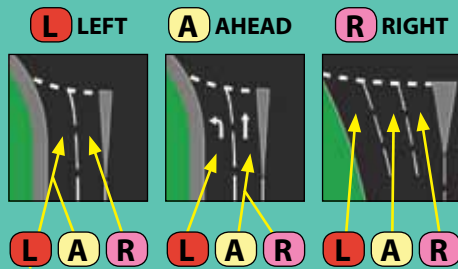


ROUNDAABOUT BASICS

Always have a plan! Give yourself time to assess which **lane** you need to approach the roundabout in and whether or not to **signal**. Even when following a SatNav, take time to look at road signs; as these will tell you how to treat the exits and how to indicate.

APPROACH LANE

Unless road markings dictate, use the LEFT lane for a LEFT exit; and a RIGHT lane for a RIGHT exit. If the exit is at '12 o'clock' treat it as 'AHEAD'. If there are 2 lanes on approach, use the LEFT lane (unless there are road markings). If there are three lanes on the approach, use the MIDDLE lane.



SIGNALS ON APPROACH

Only signal on approach if you are taking the FIRST exit (use a LEFT signal); or if you are taking a right (use a RIGHT signal). A 'right exit' is any exit after 12 o'clock. Remember, the FIRST exit may be ahead (there may not be a 'left') don't confuse the left signal with going left!

SIGNALS WHEN EXITING

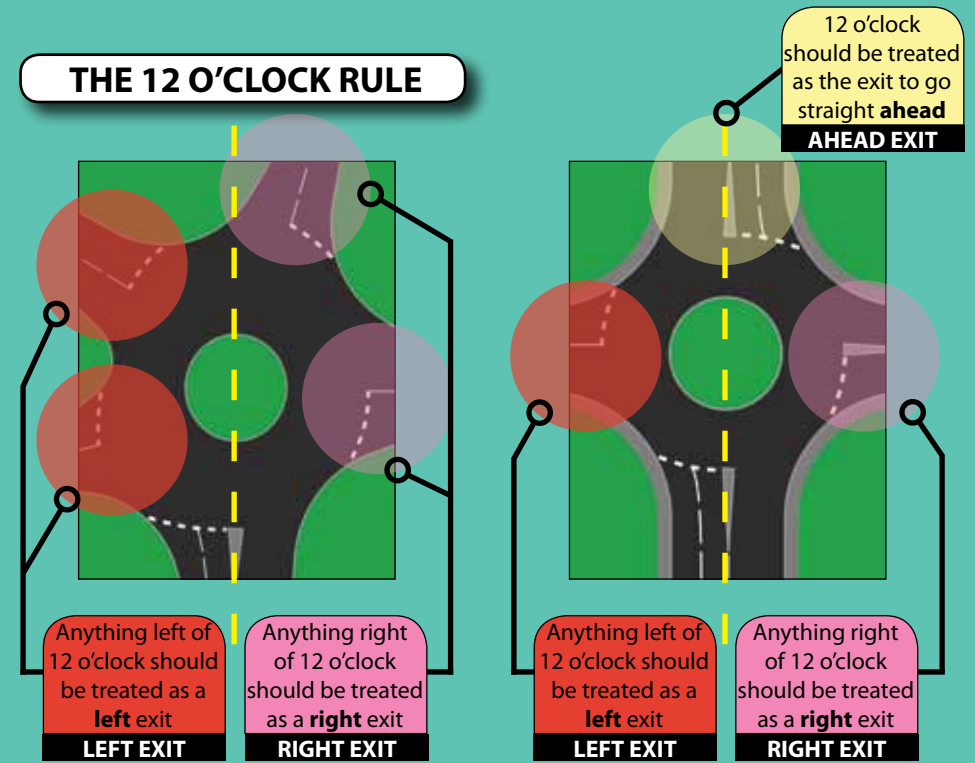
Regardless of the exit you are taking, always ensure your LEFT signal is on when you pass the exit before the one you plan to take. Remember that if you are taking a RIGHT exit, you will need to look effectively to the left before signalling as you may need to switch to the outside lane.



MINI ROUNDAABOUTS

Mini-roundabouts should be treated the same as large roundabouts. Unless you are driving a large vehicle, you are still expected to drive 'around' the mini-roundabout. If you are turning right at a mini-roundabout, there is sometimes insufficient time to signal left when exiting.

THE 12 O'CLOCK RULE



Anything left of 12 o'clock should be treated as a **left exit**
LEFT EXIT

Anything right of 12 o'clock should be treated as a **right exit**
RIGHT EXIT

Anything left of 12 o'clock should be treated as a **left exit**
LEFT EXIT

Anything right of 12 o'clock should be treated as a **right exit**
RIGHT EXIT

12 o'clock should be treated as the exit to go straight ahead
AHEAD EXIT

Large roundabouts are designed to keep the traffic moving whereby mini-roundabouts are designed to slow the traffic down. Approach the roundabout slowly - 2nd gear is your best option, this will give you time to assess any 'gaps' available. Remember, approaching a roundabout too fast will reduce your time to assess whether to go; and could risk a rear end shunt from the car behind if you stop unnecessarily.

Mirror, Signal, Position, Speed/Gear, Look