

## Dual Carriageways and Motorways



### How to Join using slip lanes

Slip lanes may require you to filter, or merge, with traffic in Lane 1 of the main carriageway.

Note: Look for signs which may tell you don't actually need to merge. The "On" ramp may just become the left lane of a 3 lane carriageway! It's much easier like this.



You must match your speed to that of the traffic in Lane 1. The traffic in Lane 1 has priority, so it is up to you to fit in with them. If you're lucky, they may change into lane 2, to allow you a free passage onto the main carriageway.

Use your mirrors **EARLY**, and decide whether it will be safer to go faster, or go slower, or maintain your current speed, according to what you can see behind you.

Move your head slightly to see as much as possible through the offside mirror. The earlier you see what is behind you, the more time you will have to make your decision about when to join. If you have more time to make your decision then you will generally make a better decision.

For example, if you see a blue car in lane 1, and it is going faster than you, you might say to yourself: "I'm going to join after the blue car has passed". If the blue car is going quite slowly, then you might say to yourself: "I'm going to go a bit faster, and join before the blue car".

Remember, though: **Think Ahead, DO NOT decide ahead!**

- ◆ You may need to alter your plan if the situation changes (for example, if the blue car suddenly speeds up!).



### Indicator signals

It may seem obvious to you that you are going to join the main carriageway. After all, *where else are you going to go? The road only goes 1 way!*

However, using bright flashing indicators may help to gain the attention of sleepy drivers in lane 1. They, in turn, may offer you the space you need.

Remember, also, to cancel your signals as soon as you have finished your manoeuvre. With the noise of the faster road you may not be able to hear the ticking noise of the indicator mechanism.

If you need to change lane you should give at least 1 flash of the indicator per 10mph of speed, before initiating the manoeuvre. For example, if you're doing 50mph, the indicator should flash, or click, 5 times. This gives plenty of warning to the road users behind you, and they can then react.



## How to leave using slip lanes

After correctly identifying your exit, make sure you are in the left lane at the 1 mile marker (the first big sign on motorways). On motorways, junctions are numbered in the corner of the sign., for example, Junction 31.

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Use signals when you are alongside the countdown markers, but keep your speed up with the traffic flow until you have left the main carriageway.

Aim high with your eyes. Look well ahead. **Anticipate your required position on the Off ramp/Exit Slip** according to the road directional signs.



## Compulsory Exit Lanes



Compulsory exit lanes, or 'Local Traffic' lanes, will eventually peel away from the main carriageway and lead you somewhere else. It is basically a long slip lane, which runs alongside the main carriageway for a time. Look well ahead for road signs, and read the road (literally).

## Checking Blindspots

If you need to change from lane 1 (nearside lane/left lane), into lane 2 in order to escape the compulsory exit lane, then check your **blindspot!** Why? Because someone may be changing from lane 3 to lane 2, at the same time.

Checking blindspots on the move should be done with care however, because 70mph is equivalent to 100 feet per second. Consider the following statements:

*"I only took my eye off the road for 1 second"*

*"I only took my eye off the road for 100 feet"*

At 70mph (the national speed limit for dual carriageways and motorways) these statements have the same meaning!

**Pay attention to the road for every second!**

