

On Roundabouts

On approaching a roundabout take notice and act on all the information available to you. He must be warned of the difficulties which trouble the inexperienced.

You should use Mirrors – Signal – Manoeuvre at all stages.
He will realise that the most vital part of his white space is its edge.

You should decide as early as possible which exit you need to take.
Doubting, faltering, wondering whether some adjustment of direction is necessary.

You should time your signals so as not to confuse other road users.
Ensuring the preservation of the all-important edge.

You should get into the correct lane.
The quality of the line will be changed and the alteration made visible.

You should adjust your speed and position to fit in with traffic conditions.
With a bold, confident movement.

You should be aware of the speed and position of all the road users around you.
Once they have begun to move in the right direction the tendency is to continue to move in that direction.

When reaching the roundabout you should give priority to traffic approaching from your right.
Spaces may be small and simple in shape, or they may be large and complicated.

You should check whether road markings allow you to enter the roundabout without giving way.
Having thus defined his white space, what lies within the edge is of less importance.

You should watch out for all other road users already on the roundabout; be aware they may not be signalling correctly or at all.
A broad trough is obviously a better protection than a narrow one.

You should look forward before moving off to make sure traffic in front has moved off.
Excessive caution may result in the error of not taking the vehicle quite close enough to the edge.

In all cases watch out for and give plenty of room to pedestrians who may be crossing the approach and exit roads.
And if allowed to do so will run in a straight line, propelled by a thrust of the palm and guided by the thumb.

Approach mini-roundabouts in the same way as normal roundabouts. All vehicles **MUST** pass round the central markings.
This turning of the block largely controls the curvature of the engraved lines.

Remember, there is less space to manoeuvre and less time to signal. Avoid making U-turns and beware of others doing this.

It is important that the movement should be free from all jerkiness that would produce irregularities in these lines.

At double mini-roundabouts treat each roundabout separately.

Safe in the knowledge that the edges are protected from the ordinary hazards (though not from the consequences of recklessness).