

14. Passing minor roads and crossroads

National Standard reference: 3.1.1, 3.1.2, 3.2, 4.1.1, 4.1.2, 4.2.1, 4.2.2

Instructing points

- Check behind when you see a minor road or crossroads up ahead.
- Choose the most appropriate riding position before arriving at the junction, when there is space and time to do so. This is normally primary position. If you are already in primary position, maintain that riding position. This position enables you to be seen, and stops other road users from overtaking.
- When approaching any junction, you should be prepared to brake and have your fingers covering your brakes. Choose the most appropriate gear (if present) and speed as you approach the junction.
- Check into the minor roads, looking for (and at) any road users there. You have priority on the major road.
- Check ahead for oncoming road users who plan to turn right. You have priority.
- Maintain your speed and keep pedalling to communicate that you have priority.
- Check behind after you pass the side road, moving back to secondary position if appropriate.

Additional resources

 **Video – Pass minor road**

Activity ideas

Teach this activity next to a minor road where riders can see how road users behave when they want to pull out of the side road or when going straight ahead on the major road. Check riders understand which road has priority and which road markings and Give Way signs indicate this. Ensure the side road has traffic so riders can observe road users checking for traffic as they approach (and sometimes creep forward from) the Give Way Lines.

Demonstrate the activity and ask the riders to observe how you or your co-instructor communicate that you have priority. For the demo, consider waiting briefly to ensure that there is a road user behind as this will show how effective communication and riding position can affect their behaviour. Prompt the riders to think about the 'four key skills' when observing the demonstration and draw out the key coaching points from them.

You should stand close to the junction to supervise riders who may be nervous of passing the side road when there are road users wishing to pull out. At T-junctions, standing opposite the side road normally gives good visibility and provides coaching opportunities. It also gives the opportunity to see and (if necessary) communicate with road users approaching the Give Way Lines. If there is a co-instructor standing at the end of the journey, they can give feedback and monitor a U-turn, so riders get to ride back.

Activity ideas (continued)

Ask a small number of riders to set off one at a time (or in pairs) while the others observe and comment on their application of the 'four key skills' (the best place to observe may be on the pavement on the other side of the road, or in a gap between parked cars). Communicate, using a clear signal, when you are ready for the riders to start the exercise. Provide feedback between riders' attempts and group feedback when necessary.

If you haven't yet included a U-turn in the training, introduce it here.

Sample questions to check understanding

- Q. Can you point to the major road? Point to the minor road? Point to the road that has priority?
- Q. Who goes first at this junction, people on the main road or side road?
- Q. How can you communicate that you have priority when passing this side road?
- Q. What might a driver in the minor road do if you slow down as you approach the minor road?
- Q. What should you do if you want to move into primary but it is not clear to do so?

Differentiation

Inclusion

A rider might struggle to understand the concept of priority. If so, stand with them at the junction so they can observe how road users wait at the Give Way Line when a rider passes on the major road.

Extension

Simplify

You can 'buddy ride' with nervous riders or have them cycle with a partner.

Challenge

Extend the distance travelled. This could include passing two side roads, with an instructor at each junction (riders already know how to start and stop so don't need an instructor at the start or end of the journey).

Using a U-turn will enable riders to ride back and practise again if learning at a crossroads. When stopping, they should normally not stop directly next to a junction.

Try this activity on roads with different widths to help understand how looking back and road position can influence drivers behind. The exercise is much more challenging when it is necessary to move out from a secondary riding position when there is traffic behind.

Risk benefit assessment

Risk

- A rider suddenly slows and gives up their priority when they see a road user at the Give Way Lines.
- Riders may forget what they have already learnt (such as looking behind before starting, or riding position), especially as the location for this activity should be busier than the one for earlier activities.
- When delivering this activity at a crossroads, it can be difficult for a single instructor to oversee the junction.

Mitigation

- Riders will benefit from a busier location for this activity where they can experience how drivers wait behind and wait to pull out of the side road because of the rider's communication and road position.
- If working with a co-instructor, consider asking them to monitor the start of the riders' journeys rather than the end location.
- At crossroads, consider having both instructors at the junction (on opposite sides of the road).

Benefits

Riders are given the necessary support and guidance while also being encouraged to make independent decisions. This approach helps them develop a thorough understanding of priority rules – enabling them to advance their skills more quickly while managing the risks.