

15. Turning left into a minor road and right into a major road

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


Turning left into a minor road


- On seeing the junction up ahead, look behind.
- Choose the most appropriate riding position.
- 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.
- If necessary, communicate to others that you want to turn left.
- Slow down as you approach the junction and let pedestrians cross who have priority.
- Look over your left shoulder to check it is clear just before turning.
- Enter the minor road in the primary position without cutting the corner.
- Check back soon after you've turned into the side road to see what's behind you.
- Move to a suitable position to continue your journey.

Turning right onto a major road

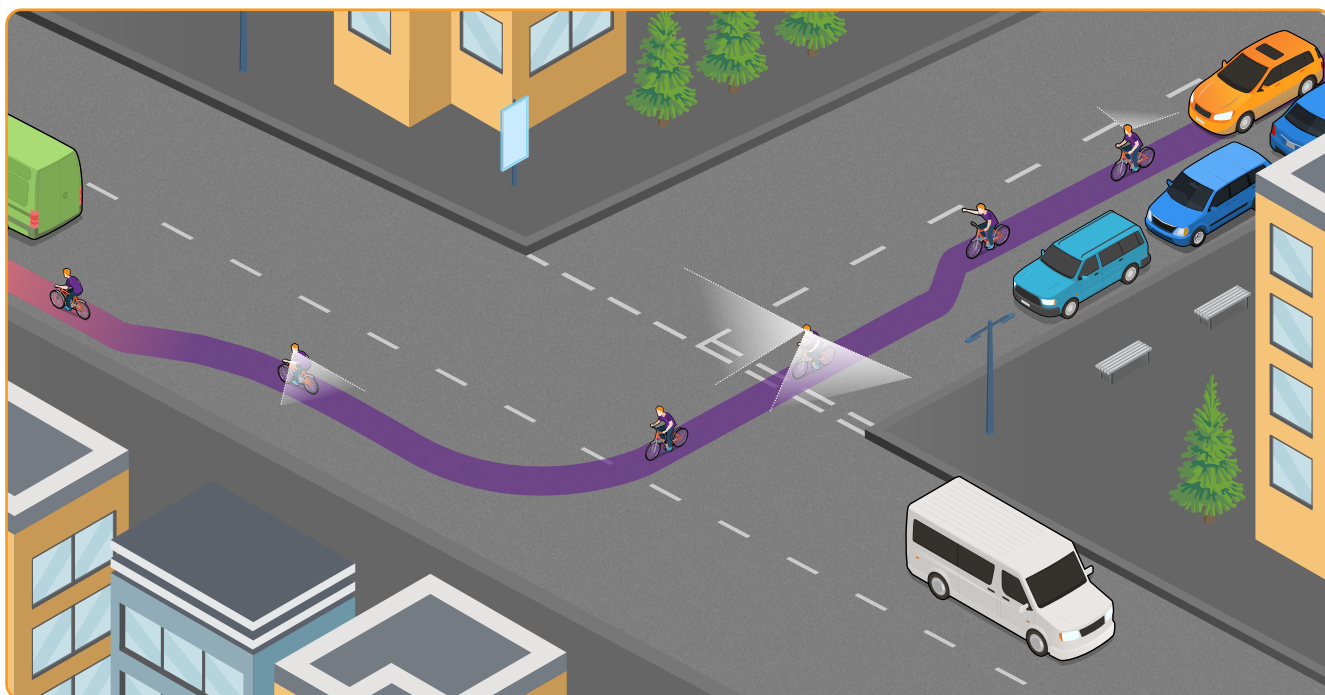
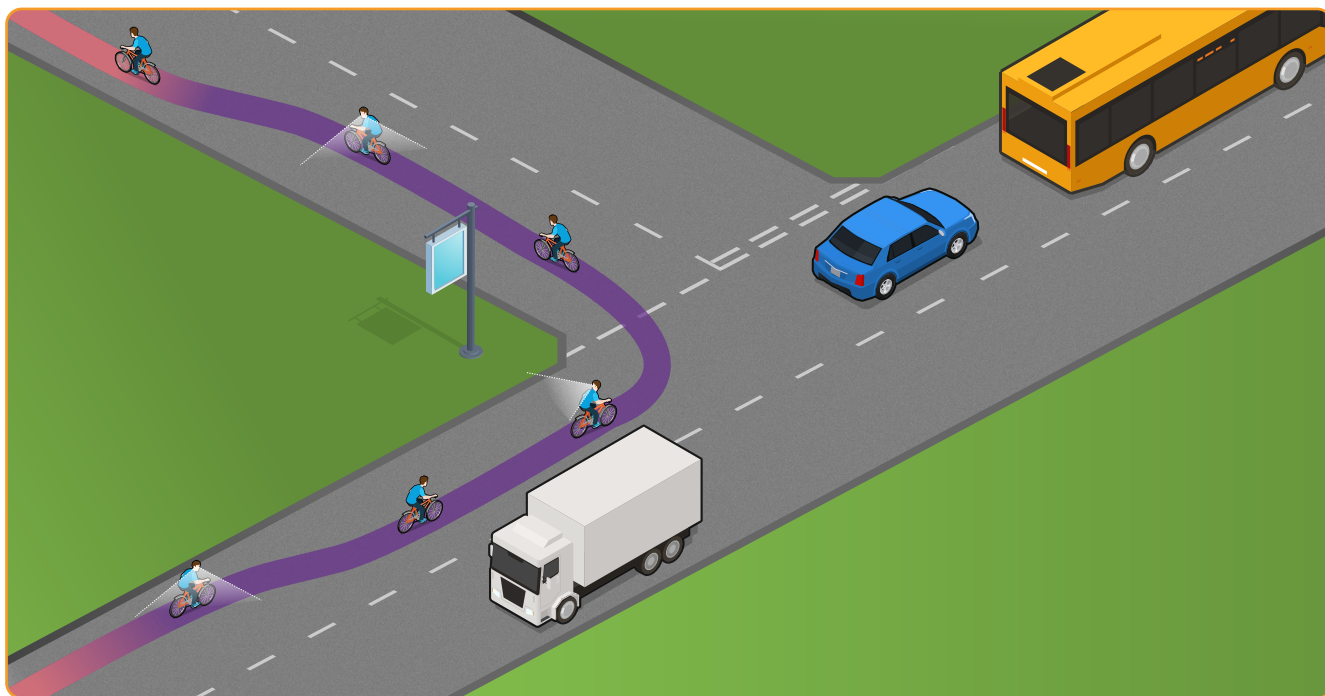
- On seeing the junction, look behind.
- Choose the most appropriate riding position.
- When approaching any junction, you should be prepared to brake and have your fingers covering your brakes. Choose the most appropriate gear (if present) and speed as you approach the junction.
- Signal if someone needs to know you will be turning right.
- Slow down as you approach the Give Way Lines, giving way to pedestrians if necessary.
- Ride to a position where you can see right and left on the major road. This may involve crossing the Give Way Lines and creeping forwards in order to see if there is traffic.
- Wait until there is time and space for you to turn and stop if necessary. If it is clear, there is no need to stop.
- Ride straight across and then turn right and stay in the primary position.
- Look behind again soon after you've turned.
- Move to a suitable riding position to continue your journey.

Additional resources

 [Video – Left turn major to minor](#)

 [Video – Right turn minor to major](#)

Additional resources (continued)



Activity ideas

Each of these turns could be taught separately or in combination (by joining together junctions with a U-turn). By taking the second approach, you can save time while still including all the key coaching points. Riders who can apply the four key skills at junctions will be able to ride the whole circuit from the start.

Linking both turns together will also help to increase the flow of the activity and enable more than one rider to practise at the same time. You can coach each turn (and the U-turn) as a routine to help learners understand the sequence for each manoeuvre.

Start with the usual active demonstration. When working with a co-instructor, discuss the key coaching points with the riders while they observe the demonstration. You can give more than one demonstration if required.

Aim to engage all the riders in active learning throughout the session, with high levels of cycling time. The riders should observe and review each other or receive instructor feedback when they are not cycling themselves. The riders will need a long enough run-up before carrying out either the left or right turn.

You should position yourself at the point of highest risk. For the right turn out, a position on the left-hand corner of the minor road (on the pavement near to the Give Way Lines) may be appropriate for the riders' first attempts. Alternatively, a position opposite the side road may allow for a clear view of both the major and minor roads and the entirety of the riders' journeys.

When working with a co-instructor, ask them to monitor the point of second highest risk (this may be the U-turn location or could be on the major road near the start or end of the journey, if the risks there are higher).

Sample questions to check understanding

- Q. Why is it important not to cut the corner when turning left?
- Q. Who has priority if you are in the minor road and there is a road user on the major road?
- Q. Why should you normally position yourself in the primary position at junctions?
- Q. What should you do if you want to move into primary position (before turning left into a minor road) but it's not clear?

Differentiation

Inclusion

Some riders with learning difficulties may struggle to understand abstract concepts like priority. Use simple language such as, “Who goes first?”

Riders who are not able to signal with their arms will need to communicate their intentions in other ways or may need to cycle with another rider.

Extension

Simplify

Some riders may struggle with remembering the routine. You could offer repeat demonstrations or let them watch the rest of the group to help them understand. Also consider buddy riding options.

Challenge

Teach this activity on side roads of different widths. Some side roads become almost like two lanes at the junction. For the right turn out, teach riders to position themselves in the ‘middle of the traffic flow’ for the direction they are turning.

Use a crossroads (this will require extra coaching points regarding priorities).

Risk benefit assessment

Risk

- A rider pulls out without observing that there is a road user on the major road.
- It may not be appropriate to signal at certain junctions (for example, because of road surface conditions or gradients).

Mitigation

- You intervene verbally or physically to ensure the rider stops. You then support them to better understand the key coaching points on priorities by observing the group.
- Discuss other ways to communicate intentions (such as road positioning, looking over the shoulder, eye contact).

Benefits

You deliver the activities in a rider-led manner. Riders develop their competence at performing the turns and can link the manoeuvres together to create a journey.