

## Hazard Perception for Class 7 & Class 5

### Hazard Perception - BACKGROUNDER

Hazard Perception segment during your learner's driving test

During your learner's test the examiner will ask them to do the following:

**Class 7N test:** The learner will be directed to pull over to the curb and stop where it is safe. They will be asked to give a list of the hazards, (active and possible) that they see ahead, beside and behind the car.

**Class 5 test:** The learner will be asked at one or more times during the test to assess and report hazards (active and possible) ahead, beside and behind them while the car is in motion.

### Hazard Perception and what does it look like in your immediate environment:

*Space Conflicts:* A space conflict happens when two road users try to move into the same space at the same time. To drive safely, you need to keep areas of space — called space margins — around your vehicle. If you need to stop suddenly, a driver too close behind you could cause a space conflict. Some other space conflicts are:

- A vehicle pulling into your path
- A pedestrian stepping onto the road in front of your vehicle
- A vehicle backing out of a driveway

*Surprises:* Anything unpredictable is a hazard. A car door opening suddenly could be a surprise for a cyclist. If the cyclist swerves to avoid it or falls in front of you, you could be surprised as well. To avoid surprises, think well ahead and ask yourself what could possibly happen in the driving environment. Some other surprises are:

- A driver weaving back and forth
- A poorly loaded pickup truck — something might fall
- A skateboarder who might suddenly dart onto the road.

*Vision Blockers:* Having your vision blocked is a hazard. Some examples of vision blocks are:

- A bus that blocks your view of people about to cross the street
- A curve or hill that doesn't let you see what's ahead
- A large truck in the next lane
- Fog, rain or snow.
- Be very careful when you can't see the whole driving scene

*Poor Road Conditions:* Poor road surfaces are a hazard because they can affect your traction and steering. Loose gravel, ice or rain can cause you to lose control unless you're prepared. Some other poor road conditions are:

- A paved road that suddenly changes into a gravel one
- Wet or icy patches
- Large puddles after a rainstorm

*So what actually is a hazard?*

It can be anything that may cause a driver to change speed, direction, stop or even cause harm. Hazards can normally be grouped into categories such as:

- Other road users (e.g. pedestrians, drivers, cyclists, horses)

- Environmental (e.g. weather, road surfaces)
- Physical (e.g. bends, roundabouts, intersections)

Hazards do not operate as isolated entities and when several combine there is a real potential of risk. It is important therefore to recognize the hazards in order to give yourself plenty of time to react. Try to anticipate and prioritize the hazards, in turn positioning for safety.

**Hazards often require a driver to move from observer to being actively in RESPONSE MODE which involves accurate and timely use of:**

**Observation:** Check your mirrors and where appropriate using a rear head check to gauge the distance and position of traffic behind you.

**Signal:** If changing direction or slowing down give clear and well-timed indication.

**Manoeuvre:** This is the process that requires a change in speed or direction of which the following phases should be used in order: position, speed and then look.

#### What is a Developing Hazard?

A developing hazard can be anything from a pedestrian stepping out into the road, a child running between parked cars, or a car exiting a drive way. As part of developing your hazard perception skills it's essential that you learn to look out for the early warning signs of a developing hazard. But you must also be able to understand how different situations can potentially develop into a more serious hazard. A good example of this is, you see a ball roll out across the road ahead of you, which could potentially be closely followed by a young child. The sooner you learn to spot a developing hazard, the quicker you can react and avoid unnecessary action that could potentially cause a serious collision.

#### Hazard Perception and your learner

Your learner will encounter hundreds of hazards in their everyday driving such as roundabouts, intersections, traffic lights – these are known as **static hazards**. However, spotting static hazards are not the only skill your learners need to develop, but also their ability to spot developing hazards.

There are several common hazard types or categories that you need to look out for while on the road. Many of these are shown below.

#### Different types of Hazards

Depending on where you are driving will make a big difference to the types of hazards that you can expect to see. There are always a few exceptions to the rule, but here are a few examples of what you might expect.

## Different types of hazards in residential areas (Built up)

In some residential areas you may see a 30 km/h speed limit in force. It is vital that you take extra care when driving through built up areas, as you can expect to see plenty of pedestrians, cyclists and parked cars. Rather than just looking directly down the road, try to scan the area paying special attention to parked cars that could be hiding a small child about to run out into the road.

Below are just some of the different types of hazards that you can expect to see when driving in **residential areas**:

- Vehicles emerging from intersections
- Car doors opening
- Vehicles moving off or coming out of driveways
- Pedestrians
- School crossing patrols
- Children running out from between parked cars or playing at the side of the road
- Pet animals running out into the road (mainly cats and dogs)
- Cyclists and motorcyclists

## Different types of hazards in rural areas

You must take special care when travelling on rural roads. In most cases the speed limit is much higher than in residential areas, so vehicles will be travelling at a much higher speed. You will also find that your visibility is greatly restricted due to narrow lanes, overgrown hedges and sharp bends. It is vital that you adjust your speed to suit the road you are travelling on and don't feel pressured to drive at the speed limit that has been set.

Below are just some of the different types of hazards that you can expect to see when driving on **rural roads**:

- Narrow country lanes, possibly only wide enough for one vehicle
- Sharp bends
- Blind intersections covered by overgrown trees and shrubs
- Unmarked intersections
- Horses
- Cyclists
- Pedestrians walking on the opposite side of the road.
- Farm animals
- Slow moving vehicles, such as tractors

Your learners need to appreciate the difference between a 'potential hazard' and a 'developing hazard'. This section covers this in more detail. The two can be the same but occasionally you will see a potential hazard that has not yet started to become a developing hazard. For example, if someone ahead indicates to turn left or right it doesn't necessarily mean it is the start of a developing hazard, it all depends upon whether the proposed manoeuvre will cause you to slow down or change position. At the point this becomes likely the developing hazard will start and your learner will already be moving into **RESPONSE MODE**. Never-the-less you should still cover your brake if the vehicle ahead indicates or brakes even if you are unsure whether a hazard has started to develop or not. This would be a good time to ask your learner to assess the possibilities of what could happen ahead.

The start point of most of the developing hazards on the road are quite obvious and it is only the odd developing hazard where this may be a problem. You needn't worry about preparing for something which doesn't happen. It is good practice for your learner to heighten awareness. This is a good time to play the "WHAT IF?" game. You see something potentially happening ahead and ask the learner something like "What if that truck decides to brake suddenly? What can we do?" This helps learners to start looking at pro-active solutions ahead of the urgent need to stop right this moment. Their mind is not in a fearful or surprised place and they can make clear logical decisions. They have discovered the solution in a safe atmosphere and are more likely to "own" that response now. In an emergency situation it will likely be the first solution to come to mind.

## Typical Hazards we face as drivers

The first type of hazard commonly occurring on the road is triggered when:



- A pedestrian approaches a painted crosswalk with the intention of moving onto the crossing or;
- A school crossing guard moves to the edge of the road and shows a stop for children sign or;
- An authorized traffic controller gives a signal to stop.

There is some advice for the above situations:

**Painted Marked Crosswalk.** As you approach a marked crossing:

- Look out for people waiting to cross and be ready to slow down or stop to let them cross.
- You must give way (stop) when someone has moved onto a crossing.
- Allow more time for stopping on wet or icy roads.
- Do not wave people across; this could be dangerous if another vehicle is approaching.
- Be aware of pedestrians approaching from the side of the crossing or up alongside of your car.

**Near Schools.** Drive slowly and be particularly aware of young cyclists and pedestrians. In some places, there may be a line drawn on the "School" warning sign under the picture of the children which tells you that there may be children crossing the road ahead. Drive very slowly until you are clear of the area.

You MUST stop when school crossing patrol shows a "Stop" for children sign."

So as soon as you see a marked crossing, school crossing patrol or authorized traffic controller ahead get ready to slow and stop your car as soon as the potential hazard starts to develop. In the preparation you would take action as soon as you recognize the potential hazard even if it was just to check your mirrors to see what was behind.



Children are often more interested in the game they are playing than road safety. So, whenever you see a child up ahead remember they may not be aware of your presence and may step or cycle into the road. If a child runs across the road they may well be followed by another child. If a ball or Frisbee appears on the road it may well be followed by a child.

Teenagers and young adults can be, and often are, fearless when it comes to crossing the road. They sometimes believe they are invincible and accidents don't happen to them. This attitude toward risk can lead

to serious problems so don't be surprised if they dash across the road at the very last minute or indeed stroll across the road as if tomorrow will do. So, if you see teenagers or youths, particularly in a gang, look to see how they are behaving - are they in responsible mode?

There is some advice about vulnerable pedestrians such as children:

**Particularly vulnerable pedestrians.** These include:

- Children and elderly pedestrians who may not be able to judge your speed and could step into the road in front of you. At 50 km/h your vehicle will probably kill any pedestrians it hits. At 30 km/h there is only a 1 in 20 chance of the pedestrian being Killed. So, reduce your speed.
- Elderly pedestrians who may need more time to cross the road. Be patient and allow them to cross in their own time. Do not hurry them by revving your engine or edging forward
- Blind and partially sighted people who may be carrying a white cane (white with a red band for deaf and blind people) or using a guide dog
- People with disabilities. Those with hearing problems may not be aware of your vehicle approaching. Those with walking difficulties require more time.

The above advice equally applies to our next hazard category. So, if you see a child or any signs that children might be about, you need to be ready to go into RESPONSE MODE. Similarly, if you see any youths ahead make sure you are ready to act.



The elderly or infirm need more time to cross the road or enter or exit a vehicle. An elderly person may also suffer from a number of age-related illnesses that prevent them from seeing, hearing or comprehending how fast traffic is approaching. They may simply underestimate how quickly they can move. So, watch out for the elderly or infirm as they cross the road or enter or exit vehicles. As the population becomes more elderly it is becoming more common to see small electric vehicles for the disabled on the road.

The slow speeds of such vehicles coupled with the above potential problems of the drivers require you to give them special attention. Look well ahead for older people, people with walking sticks or aids, people in wheel chairs or electric disability vehicles.



Even able-bodied responsible adults sometimes end up on the road when they shouldn't. Unfortunately, their attention may be distracted, they may be so involved with another task they forget the dangers of stepping onto the road. Alternatively, they may be under the influence of drink, drugs or their phone.

Watch out for people washing, repairing, loading or unloading vehicles at the side of the road. Indeed, watch out for anyone who is undertaking some task or job near the side of the road. Watch out for pedestrians crossing between parked cars; they may not have seen you. Basically, watch out for any pedestrians who do not seem to have their full attention on the road they are crossing or stepping onto.



Cyclists are very vulnerable, not easy to see, travel at relatively low speeds and need space to wobble. Drivers overtaking cyclists often do not give them sufficient room or appreciate how quickly they will be upon them. This leads to a number of hazards

involving the overtaking of cyclists particularly where the road ahead becomes narrow and does not permit you to give adequate clearance while overtaking or where your view of the road ahead is impeded.

Because cyclists are usually travelling so much slower than normal traffic you do need to be prepared to slow down in plenty of time. Cyclists cannot pick up speed quickly so you may also need to slow down for them when they emerge from side roads, cycle lanes or the sidewalk. For the same reason cyclists can become a hazard when they need to move out to avoid objects in the road, overtake stationary vehicles or turn right. Often such manoeuvres are preceded by a glance over the left shoulder, this is behaviour you should be particularly sensitive to. Whenever you see a cyclist ahead put yourself in their position and think what might happen next. "What If" questions are excellent to run through your mind around cyclists as they can be erratic and unpredictable in their behaviour.

Motorcyclists do not usually suffer from poor acceleration or low speed but they are still very vulnerable and difficult to see. As a result, vehicles may emerge into their path and cause the motorcyclist to swerve onto the opposite side of the road. Motorcyclists turning left or right might not be noticed with the result that following vehicles may brake harshly as their drivers realize they cannot safely pass the turning motorcyclist ahead.

Whenever you see a cyclist or motorcyclist ahead consider what might happen next and be prepared to go into RESPONSE MODE as soon as the problem starts to develop or it becomes apparent that a potential problem could materialize.



Horse riders like cyclists' travel at relatively slow speeds and following or approaching traffic can be upon them far more quickly than the driver appreciates. This can result in harsh braking and/or vehicles overtaking horse riders when it is not safe to do so. Just like cyclists you need to give horse riders plenty of room when you overtake them.

You also need to appreciate that the horse might be startled as you overtake, particularly if you are travelling too quickly or too close. This could result in the rider being thrown from the horse and/or the horse bolting into the path of any overtaking or approaching vehicle. Therefore, you must drive slowly when approaching or overtaking a horse rider irrespective of the room you might have. Any sudden noise would also cause the horse to become unsettled so avoid the use of the horn and do not rev the engine.

Horse riders are even slower at picking up speed than cyclists and may find it very difficult to stop once committed to emerging from a side road therefore always be prepared to slow down if you see a horse rider emerging from either the left or the right ahead.

#### **Some advice about sharing the road with horse riders:**

Be particularly careful of horse riders, especially when overtaking. Always pass wide and slow. Horse riders are often children, so take extra care and remember riders may ride in double file when escorting a young or inexperienced horse rider. Look out for horse riders' signals and heed a request to slow down or stop. Treat all horses as a potential hazard and take great care.

One of the reasons you should approach bends or narrow country roads with care and at low speed is due to the fact that a horse rider might just be around the corner.

Any animals ahead represent a potential hazard particularly if they are not under the control of their owner. Slow down and be prepared to stop, if safe to do so, when it becomes apparent that any animals ahead might

or have ventured onto the road. If a road is blocked by a herd of animals, stop and switch off your engine until they have left the road. Watch out for animals on unfenced country roads.

Remember when passing animals, drive slowly, give them plenty of room, avoid any sudden noise and be ready to stop. As soon as you see an animal ahead on the road move to RESPONSE MODE as it will usually always represent a hazard to you.



Vehicles ahead moving off or pulling up may represent a potential hazard depending upon whether they may cause you to slow down, overtake or stop.

The driver of a vehicle moving off ahead might not have seen you or may have misjudged your speed causing you to have to slow down, stop or overtake. A vehicle moving off from behind parked vehicles may also need to swing out into the road impeding progress of both following and approaching traffic. Therefore, watch for any vehicles ahead moving off and assess whether it may cause you a problem. Usually an indicator signal warns you of this developing hazard ahead. However, sometimes the signal may not be applied or may have automatically turned off as they commence the manoeuvre, therefore you should also watch out for vehicles edging out from behind a row of vehicles ahead. Alternatively, you might see the driver or passenger entering the vehicle just prior to moving off or a person waving goodbye.



The problem with vehicles pulling up is usually associated with those drivers who are looking for a suitable parking place and may pull up and signal at the very last minute. Early signs of this are vehicles which are altering speed in an erratic manner or moving road position for no apparent reason. Keep well back from drivers exhibiting such behaviour.

Another problem you should be aware of with vehicles pulling up is the tendency for either the driver or the passenger to open the door without looking behind which may cause you to slow down, change position or stop. So if a vehicle ahead pulls up, watch to see if the door starts to open.



Buses often have difficulty moving off and stopping because of their size and weight. As well as watching for indicator signals or brake lights when a bus starts to pull up the movement of passengers in the vehicle or potential passengers at the road side may also provide an early clue.

For example, you may see a passenger stand up on the bus as it approaches a bus stop or you may see people at the bus stop move towards the road edge and hold out their hand. If a vehicle is pulling up determine if it can easily fit into the space it proposes to use. If not, will it cause you a problem? You may not realize it but you are required to give priority to buses especially when they are pulling away from the curb.

### Yielding to a Bus



*The other day I was following a bus. He put on his four-way flashers and pulled completely off the road into a bus stop, so I proceeded to pass. When I was beside the bus, he pulled out and I had to swerve to avoid a collision. They do have a yield sign on*



*the back of the bus, but don't they have to re-enter traffic just like anyone else on the road?*

On any road in British Columbia where the speed limit is 60 km/h or slower, you **must** yield to a bus that is displaying the prescribed yield sign and is signaling that it wants to move out of the curb lane or bus stop.

That said, the driver of the bus must not move onto the travelled portion of the roadway unless that movement can be made in safety. There are two rules in the Motor Vehicle Act requiring this, one specifically for a bus such as this one and one for all traffic in general. The bus must be granted right of way and the driver was wrong to force it.

It is also possible that the driver failed to identify you as a hazard, either because he did not look or looked but did not see. In your case this was a single lane roadway and you had no option but to pass by carefully. Had it have been a multiple lane roadway; you might consider that something like this could occur and move to the left lane before passing the bus.



**Squeeze Plays in traffic – Space Conflicts:** Vehicles meeting are one of the most common potential hazards you are likely to come across particularly if you live in a busy suburban area where parking is at a premium. This hazard appears whenever the road narrows so that only one vehicle can proceed at a time or where two vehicles can proceed but only very slowly.

Single track country roads also present a similar problem although you are less likely to meet volumes of traffic. Sometimes approaching large vehicles can cause this situation simply because of their width.

Deliberate road narrowing is also used as a traffic calming measure. Where it is a physical feature road signs usually exist to warn you of this hazard and who, if anyone, has priority.

If the road narrows due to an obstruction on your side of the road you are required to give priority to approaching traffic unless road signs state otherwise or it is clear that the opposing vehicle wants you to proceed first.

If, however, stationary vehicles are parked on both sides of the road no one has priority. Courtesy and common sense play an important role in this circumstance. Normally, the vehicle that is most likely to reach the obstruction first would assume priority and the opposing vehicle would give way. However, you also need to consider whether taking priority would stop the potential flow of traffic depending upon what was following the opposing vehicle and whether any refuges ahead exist that you could use to prevent this.

Even if the opposing vehicles do not have priority over you it may be necessary for you to give them priority to prevent a jam in the traffic flow depending upon the pattern of parked vehicles ahead and the traffic flow in either direction. People who live in the residential areas of major cities like Vancouver will in particular appreciate this problem.

Similarly, you should be prepared to give priority to larger vehicles that need more space and time to slow down or have more difficulty moving off on steep hills (gradients.)

So how do you spot this potential hazard? Well firstly you need to recognize that the road ahead narrows and that progress might be impeded depending upon any approaching traffic. Then you need to assess your progress and that of any approaching traffic. This is where your ability to judge speed and distance are



particularly important. From this you will need to determine if you should reduce speed and/or road position. If your view of approaching traffic is not clear due to a bend in the road ahead or some other obstruction you need to assess whether your current speed and position would give you time to safely react to any approaching traffic that might subsequently appear. If not, you need to reduce speed and/or road position now rather than gamble on no oncoming traffic appearing at the last minute.

So, if you can see that the road ahead is or will become narrower and there is approaching traffic that is likely to impede your progress you will need to go into RESPONSE MODE as the potential hazard is now developing.

We have already covered how cyclists and horse riders can particularly present a problem when emerging. However, in this category we will focus on the other vehicle types that might cause a hazard when emerging.

Slow moving or long vehicles can often present a hazard as they emerge from a side road. Sometimes it is difficult for the driver of the emerging vehicle to see any approaching vehicles (particularly motorcyclists) or properly assess their speed with the result that the vehicle emerges into the road when it is not safe to do so. You could argue that this is the fault of the emerging driver; however, this is little consolation if you are involved in an accident.

Experienced drivers appreciate how difficult it can sometimes be to emerge absolutely safely with zero risk. Consequently, an experienced driver would be assessing the road conditions and the intersections ahead for the tell tail signs where emerging drivers might face such problems. This is why you need to be considerate and cooperative when driving, to put yourself in the position of others and remember we can all make mistakes and occasionally do. Hence the reasons for the following rule:

Be considerate. Be careful of and considerate towards other road users. You should:

- Try to be understanding if other drivers cause problems; they may be inexperienced or not know the area well
- Be patient; remember that anyone can make a mistake.
- Not allow yourself to become agitated or involved if someone is behaving badly on the road. This will only make the situation worse. Pull over, calm down and, when you feel relaxed, continue your journey
- Slow down and hold back if a vehicle pulls out into your path at a intersection. Allow it to get clear. Do not over-react by driving too close behind it."

So how do you recognize this potential hazard? Firstly, you may have a warning sign of an intersection ahead, if so, this will be for good reason. Perhaps a number of accidents have occurred at that spot or perhaps a bend, dip, hill or other physical feature can make emerging more difficult. While this sign provides an advance warning, the hazard does not develop until you see a vehicle emerging or about to emerge, this is the point at which you need to move into RESPONSE MODE. However, you would start your hazard drill as soon as you recognize the potential hazard.

For example, you may be approaching a side road on a busy road with lots of parked vehicles that obscure the emerging driver's view of you. The road may be so busy that drivers in the side road may also feel under pressure to emerge. This combination of circumstances makes it quite probable that a vehicle will emerge when it shouldn't. You should recognize this possibility and be on the lookout for the front of vehicles edging out of the side road onto the main road ahead. Sometimes you can see the top of the vehicle as it is driven down the side road towards the main road or you may see its wheels under a parked vehicle or you may get a

glimpse of the emerging vehicle between a gap in the hedge or row of parked vehicles. As soon as you see the clues be prepared. Here is some advice about driving in busy built up areas:

Narrow residential streets. You should drive slowly and carefully on streets where there are likely to be pedestrians, cyclists and parked cars. In some areas a 30 km/h maximum speed limit may be in force. Look out for:

- Vehicles emerging from intersections
- Vehicles moving off
- Car doors opening
- Pedestrians
- Children running out from between parked cars
- Cyclists and motorcyclists



Any vehicle ahead that may be reducing speed, changing position or turning represents a potential hazard and should command your attention.

Provided drivers ahead have given adequate warning of their intention to turn left or right and provided nothing impedes them from completing the task this rarely results in a developing hazard. Hence, when a vehicle ahead gives a signal to turn left or right it is not necessarily the start of a developing hazard.

However, if it was immediately apparent that the turning vehicle would not be able to complete the manoeuvre and as a consequence would cause you to slow down or possibly stop the signal does signify the start of the developing hazard. If however, this was not the case the developing hazard would not start until it became more apparent that the vehicle could not complete the manoeuvre and was therefore a real hazard to you.

An experienced driver would immediately try to determine where any signaling vehicle ahead was turning or indeed parking and whether it might have difficulty completing the manoeuvre. For example, people crossing the entrance of the side road or opening into which the vehicle was turning might hold up the turning vehicle and so cause a hazard. A narrow side road or one at an acute angle may cause similar problems as might the appearance of an emerging vehicle.

In addition, when a vehicle is turning left you would not only look at the entrance to the side road you would also look at the oncoming traffic to see if this would prevent the driver from turning. From this you would realize whether you needed to slow down, stop and/or change position. The hazard caused is not unlike the meet situations covered earlier as the turning vehicle becomes an obstruction.



Vehicles ahead reversing into the main road from a side-road, a drive-way or a parking space or parking bay may cause you to stop, slow down or overtake and as such are another common hazard you need to look out for. When a driver is reversing out, their view and ability to move away quickly is significantly reduced from driving out forwards. Consequently, if you see a car reversing ahead it is quite possible, they may not have seen you or misjudged the time it will take them to emerge and drive away. Reversing vehicles are a sign of the start of a developing hazard ahead.

Defensive driving advises the following in this regard:

Do not reverse from a side road into a main road. When using a driveway, reverse in and drive out if you can.

In shopping areas with parked cars along the street you also need to be aware of drivers stopping just past a potential parking space with the intention of doing a reverse park.

Vehicles who try to do U-turns often misjudge the turning circle of their vehicle and the width of the road with the result that they need to stop and reverse to complete the task. As a consequence, they temporarily block the road and may cause you to stop. So, if you see a vehicle ahead who swings out to the left or the right, particularly at the entrance of a side road or a mini-roundabout, they may well be attempting this manoeuvre and represent a developing hazard. So as soon as the vehicle ahead starts to take an unexpected path or position get into RESPONSE MODE as it may well be trying a U-turn or some other unusual manoeuvre.



Large vehicles can present a number of potential hazards due to their size and weight when maneuvering. When moving off or emerging they are usually much slower than smaller vehicles and therefore need more time to emerge. Emerging vehicles may also need to swing onto the other side of the road even when emerging to the left from an intersection due to their length, the shape of the intersection or the circumstances that prevail at the time.

On narrow roads or at certain bends the width and/or length of a large vehicle may cause the vehicle to move onto the opposite side of the road causing oncoming vehicles to slow down, stop and/or move position. Therefore, you need to recognize when an approaching large vehicle may impede your progress due to the layout of the road ahead and the vehicles physical dimensions.

Large vehicles turning left or right may also take up unusual road positions when negotiating an intersection or roundabout. So try to put yourself in the shoes of the driver of the large vehicle and think about the room they need and the road position and paths they may have to take when turning. You then plan your actions accordingly. Remember this acronym OAP, observe - anticipate - plan. If you observe, anticipate and plan well while driving you may well live to become an OAP (Old Age Pensioner). As soon as the potential problem you have recognized starts to develop (i.e. shows signs of doing what you have anticipated) you are ready to respond.

Often large vehicles need to negotiate narrow openings and side roads when delivering goods to suppliers. As a consequence, they may need to move backwards and forwards across the main road to achieve this. Be patient and be grateful it is not you who has to reverse a ten-ton articulated semi-truck down a narrow side road. If a large vehicle stops ahead for no apparent reason in a slightly odd position with hazard warning lights, they may well be about to start such a manoeuvre.

### **Vocabulary for the Hazard Perception portion of Road Tests:**

The list below is from ICBC's Learn to Drive Smart handbook and is suggested for those who are concerned about their English:

- Car
- Bus
- Too close
- Pedestrian or walker
- Bump
- Can't see
- Bicycle / Bike
- Children or kids
- Animal
- Construction or road work
- Truck / Lorry
- Wet road
- Curve / Bend
- Warning sign / Hazard sign
- Dangerous driver / bad driver
- Rough pavement / Bumpy
- Turning right
- Hill
- Pulling out
- Ice
- Blindspot
- Motorcycle
- Snow