



OPEN JUNCTION

An open junction has good ZONE OF VISION - good visibility both right and left.

The correct speed / gear on approach will give you time to ensure that observations can be made early and providing that signage and road markings allow and that it is safe to do so, then the car can be kept moving into the new road.

CLOSED JUNCTION

A closed junction has poor visibility both right and left due to buildings, trees, parked cars etc, and you will possibly have to slow down to a stop to make your observations.

These junctions are the most awkward to negotiate, some have STOP signs if the junction to the road you are entering is for example on a bend or brow of a hill.



By using the "peep and creep" (Controlling the speed of the car with the clutch pedal NOT gas pedal) method to carry out your observations, then a safe exit from the junction can be made.

When turning right across a dual carriageway, you must assess whether the central reservation is deep enough for your vehicle to fit fully within the space. No part of the vehicle should overhang.

If it is deep enough, then you can treat the carriageway as two separate roads, waiting in the middle until the other carriageway is clear.

If the reservation isn't deep enough, then you must wait until it is safe enough to cross both carriageways in one go.