



The **Zebra Crossing** is often referred to as an uncontrolled crossing. This means that the traffic is not controlled by lights and that road users have to be cautious and observant and stop when necessary.

## Identifying a Zebra

You may see hazard signs on approach (right) but zebra crossings are easily identified firstly by their flashing yellow beacons on top of black and white striped poles. As you get closer you will see the black and white stripes on the crossing area and the zigzag markings. There is a give way line just under a metre from the crossing area, which marks where road users should stop if necessary.

## MSM on approach

As soon as you have identified a zebra crossing ahead you should start your **MSM** routine as you are approaching a hazard. Check your mirrors early to give yourself time to assess and anticipate the actions of other road users (including pedestrians and cyclists) in-front and behind you. Scan the crossing area, if there are pedestrians nearby you should be prepared to slow down or stop to allow them to cross safely. If your view of the crossing (on either side) is blocked, as in 1, you should be more cautious as pedestrians could be crossing out of view.

## At the Crossing

If someone is waiting to cross you should stop if you can do so safely. Be courteous to anyone with a pram or pushchair, children and the elderly who may be hesitant. If someone has moved onto a crossing you must give way. When you stop at a crossing you should apply the handbrake immediately. When the crossing is clear, and you have checked for pedestrians approaching from the side of the crossing, you may proceed with caution. You should always keep the crossing clear when in queueing traffic unlike the red car in situation 2.

## Zebra Crossings with a central island

If the crossing has a central island, as in 1, each side should be treated as a separate crossing.

The shaded areas in 1 & 2 coming from the red cars are to illustrate the driver's zone of vision, what he can and can't see. Think about the potential dangers and how they could be avoided and discuss these with your instructor.

Why might an arm signal be useful in position 3 and which arm signal would you give?



With compliments from

**Wayne Kriehn**

[www.learntodrive.uk.com](http://www.learntodrive.uk.com)

07961 312899 or 01428 654059  
ADI Number 372505