

Reverse Park (Road)

Purpose: To reverse park the car safely at the kerb whilst giving due consideration to other road users.

Key points:

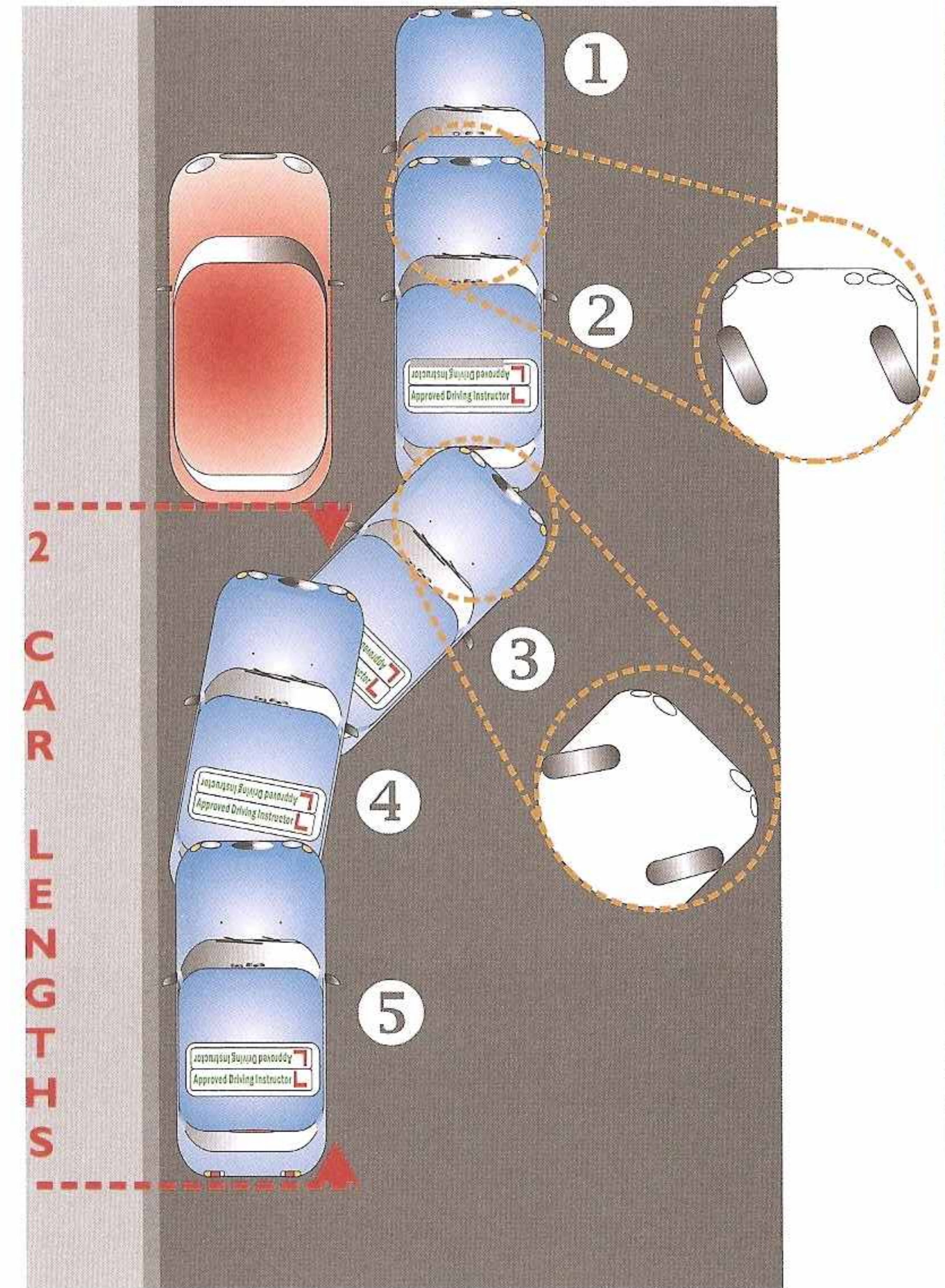
Observation: Looking mainly in the direction of travel, you must be on the lookout for other road users (including pedestrians) throughout the manoeuvre.

Control: Keep to a slow 'old man's walking pace' using clutch control. This gives you time to make effective observations and maintain accuracy.

Accuracy: Reverse into a space of no more than two car lengths, finishing close to and parallel with the kerb.

Performing the manoeuvre: This can be broken down into the following steps (illustrated right):

1. Firstly drive into this position, forward of the parked car. Lining up your nearside mirror with the front of the vehicle is a good marker. You should be parallel and roughly 1 metre away from the vehicle. Once in position apply the handbrake and select reverse gear to help signal your intention to other road users. After carrying out effective all-round observations slowly reverse to your 'point of turn'.
2. At the 'point of turn' pause to check all-round again. It is important that you do this check properly as you are about to start to steer left into the space and in doing so the front of the car will swing out into the road. If it is safe to do so move and steer to bring the car to an angle of roughly 45 degrees with the kerb.
3. When at this position make a final check all-round before you start to steer to the right to bring the front of the car into the space. Beware of the camber here as your wheels are turning toward the kerb.
4. When the front nearside is about ½ metre away from the kerb steer to straighten up.
5. Once straight ease back until you can see 'tyres on tarmac' (the bottom of the tyres and about a foot of tarmac behind them) ahead of you. Gently brake to a halt, apply the handbrake, select neutral and relax.



Quick Quiz

1. Where would it not be safe, legal or convenient to carry out this manoeuvre?
2. This manoeuvre should be completed within two car lengths. Are these car lengths of your car or the parked vehicle?
3. Why is it important to carry out all-round observations at positions 2 & 3 (illustrated above)?
4. True or false? If necessary you may pull forward to correct your position during the manoeuvre.