

## 22. Using multi-lane roads

**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

#### Going straight ahead on multi-lane roads

- Choose the most suitable road position in the left-hand lane when you are going straight ahead. Your position will depend on the width of the lane, if there are parked cars, side roads or if the road narrows up ahead.
- Look behind regularly to see what's behind you.
- Move from secondary position to primary and vice versa as required. Give yourself more time to look behind and communicate or signal, so that road users behind have enough time to react. Remember to always check that it's clear before changing your riding position.
- Consider the speed difference between you and other road users when deciding on which road position to take and how long you will stay in that riding position.

#### Changing lanes

- If you are riding in the secondary position and you plan to move to a lane on your right, pass a slower-moving vehicle or turn right, you should first move to the primary position in the left-hand lane using the usual routine. Then carry out the same sequence again to move to the right-hand lane when needed (or to the most suitable position for the conditions).
- If you are riding in a right-hand lane and you plan to move to a left-hand lane from either the secondary or primary position, use the usual routine to first move to the primary position in the left-hand lane, then to secondary position if appropriate.

#### Turn on and off multi-lane roads

- Follow the routine for turning left, looking early and, if necessary, signalling well in advance of the junction to give other road users time to react. You should normally aim to turn from primary position into primary position.
- Follow the sequence to change lanes to the right. If there is oncoming traffic, your position while waiting to turn will depend on the width of the road. If there is room for drivers to pass you comfortably on your left, wait on the right-hand side of the lane. For narrow right-hand lanes, or when turning from designated lanes for turning right, wait in the primary position until there is time and space to turn. Remember to carry out a good look over your right shoulder before deciding whether or not to turn.

## Activity ideas

These activities can be delivered as part of a longer journey, or through independent riding exercises where you observe from the side of the road.

By cycling with the rider, you give them more cycling time as they can ride continuously. When riding behind your riders, position yourself dynamically, keeping your riders in sight, and moving up alongside them if they need support. Consider dropping back or to one side. This will enable your riders to see behind you. You can also drop back further to give them a more independent riding experience.

Give riders the opportunity to ride in different positions in the group. Pull over occasionally to observe other road users, offer feedback or to discuss a specific event.

Multi-lane junctions come in different sizes and with varying levels of complexity. Match the level of complexity to the abilities of your riders. For instance, it may be appropriate to first start with activities where riders cycle straight ahead or turn left, before moving on to more challenging multi-lane right turns.

## Sample questions to check understanding

- Q. What differences are there between riding on single-lane roads and riding on faster multi-lane A-roads?
- Q. How do you need to modify your riding in these conditions?

## Differentiation

### Inclusion

Riders who use wider cycles will need to ride in the primary position more often. They will need to learn how to manage road users behind by checking back and making regular eye contact (if possible).

Looking back and signalling may be more frequent and complex. Riders with poor mobility in their arms or neck must ensure that they have other appropriate ways to look and signal, such as by using mirrors, or indicators on their cycles or vests. They may need a ride buddy.

### Extension

#### *Simplify*

Some riders who can only ride at slower speeds may struggle to transition into lanes of faster traffic. Consider other options such as dismounting, 'two-stage' right turns or using a different route.

## Differentiation (continued)

### *Challenge*

Make independent riding exercises longer to give riders a higher chance of encountering traffic when they plan to change lanes.

Switch the positions of riders in groups. This will give them opportunities to lead but also to experience negotiating with road users behind when changing lanes.

## Risk benefit assessment

### **Risk**

- A rider looks behind and signals to move out but road users behind ignore the request and still overtake.
- Multi-lane junctions can pose issues if riders adopt a secondary position. This may lead to road users overtaking and cutting across.

### **Mitigation**

- Ensure that the rider is aware of what to do when it is not clear (do not move unless it is clear, delay the manoeuvre, use a dynamic riding position, communicate with eye contact).
- You support your riders to become more assertive when required by riding behind them at first. You also advise them to pay particular care when using junctions around road users with longer vehicles and those with blind spots. Encourage them to use the primary position when required.

### **Benefits**

The riders become more confident and competent at riding in multi-lane environments by applying the four key skills, anticipating and responding, and riding assertively when needed.