**2022 Highway Code updates for all Bikeability professionals**

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**Background**

The latest version of the Highway Code is now available after a consultation period. The Bikeability Trust have sought to provide industry feedback to DfT at every opportunity and encouraged Bikeability professionals to do so.

An outline of the consultation process and feedback can be found here:

<https://www.gov.uk/government/consultations/review-of-the-highway-code-to-improve-road-safety-for-cyclists-pedestrians-and-horse-riders>

A table setting out the changes can be found here:

<https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1037306/table-of-change-to-the-highway-code.pdf>

The Bikeability Trust welcomes a Highway Code which seeks to establish greater protection for more vulnerable road users. Bikeability professionals should note that rules which include ‘must’ are law, and rules containing ‘should’ are advisory. In addition, The Highway Code may be used in evidence in any court proceedings to establish liability.

**The n**[**ational standard for cycle training**](https://www.gov.uk/government/publications/national-standard-for-cycle-training) **and the Highway Code**

The national standard for cycle training is a statement of competent cycling and cycling instruction. Role 3 in the national standard contains a list of competencies for compliance with The Highway Code. Role 3 provides criteria for riders to “*use the road in accordance with The Highway Code - How to negotiate roads and junctions and comply with signals, signs and road markings”.*

**There are no changes required to the national standard for cycle training in response to wording or concepts in the new Highway Code.** There are no new contradictions between the two documents in either the ‘I can’ or the ‘I understand’ assessment criteria.

**The Bikeability Delivery Guide and the Highway Code**

Specific updates to the 2019 Bikeability delivery guide are listed in **Appendix 1. Additions to the 2019 Bikeability delivery guide.**

Where appropriate, Bikeability delivery should align with the Highway Code, because the guide uses national standard assessment criteria, with **Role 3** in particular referenced heavily throughout Bikeability training. See page 3 of the national standard for cycle training:

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**What are the key changes for Bikeability professionals to be aware of?**

Relevant rules are listed in full in **Appendix 2**. The key changes for Bikeability professionals to note are:

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| Rule H1 and 63 | Riders should look after pedestrians & equestrians |
| Rule H2, 170 and 206 | Riders & drivers give way to pedestrians who are *waiting* to cross a road into, or from which, you are turning |
| Rule H2 and 195 | Riders & drivers give way to those who are *waiting* to cross a zebra or parallel crossing |
| Rule H3, 140 & 183 | When turning into or out of a junction, drivers should not cut across cycle riders. Regardless of whether the rider is using a cycle lane, a cycle track, or riding on the road. This also applies to riders who are approaching, passing or moving off from a junction, filtering or travelling around a roundabout. |
| Rule 66 | When riding in pairs it is no longer advised to ride in single file on bends or if the road is busy. The choice to ride in single file or in pairs is given to the riders. |
| Rule 178 | Particularly relevant for delivering SUD training. Drivers should make sure their blind spot does not cover an ASL. |

**What does this mean for Bikeability delivery?**

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| Rule | H1, see also rules 13 and 63 |
| In a nutshell | Those who can cause greatest harm bear the greatest responsibility to take care. This does not detract from the responsibility of all road users to have regard for their own safety. and the safety of others |
| Where is this applied in Bikeability | This concept should be applied at all three levels of Bikeability training using appropriate language and teaching strategies. |
| How is this applied in Bikeability | Instructors should communicate ‘hierarchy’ in understandable ways to their riders, i.e. people more likely to be get hurt in a collision, who others should look out for and look after more.  At Level 1, riders must demonstrate that they can ‘share space with pedestrians and other riders’. The concept of hierarchy, taking care of others, can be emphasised through activities where riders are in close proximity, or through the use of questioning, i.e. ‘How can you make sure you look after pedestrians or horse riders?’ or ‘Why shouldn't you try to squeeze past pedestrians in a small space?’  At Level 2 and 3, the concept of hierarchy can be developed using understandable examples at relevant points during training. Instructors should emphasise the message that riders can harm others more vulnerable so must look after them.  This idea can be embedded in the four core functions through observation and priority. Riders must be are aware of whom they are sharing space with, leading them to make the responsible decisions about their speed and adherence to priorities, with priority being something given, not taken. |

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| Rule | H2, see also rule 170 |
| In a nutshell | At a junction you should give way to pedestrians crossing or waiting to cross a road into which or from which you are turning. |
| Where is this applied in Bikeability | Taught at Level 2 and Level 3 when at junctions. |
| How is this applied in Bikeability | This concept should be developed as part of ‘priorities’ when embedding the four core functions.  When approaching a junction riders should be in the primary position, making frequent observations, covering brakes and be ready to slow down and give way to waiting or crossing pedestrians.  This should be taught through questioning whilst delivering junction-based activities, instructors must check rider knowledge and teach the concept if it is not known to riders.  This rule can be developed by roleplay (a rider becomes a pedestrian for an activity to embed the learning for their peers).  Stopping for *crossing* pedestrians is not a new rule, stopping for *waiting* pedestrians is. New guidance will likely take time to bed into road culture. Riders should be taught to approach junctions with caution, and to be aware of drivers or riders travelling in close proximity behind them at junctions. A rider should make eye contact where possible, slow gradually and communicate intentions in advance to minimise risk. |

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| Rule | H2 see also rule 195 and 206 |
| In a nutshell | You should give way to pedestrians waiting to cross a zebra crossing, and to pedestrians and cyclists waiting to cross a parallel crossing. |
| Where is this applied in Bikeability | This is taught at Level 2 and Level 3 |
| How is this applied in Bikeability | This concept should be developed as part of ‘priorities’ when embedding the four core functions during Level 2 and Level 3 training. National standard assessment criteria for activity 2.2a requires riders to understand how to act when approaching pedestrian crossings.  Where infrastructure allows, this can be developed by roleplay (a rider becomes a pedestrian for an activity to embed the learning for their peers).  If zebra or parallel crossing are not present in a training area, this can be taught by questioning, quizzes or use of pictures. |

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| Rule | H3 and 140 and 183 |
| In a nutshell | When turning into or out of a junction, drivers should not cut across cycle riders. Regardless of whether the rider is using a cycle lane, a cycle track, or riding on the road. This also applies to riders who are approaching, passing or moving off from a junction, filtering or travelling around a roundabout. |
| Where is this applied in Bikeability | Introduced at level 2 and embedded at level 3. This concept must feature when teaching filtering, and will be most relevant if present in busier, more complex training environments and queueing traffic.  This also applies to situations where riders choosing to use the road may interact with riders choosing to use a cycle path or cycle track. |
| How is this applied in Bikeability | It is important to note that when passing a side road, riders should be using the primary position, which will in itself reduce the instances of another road user having to stop and allow overtaking on the left. However, this concept is most relevant when filtering, and should be covered as part of ‘observation’ and ‘priorities’ when teaching the four core functions. To help support good decision making, instructor must emphasise driver blind spots. Riders must be aware of these and avoid riding in blind spots. Riders should also emphasise the importance of eye contact in this scenario.  Where cycle lanes and tracks are present, instructors should discuss the decision -making process of riders when choosing whether or not to use them.  Instructors should check knowledge through questioning and teach where appropriate. This may be introduced as a progression activity during level 2 in a busy environment.  As with all new elements of the Highway Code guidance, instructors should urge rider caution, until such time as communication of the guidance and driver education is reflected in road use. Each rider has personal responsibility for themselves, as well as others they share the road with. |

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| Rule | 66 |
| In a nutshell | You can ride two abreast and it can be safer to do so…. Be aware of drivers behind you and allow them to overtake (for example, by moving into single file or stopping) when you feel it is safe to let them do so. |
| Where is this applied in Bikeability | Introduced at Level 2 and developed at Level 3. |
| How is this applied in Bikeability | At level 2 each rider must demonstrate national standard assessment criteria independently, but may be asked to ride in alongside one another to provide support for a rider who needs assistance, or as a progression activity. Instructors must emphasise:   * Mutual cooperation between road users * Awareness of other road users through observation * It is the riders’ choice whether to ride two abreast or not * No road user is ‘inferior’ * Riders may (not should) allow faster moving vehicles to overtake by moving into a single line, if this supports responsible overtaking.   Riders should understand that riding two abreast is legal. If overtaking, a driver should be at least 1.5 metres away from them*.* It will also take a driver less time to pass cyclists when overtaking riders if they are riding side by side rather than one behind the other.  Instructors should also be aware of rule 169 where slow moving vehicles are advised to pull in when it is safe, to allow a long line of traffic to pass.  When moving groups, instructors should decide on their method, whether snaking or shepherding. If snaking or shepherding paired riders, instructors are not expected to make the group to ‘single out’ or stop to allow overtaking unless they feel it is necessary. This is because in most instances, the length of the group will then not help support responsible overtaking. |

**Responding to Rule 74**

The Highway Code rule 74 describes moving to the middle of the *road* to make a right turn from major to minor road. (**See Appendix 2**).

The advice to move to the centre of the ‘road’ is incorrect. It should be noted that this is a historic error which has been formally challenged by the Bikeability Trust. Bikeability instructors must continue to teach riders to choose and maintain suitable riding positions, which is the primary position for a right turn major to minor.

Please see **Appendix 3**.

Positively, the concepts of primary and secondary position are for the first time now included in The Highway Code. New rules 72 & 73 suggest the centre of the lane as an appropriate position at junctions.

When teaching Bikeability, instructors must continue to teach riders to choose and maintain suitable riding positions. Riders should understand why primary position is suitable for negotiating junctions, where roads narrow, on bends, where there is not enough space to be overtaken, and when riding at the speed of other traffic.

The systematic routine for negotiating junctions is presented in the current [Bikeability delivery guide](https://professionals.bikeability.org.uk/download/6668/) (pp. 18-19).  Riders should approach, negotiate and exit junctions in the primary riding position.  Before the junction they may move into or maintain the primary position, and after the junction they may maintain the primary position or move into the secondary position, depending on which riding position is most appropriate for continuing their journey.

Bikeability instructors should remember that primary position is defined by the ‘moving traffic lane’ which depends on the width of the road and the path of the traffic lane for each situation. This position gives the rider greater visibility and control.

Wide single-lane roads may sometime afford space for following vehicles to undertake riders as they approach or wait at junctions to turn right from a major to minor road.  However, riders should be discouraged from moving from the primary position into a riding position closer to the middle of the road in order to facilitate overtaking on the left by following vehicles.  Exposure to overtaking on the left, and increased proximity to oncoming vehicles present greater risks to the rider than remaining in the primary position.

**Next steps for the Bikeability delivery guide**

Please do contact us with any questions, clarifications or suggested improvements. Please use [contactus@bikeabilitytrust.org](mailto:contactus@bikeabilitytrust.org). Also note that the Trust will conduct a fullerreview of the Bikeability delivery guide this year. The focus will be to

1. Review Improve structure
2. Improve accessibility
3. Add necessary clarifications to any module/activity

1. **Appendix 1: Additions to the 2019 Bikeability delivery guide**

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| **Highway Code Rule:** | **Page in BDG** | **Additions:** | **Page in BDG** | **Additions:** | **Page in BDG** | **Additions:** | **Page in BDG** | **Additions:** |
| H1 | Page 17 - Sample questions: | How can you make sure you look after pedestrians or horse riders?  Why shouldn't you try to squeeze past pedestrians in a small space? | Page 18, central column, after the 4CF list and before 'Flexibility'. | At Level 2 instructors should develop riders understanding of the hierarchy of road users, and their responsibility in relation to others. Those in charge of vehicles that can cause the greatest harm, have greatest responsibility to take care of others, understanding that all road users are responsible for their own and other road users’ safety. | Page 20, middle column, before 'Inclusive guidance'. | Riders should also understand that they have potential to harm others, and how the hierarchy of road users is designed to protect the most vulnerable, and create a mutually responsible environment. | Page 27 middle column, 'Sample questions' | Who do we particularly have to take care of/look after, and why? |
| Rule H2 | Page 19 Left hand column, 'Systematic routine for negotiating junctions', 5th bullet point | near the junction, check for; *pedestrians who are waiting to cross or already crossing and have priority; vehicles that could pass into the rider’s intended path; any other hazards. The rider should* adjust speed and comply with priorities as necessary | Page 29, middle column, Sample questions replace the last question with: | What should you do if a pedestrian is waiting to cross, or has started crossing the road into which or from which you are turning? | Page 27 middle column, 'Sample questions' | Which type of road users do we particularly have to take look after? Do pedestrians have priority when we are turning at a junction? | Page 27 - 'Sample questions' | When should you give way at a pedestrian crossing? |
| Rule H3 | Page 30  Sample questions | Explain who you need to look out for if you’re using a cycle lane at a junction | Page 30  Sample questions | If giving way to a pedestrian or cyclist at a junction, who else should you be aware of? | Page 38 Sample questions | When riding in the road and wanting to turn across a cycle track who has priority? | Page 38 Sample questions | Who has priority at a junction, a driver turning left or a rider going straight on? |
| Rule 66 | Page 22, right hand column, above the pictures | Paired riding: Instructors may introduce the concept of riding two abreast. When riding in pairs, riders should be aware of other road users and may choose to move into single file if appropriate to do so and where it supports responsible overtaking. The fact that this is the rider's choice must be emphasised. |  |  |  |  |  |  |

**Appendix 2: Relevant Highway Code Rules in full**

Please see below for The Highway Code rules: H1, H2, H3, 13, 63, 66, 72, 73, 74, 140, 170, 178, 183, 195, 206

**Hierarchy of Road Users**

The ‘Hierarchy of Road Users’ is a concept that places those road users most at risk in the event of a collision at the top of the hierarchy. The hierarchy does not remove the need for everyone to behave responsibly. The road users most likely to be injured in the event of a collision are pedestrians, cyclists, horse riders and motorcyclists, with children, older adults and disabled people being more at risk. The following H rules clarify this concept

**Rule H1**

It is important that ALL road users are aware of The Highway Code, are considerate to other road users and understand their responsibility for the safety of others.

Everyone suffers when road collisions occur, whether they are physically injured or not. But those in charge of vehicles that can cause the greatest harm in the event of a collision bear the greatest responsibility to take care and reduce the danger they pose to others. This principle applies most strongly to drivers of large goods and passenger vehicles, vans/minibuses, cars/taxis and motorcycles.   
Cyclists, horse riders and drivers of horse drawn vehicles likewise have a responsibility to reduce danger to pedestrians.

None of this detracts from the responsibility of ALL road users, including pedestrians, cyclists and horse riders, to have regard for their own and other road users’ safety.  
Always remember that the people you encounter may have impaired sight, hearing or mobility and that this may not be obvious.

**Rule H2**

Rule for drivers, motorcyclists, horse drawn vehicles, horse riders and cyclists  
At a junction you should give way to pedestrians crossing or waiting to cross a road into which or from which you are turning.  
You MUST give way to pedestrians on a zebra crossing, and to pedestrians and cyclists on a parallel crossing (see Rule 195).   
Pedestrians have priority when on a zebra crossing, on a parallel crossing or at light controlled crossings when they have a green signal.  
You should give way to pedestrians waiting to cross a zebra crossing, and to pedestrians and cyclists waiting to cross a parallel crossing.  
Horse riders should also give way to pedestrians on a zebra crossing, and to pedestrians and cyclists on a parallel crossing.  
Cyclists should give way to pedestrians on shared use cycle tracks and to horse riders on bridleways.  
Only pedestrians may use the pavement. Pedestrians include wheelchair and mobility scooter users.   
Pedestrians may use any part of the road and use cycle tracks as well as the pavement, unless there are signs prohibiting pedestrians.

**Rule H3**

Rule for drivers and motorcyclists

You should not cut across cyclists, horse riders or horse drawn vehicles going ahead when you are turning into or out of a junction or changing direction or lane, just as you would not turn across the path of another motor vehicle. This applies whether they are using a cycle lane, a cycle track, or riding ahead on the road and you should give way to them.

Do not turn at a junction if to do so would cause the cyclist, horse rider or horse drawn vehicle going straight ahead to stop or swerve.

You should stop and wait for a safe gap in the flow of cyclists if necessary. This includes when cyclists are:

• approaching, passing or moving off from a junction

• moving past or waiting alongside stationary or slow-moving traffic

• travelling around a roundabout

**Rule 13**

Routes shared with cyclists.

Cycle tracks may run alongside footpaths or pavements and be separated from them by a feature such as a change of material, a verge, a kerb or a white line. Such routes may also incorporate short lengths of tactile paving to help visually impaired people stay on the correct side. On the pedestrian side this may comprise a series of flat-topped bars running across the direction of travel (ladder pattern). On the cyclist side the same bars are orientated in the direction of travel (tramline pattern).

Some routes shared with cyclists will not be separated by such a feature allowing cyclists and pedestrians to share the same space. Cyclists should respect your safety (see Rule 62) but you should also take care not to obstruct or endanger them. Always remain aware of your environment and avoid unnecessary distractions.

Where signs indicate, some routes are shared between pedestrians, cyclists, horse riders and horse drawn vehicles. Cyclists, horse riders and drivers of horse drawn vehicles should respect your safety, but you should take care not to obstruct or endanger them. Always remain aware of your environment and avoid unnecessary distractions

**Rule 63**

Sharing space with pedestrians, horse riders and horse drawn vehicles. When riding in places where sharing with pedestrians, horse riders or horse drawn vehicles is permitted, take care when passing pedestrians and horse riders, especially children, older adults or disabled people. Slow down when necessary and let them know you are there; for example, by ringing your bell (it is recommended that a bell is fitted to your bike), or by calling out politely.

Remember that pedestrians may be deaf, blind or partially sighted and that this may not be obvious.

Do not pass pedestrians, horse riders or horse drawn vehicles closely or at high speed, particularly from behind. You should not pass a horse on their left. Remember that horses can be startled if passed without warning. Always be prepared to slow down and stop when necessary

**Rule 66**

You should  
• avoid any actions that could reduce your control of your cycle  
• be considerate of the needs of other road users when riding in groups. You can ride two abreast and it can be safer to do so, particularly in larger groups or when accompanying children or less experienced riders. Be aware of drivers behind you and allow them to overtake (for example, by moving into single file or stopping) when you feel it is safe to let them do so  
• not ride close behind another vehicle in case it stops suddenly  
• not carry anything which will affect your balance or may get tangled up with your wheels or chain  
• be considerate of other road users, particularly blind and partially sighted pedestrians, and horse riders (see Rule H1). Let them know you are there when necessary, for example, by calling out or ringing your bell if you have one. It is recommended that a bell be fitted.

**Rule 72**

Road positioning. When riding on the roads, there are two basic road positions you should adopt, depending on the situation.

1. Ride in the centre of your lane, to make yourself as clearly visible as possible, in the following situations:

• on quiet roads or streets – if a faster vehicle comes up behind you, move to the left to enable them to overtake, if you can do so safely

• in slower-moving traffic - when the traffic around you starts to flow more freely, move over to the left if you can do so safely so that faster vehicles behind you can overtake

• at the approach to junctions or road narrowings where it would be unsafe for drivers to overtake you

2. When riding on busy roads, with vehicles moving faster than you, allow them to overtake where it is safe to do so whilst keeping at least 0.5 metres away, and further where it is safer, from the kerb edge. Remember that traffic on most dual carriageways moves quickly. Take extra care crossing slip roads.

**Rule 73**

Junctions. Some junctions, particularly those with traffic lights, have special cycle facilities, including small cycle traffic lights at eye-level height, which may allow you to move or cross separately from or ahead of other traffic. Use these facilities where they make your journey safer and easier.

At junctions with no separate cyclist facilities, it is recommended that you proceed as if you were driving a motor vehicle (see Rules 170 to 190). Position yourself in the centre of your chosen lane, where you feel able to do this safely, to make yourself as visible as possible and to avoid being overtaken where this would be dangerous. If you do not feel safe to proceed in this way, you may prefer to dismount and wheel your bike across the junction.

**Rule 74**

Turning. When approaching a junction on the left, watch out for vehicles turning in front of you, out of or into the side road. If you intend to turn left, check first for other cyclists or motorcyclists before signalling. Do not ride on the inside of vehicles signalling or slowing down to turn left.

If you are turning right, check the traffic to ensure it is safe, then signal and move to the centre of the road. Wait until there is a safe gap in the oncoming traffic and give a final look before completing the turn. It may be safer to wait on the left until there is a safe gap or to dismount and push your cycle across the road.

When turning into or out of a side road, you should give way to pedestrians crossing or waiting to cross (see Rule H2).

**New rule 140 (applying H3)**

Cycle lanes and cycle tracks. Cycle lanes are shown by road markings and signs. You MUST NOT drive or park in a cycle lane marked by a solid white line during its times of operation. Do not drive or park in a cycle lane marked by a broken white line unless it is unavoidable. You MUST NOT park in any cycle lane whilst waiting restrictions apply.  
You should give way to any cyclists in a cycle lane, including when they are approaching from behind you – do not cut across them when you are turning or when you are changing lane (see Rule H3). Be prepared to stop and wait for a safe gap in the flow of cyclists before crossing the cycle lane.  
Cycle tracks are routes for cyclists that are physically protected or located away from motor traffic, other than where they cross side roads. Cycle tracks may be shared with pedestrians.  
You should give way to cyclists approaching or using the cycle track when you are turning into or out of a junction (see Rule H3). Be prepared to stop and wait for a safe gap in the flow of cyclists before crossing the cycle track, which may be used by cyclists travelling in both directions.  
Bear in mind that cyclists are not obliged to use cycle lanes or cycle tracks.

**Rule 163**

Overtake only when it is safe and legal to do so. You should

• not get too close to the vehicle you intend to overtake

• use your mirrors, signal when it is safe to do so, take a quick sideways glance if necessary into the blind spot area and then start to move out

• not assume that you can simply follow a vehicle ahead which is overtaking; there may only be enough room for one vehicle

• move quickly past the vehicle you are overtaking, once you have started to overtake. Allow plenty of room. Move back to the left as soon as you can but do not cut in

• take extra care at night and in poor visibility when it is harder to judge speed and distance

• give way to oncoming vehicles before passing parked vehicles or other obstructions on your side of the road

• only overtake on the left if the vehicle in front is signalling to turn right, and there is room to do so

stay in your lane if traffic is moving slowly in queues. If the queue on your right is moving more slowly than you are, you may pass on the left. Cyclists may pass slower moving or stationary traffic on their right or left and should proceed with caution as the driver may not be able to see you. Be careful about doing so, particularly on the approach to junctions, and especially when deciding whether it is safe to pass lorries or other large vehicles.

• give motorcyclists, cyclists, horse riders and horse drawn vehicles at least as much room as you would when overtaking a car (see Rules 211 to 215). As a guide:

─ leave at least 1.5 metres when overtaking cyclists at speeds of up to 30mph, and give them more space when overtaking at higher speeds

─ pass horse riders and horse-drawn vehicles at speeds under 10 mph and allow at least 2 metres of space

─ allow at least 2 metres of space and keep to a low speed when passing a pedestrian who is walking in the road (for example, where there is no pavement)

─ take extra care and give more space when overtaking motorcyclists, cyclists, horse riders, horse drawn vehicles and pedestrians in bad weather (including high winds) and at night

─ you should wait behind the motorcyclist, cyclist, horse rider, horse drawn vehicle or pedestrian and not overtake if it is unsafe or not possible to meet these clearances

**Rule 170**

Take extra care at junctions. You should

• watch out for cyclists, motorcyclists and pedestrians including powered wheelchair/mobility scooter users as they are not always easy to see. Be aware that they may not have seen or heard you if you are approaching from behind

• give way to pedestrians crossing or waiting to cross a road into which or from which you are turning. If they have started to cross they have priority, so give way (see Rule H2)

• remain behind cyclists, horse riders, horse drawn vehicles and motorcyclists at junctions even if they are waiting to turn and are positioned close to the kerb

• watch out for long vehicles which may be turning at a junction ahead; they may have to use the whole width of the road to make the turn (see Rule 221)

• look all around before emerging. Do not cross or join a road until there is a gap large enough for you to do so safely.

• watch out for horse riders who may take a different line on the road from that which you would expect

• not assume, when waiting at a junction, that a vehicle coming from the right and signalling left will actually turn. Wait and make sure

• look all around before emerging. Do not cross or join a road until there is a gap large enough for you to do so safely.

**Rule 178**

Advanced stop lines. Some signal-controlled junctions have advanced stop lines to allow cyclists to be positioned ahead of other traffic. Motorists, including motorcyclists, MUST stop at the first white line reached if the lights are amber or red and should avoid blocking the way or encroaching on the marked area at other times, e.g. if the junction ahead is blocked. If your vehicle has proceeded over the first white line at the time that the signal goes red, you should stop as soon as possible and MUST stop at the second white line. Allow cyclists, including any moving or waiting alongside you, enough time and space to move off when the green signal shows.

Drivers of large vehicles should stop sufficiently far behind the first white line so that they can see the whole area where cyclists may be waiting, allowing for any blind spot in front of the vehicle.

**Rule 183**

When turning

• keep as close to the left as is safe and practicable

• give way to any vehicles using a bus lane, cycle lane, cycle track or tramway from either direction, including when they are passing slow moving or stationary vehicles on either side

**Rule 186**

Signals and position. When taking the first exit to the left, unless signs or markings indicate otherwise

• signal left and approach in the left-hand lane

• keep to the left on the roundabout and continue signalling left to leave.

When taking an exit to the right or going full circle, unless signs or markings indicate otherwise • signal right and approach in the right-hand lane

• keep to the right on the roundabout until you need to change lanes to exit the roundabout

• signal left after you have passed the exit before the one you want. When taking any intermediate exit, unless signs or markings indicate otherwise

• select the appropriate lane on approach to the roundabout

• you should not normally need to signal on approach

• stay in this lane until you need to alter course to exit the roundabout

• signal left after you have passed the exit before the one you want.

When there are more than three lanes at the entrance to a roundabout, use the most appropriate lane on approach and through it.

You should give priority to cyclists on the roundabout. They will be travelling more slowly than motorised traffic. Give them plenty of room and do not attempt to overtake them within their lane. Allow them to move across your path as they travel around the roundabout.

Cyclists, horse riders and horse drawn vehicles may stay in the left-hand lane when they intend to continue across or around the roundabout and should signal right to show you they are not leaving the roundabout. Drivers should take extra care when entering a roundabout to ensure that they do not cut across cyclists, horse riders or horse drawn vehicles in the left-hand lane, who are continuing around the roundabout.

**Rule 195**

Rule 195 Zebra and parallel crossings. As you approach a zebra crossing

• look out for pedestrians waiting to cross and be ready to slow down or stop

• you should give way to pedestrians waiting to cross

• you MUST give way when a pedestrian has moved onto a crossing

• allow more time for stopping on wet or icy roads

• do not wave, flash your lights or use your horn to invite pedestrians across; this could be dangerous if another vehicle is approaching

• be patient, do not sound your horn or rev your engine as this can be intimidating

• be aware of pedestrians approaching from the side of the crossing.

A zebra crossing with a central island is two separate crossings (see Rules 19 and 20).

Parallel crossings are similar to zebra crossings, but include a cycle route alongside the black and white stripes.

As you approach a parallel crossing

• look out for pedestrians or cyclists waiting to cross and slow down or stop

• you should give way to pedestrians or cyclists waiting to cross

• you MUST give way when a pedestrian or cyclist has moved onto a crossing

• allow more time for stopping on wet or icy roads

• do not wave, flash your lights or use your horn to invite pedestrians or cyclists across; this could be dangerous if another vehicle is approaching

• be patient, do not sound your horn or rev your engine as this can be intimidating

• be aware of pedestrians or cyclists approaching from the side of the crossing.

A parallel crossing with a central island is two separate crossings (see Rules 19 and 20).

**Rule 206**

Drive carefully and slowly when

• in crowded shopping streets, Home Zones and Quiet Lanes (see Rule 218) or residential areas

• driving past bus and tram stops; pedestrians may emerge suddenly into the road

• passing parked vehicles, especially ice cream vans; children are more interested in ice cream than traffic and may run into the road unexpectedly

• needing to cross a pavement or cycle track; for example, to reach or leave a driveway. Give way to pedestrians and cyclists on the pavement

• reversing into a side road; look all around the vehicle and give way to any pedestrians who may be crossing the road

• turning at road junctions; give way to pedestrians who are already crossing the road into which you are turning

• the pavement is closed due to street repairs and pedestrians are directed to use the road

• approaching pedestrians on narrow rural roads without a footway or footpath. Always slow down and be prepared to stop if necessary, giving them plenty of room as you drive past.

• in crowded shopping streets, Home Zones and Quiet Lanes (see Rule 218) or residential areas

• driving past bus and tram stops; pedestrians may emerge suddenly into the road

• passing parked vehicles, especially ice cream vans; children are more interested in ice cream than traffic and may run into the road unexpectedly

• needing to cross a pavement, cycle lane or cycle track; for example, to reach or leave a driveway or private access. Give way to pedestrians on the pavement and cyclists using a cycle lane or cycle track • reversing into a side road; look all around the vehicle and give way to any pedestrians who may be crossing the road

• turning at road junctions; you should give way to pedestrians who are crossing or waiting to cross the road into which or from which you are turning

• going through road works or when passing roadside rescue and recovery vehicles, as there may be people working in or at the side of the road

• the pavement is closed due to street repairs and pedestrians are directed to use the road

• approaching pedestrians on narrow rural roads without a footway or footpath. Always slow down and be prepared to stop if necessary, giving them plenty of room as you drive past

• approaching zebra and parallel crossings as you MUST give way to pedestrians and cyclists on the crossing (see Rule 195)

• approaching pedestrians who have started to cross the road ahead of you. They have priority when crossing at a junction or side road so you should give way (see Rule H2).

**Appendix 3**: **Relating to Rule 74**

*Defining road position: The national standard for cycle training:*

These are defined by John Franklin in Cyclecraft: the complete guide to safe and enjoyable cycling for adults and children (4th edition, TSO, London, 2007, pp. 87, 88) as follows:

The primary position is in the centre of the leftmost moving traffic lane for the direction in which you wish to travel…. The secondary position … is about 1 metre (3 feet) to the left of the moving traffic lane if the road is wide, but not closer than 0.5 metre (1.5 feet) to the edge of any road…. The secondary riding position is always relative to the line of moving traffic, not the road edge.”

*The national standard for cycle training*

Graphical user interface, text

Description automatically generated

*The Bikeability delivery guide (Systematic routines for negotiating junctions page 18 and 19)*

Systematic routine for negotiating junctions

Following a brief introduction and demonstration by the instructor, riders must:

• start the journey

• check the road ahead and behind in the direction of intended movement while cycling towards the junction

• when the road is clear, decide when to move into or maintain the primary position well before reaching the junction, for the following reasons

• better visibility for the rider and other road users

• prevents other road users from overtaking the rider at the junction

• communicates the rider’s intention to use the junction

• gives sufficient time to signal to other road users (if required) and return hands to bars before turning

• look for other road users also approaching the junction and make eye contact if possible

• in the primary position, communicate the rider’s intention to turn (if appropriate) to other road users approaching the junction (if present)

• near the junction, check for crossing pedestrians (who have priority), vehicles that could pass into the rider’s intended path, and any other hazards, and adjust speed and comply with priorities as necessary

• when the junction is clear and priorities permit, maintain speed to communicate to other road users that the rider intends to proceed (if present)

• if turning, check inside just before turning (not required for passing side roads or moving straight ahead)

• maintain the primary position while riding through the junction

• once past the junction, check behind in the direction of intended movement and when clear select the most appropriate riding position for continuing the journey

• decide to stop the journey or return to the start point by foot or U turn