprehensive insurance - 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 logbooks) are issued for all motor vehicles used on the road, describing them (make, model, etc) and giving details of the registered owner / keeper. You **MUST** notify the Driver and Vehicle Licensing Department as soon as possible when you buy or sell a motor vehicle, or if you change your name or address.

Production of documents: You **MUST** be able to produce your driving licence and a valid insurance certificate and (if appropriate) a valid MOT certificate, when requested by a police officer. If you cannot do this you may be asked to take them to a police station within five days.

Learner drivers

Learners driving a car **MUST** hold a valid learner' licence. They **MUST** be supervised by someone at least 21 years' old who holds a 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).

GIBRALTAR HIGHWAY CODE

You **MUST** pass the theory test and then a practical driving test for the category of vehicle you wish to drive before driving unaccompanied.

5. Vehicle Security

When you leave your vehicle you should

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

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

6. First aid on the Road

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

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

Help those involved

DO NOT move casualties still in vehicles unless further danger is threatened.

DO NOT remove a motorcyclist's helmet unless it is essential. Remember the casualty may be suffering from shock.

DO NOT give them anything to eat or drink.

DO try to make them warm and as comfortable as you can, but avoid unnecessary movement.

DO give reassurance confidently and try not to leave them alone or let them wander into the path of other traffic.

Provide Emergency Care

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

- D - Danger** - check that you or others are not in danger
- R - Response** - try to get a response by asking questions and gently shaking their shoulders (or tapping for a child).
- A - Airway** - the airway should be clear and kept open. Place one hand on the forehead, two fingers under the chin and gently tilt the head back.
- B - Breathing** - normal breathing should be established. Once the airway is open check breathing for up to 10 seconds.

What to Do



1. If you find someone collapsed, you should first perform a primary survey.

Do not place your face close to theirs. If you have established from this that they are unresponsive and not breathing, you should ask a helper to call 199 or 112 for emergency help while you start CPR. Ask a helper to find and bring a defibrillator, if available.

- **Ask your helper to put the phone on speaker and hold it out towards you, so they can maintain a 2m distance**
- If you are on your own, use the hands-free speaker on a phone so you can start CPR while speaking to emergency centre control
- Do not leave the casualty to look for a defibrillator yourself. The ambulance will bring one.

2. **Before you start CPR, use a towel or piece of clothing and lay it over the mouth and nose of the casualty.**



Start CPR. Kneel by the casualty and put the heel of your hand on the middle of their chest. Put your other hand on top of the first and interlock your fingers.

Keep your arms straight and lean over the casualty. Press down hard, to a depth of about 5-6cm before releasing the pressure, allowing the chest to come back up.

- The beat of the song "Staying Alive" can help you keep the right speed
- **Do not give rescue breaths.**

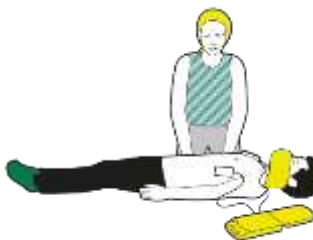
3. Continue to perform CPR until:

- emergency help arrives and takes over
- the person starts showing signs of life and starts to breathe normally
- you are too exhausted to continue (if there is a helper, you can change over every one-to-two minutes, with minimal interruptions to chest compressions)
- a defibrillator is ready to be used.



4. If the helper returns with a defibrillator, ask them to switch it on and follow the voice prompts while you continue with CPR.

- **Wherever possible, the helper should keep a distance of 2m.**



5. If the casualty shows signs of becoming responsive such as coughing, opening eyes, speaking, and starts to breathe normally, put them in the recovery position. Monitor their level of response and prepare to give CPR again if necessary.

- If you have attached a defibrillator, leave it in place.



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



Bleeding

First check for anything that may be in the wound, such as glass. If there is nothing embedded apply firm pressure over the wound. Take care not to press on the object - build up padding on either side of it. Fasten a pad to the wound with a bandage or length of cloth. Use the cleanest material available. If a limb is bleeding, but not broken, raise it above the level of the heart to reduce the flow of blood. Any restriction of blood circulation for more than a short time could cause long-term injuries.

Burns

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

Be prepared

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

7. Safety Code for New Drivers

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

- Many of the worst collisions happen at night. Between midnight and 6 am is a time of high risk for new drivers. Avoid driving then unless it's really necessary.
- If you are driving with passengers, you are responsible for their safety. Don't let them distract you or encourage you to take risks. Tell your passengers that you need to concentrate if you are to get to your destination safely.
- Never show off or try to compete with other drivers, particularly if they are driving badly.
- Don't drive if you have consumed any alcohol or taken drugs. Even over-the-counter medicines can affect your ability to drive safely - read the label to see if they may affect your driving.
- Make sure everyone in the car is wearing a seat belt throughout the journey.
- Keep your speed down - many serious collisions happen because the driver loses control, particularly on bends.

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- 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.

8. Penalties and the Highway Code

This Highway Code applies to Gibraltar. Within you will find useful content on driving on motorways and other situations, which while not necessary in Gibraltar, will help you when you drive abroad. The Highway Code is essential reading for everyone.

Parliament sets the maximum penalties for road traffic offences. The seriousness of the offence is reflected in the maximum penalty. It is for the courts to decide what sentence to impose according to circumstances.

The penalty table indicates some of the main offences, and the associated Penalties. There is a wide range of other more specific offences which, for the sake of simplicity, are not shown here. The penalty points and disqualification system is described below.

Penalty Points and Disqualification

The penalty point system is intended to deter drivers and motorcyclists from following unsafe motoring practices. You can be awarded points on your licence if you pay a fixed penalty notice or are convicted in court. Points are endorsed on your licence according to the fixed number or the range set by Parliament. The accumulation of penalty points acts as a warning to drivers and motorcyclists that they risk disqualification if further offences are committed.

A driver or motorcyclist who accumulates 12 or more penalty points within a 3-year period **WILL BE** disqualified. This will be for a minimum period of 6 months, or longer if the driver or motorcyclist has previously been disqualified within three years from the last disqualification.

In the case of serious offences, such as dangerous driving and drink-driving, the court can order disqualification. The minimum period is usually 12 months, but for repeat offenders or where the alcohol level is high, it may be longer. For example, a second drink-drive offence in the space of 10 years will result in a minimum of 3 years' disqualification.

New Drivers

Special rules as set out below apply for a period of two years from the date of passing their first driving test, to drivers and motorcyclists from

- Gibraltar, who passed their first driving test locally.
- other foreign countries who have to pass a Gibraltar driving test to gain a Gibraltar licence, in which case the Gibraltar driving test is treated as their first driving test; and
- other foreign countries who (without needing a test) exchanged their licence for a Gibraltar licence and subsequently passed a Gibraltar driving test to drive another type of vehicle, in which case the Gibraltar driving test is treated as their first driving test. For example, a driver who exchanges a foreign licence (car) for a Gibraltar licence (car) and who later passes a test to drive another type of vehicle (e.g. an HGV) will be subject to the special rules.

Where a person subject to the special rules accumulates 7 or more penalty points before the end of the 2-year period (including any points acquired before passing the test) their licence will be revoked automatically. To regain the licence they must reapply for a provisional licence and may drive only as a learner until they pass a further driving test.

Note. This applies even if they pay for offences by fixed penalty. Drivers in the first point above (Gibraltar only) who already have a full licence for one type of vehicle are not affected by the special rules if they later pass a test to drive another type of vehicle.

Penalty Table

(Note- in addition to penalty points being endorsed, an offender can be awarded a fine and/or a term of imprisonment)

General description of the offence	Penalty Points on Payment	Penalty Points on Conviction
Driving or attempting to drive whilst unfit through drink or drugs	-	3 to 11(if exceptionally not disqualified)
Driving or attempting to drive whilst over prescribed limit of alcohol	-	3 to 11(if exceptionally not disqualified)
Driving or attempting to drive whilst over the specified limit of drug	-	3 to 11(if exceptionally not disqualified)
Driving or attempting to drive and fails to co-operate with preliminary test	-	6
Failure to provide breath, blood or urine specimen for analysis	-	10
In charge of vehicle whilst unfit through drink or drugs	-	10
In charge of vehicle whilst over the prescribed limit of alcohol	-	10
In charge of vehicle whilst over the specified limit of drug	-	10
Causing death by careless driving whilst under Influence of drink or drugs	-	6 to 11
Dangerous Driving	-	6 to 11
Causing death by Dangerous Driving	-	6 to 11
Careless driving	-	6
Causing death by Careless Driving	-	6 to 11
Furious Driving	-	3 to 9
Excessive Speed	3	6
No Valid Policy of Insurance	-	5
Failing to comply with the traffic directions of a Police Officer in uniform	2	4
Contravening Traffic Sign	2	4
Contravening Traffic Light	2	4
Not wearing Seat Belt (Driver & Passenger).	2	4
Driver carrying unbelted child under 14 years / under 12 & 135 cms w/out proper restraint	3	5
Overtaking traffic other than on the left	2	4
Failing to indicate intention to turn	2	4
Excessive Noise (Exhaust)	3	5
Inefficient/Defective Exhaust	3	5

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Driver motorcycle not wearing / properly fastened protective headgear	2	4
Driving against the flow of traffic	3	6
Using mobile telephone while driving.	4	8
Driving without a valid driving licence	-	6
Using vehicle without valid motor vehicle test certificate	-	5
Failing to stop after an accident	-	5 to 10
Failing to provide particulars or to report an accident	-	5 to 10
Refusing to provide name and address when required	-	5 to 10
Leaving a vehicle in a dangerous position	-	3

This Highway Code applies to Gibraltar, but it also focuses on traffic signs and road situations outside Gibraltar that, as a driver, you will come across most often. The aim of The Highway Code is to promote safety on the road, whilst also supporting a healthy, sustainable and efficient transport system.

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

This edition introduces the 'Hierarchy of Road Users' which is a concept that places those road users most at risk in the event of a collision at the top of the hierarchy.



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