

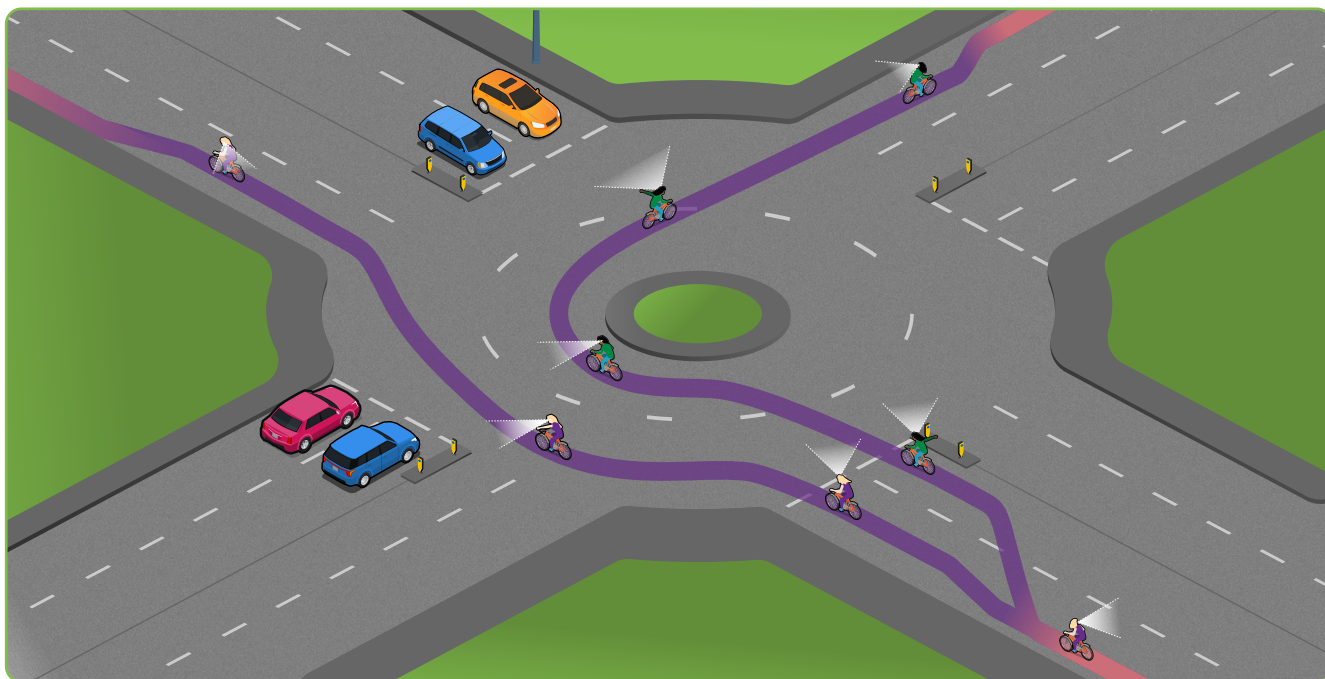
23. Using multi-lane roundabouts

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

- On seeing the roundabout up ahead, look over your shoulder to see what's behind you.
- Move into primary position for the appropriate lane on the approach to the roundabout, using effective observation and communication skills to do this.
- 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 in the direction you wish to leave the roundabout (riding straight ahead does not require a signal).
- Give way to road users already on the roundabout coming from your right and to those about to enter it on your right.
- Move onto the roundabout using the primary position for the appropriate lane. Use the left-hand lane if you are turning left off the roundabout or going straight ahead. Use the right-hand lane if you are turning right or exiting the roundabout where you entered it.
- Check the entry roads to the roundabout as you pass them, making eye contact with people wishing to enter the roundabout. Where possible, pedal as you go past to communicate that you have priority.
- Look behind (the left shoulder may be appropriate) and signal left (and move left when it's clear if you are not in the left-hand lane) as you approach your exit. If transitioning lanes to exit the roundabout, normally time this to just after you've passed the second-to-last exit.
- If necessary, look behind before you exit the roundabout in the primary position, looking for anyone undertaking.
- Soon after leaving the roundabout, look behind again and choose a suitable riding position to continue your journey.

Additional resources



▶ **Video: multi-lane roundabouts**

Activity ideas

On arriving at the roundabout, ask the riders which road is the major road (the roundabout road itself) and what road users must do when they approach it. Use other road users as examples. Discuss the priority rules before you (or your co-instructor) give a demonstration. Consider demonstrating how to use the roundabout from different directions. Where possible, discuss the key coaching points *at the same time* as riders observe the demonstration, using the four key skills to frame the learning.

Demonstrate different turns off the roundabout, asking riders to observe the riding position when entering the roundabout and when on the roundabout, including which lane to use for different turns. Ask riders when it is necessary to look and signal. Discuss the topic of how to transition between lanes on the roundabout.

Decide on the best approach to deliver the activity. This could be through independent riding exercises (where you normally observe riders from the pavement) or could be through riding the roundabout in a group as part of a flowing circuit. Adapt your activities to each rider and consider buddy riding when appropriate. It may be better to leave right turns from the roundabout (where riders need to transition between lanes before exiting) until last.

Ensure the riders start their journeys with enough distance from the roundabout. This will give them time to look, signal and move ahead of reaching it (they may need to transition between lanes on the approach).

Activity ideas (continued)

When supervising independent riding exercises, you will normally stand at the entrance to the roundabout with the rest of the group where they can observe and peer review. For much larger roundabouts, it may be better to stand somewhere at (or closer to) the centre of the roundabout if that improves your sight of the riders. If you are working with a co-instructor, you would normally position them at or near to the exit of the roundabout. The riders should always be visible to at least one instructor. For larger roundabouts with poor sight lines, it may be necessary for you to always cycle with the riders.

Sample questions to check understanding

- Q. Where is the major road?
- Q. Who has priority on a roundabout?
- Q. What lane would you choose to turn left or to go straight ahead? What about for turning right?
- Q. What is our *routine* for changing lanes on multi-lane roundabouts?
- Q. When do you signal to turn off the roundabout?
- Q. How might an untrained cyclist position themselves on this roundabout? Why is this a problem?
- Q. What does the Highway Code say about negotiating roundabouts?

Differentiation

Inclusion

Looking back and signalling on a roundabout can be more frequent and complex. You should practise more advanced cycle control techniques (signalling at the same time as looking behind) before riding on the road. Riders with poor mobility in their arms or neck must ensure that they have other appropriate ways to look and signal such as mirrors and indicators on their cycles or vests. They may need to ride with a buddy.

Riders of heavier cycles may be slower. They should check back regularly and make eye contact where there is a significant speed difference between them and other road users behind.

Extension

Simplify

Ask riders if they would like to ride with you or a partner for their first attempt.

Challenge

Challenge riders to ride all the way around a multi-lane roundabout to exit on the road they started from.

Consider splitting a group into two and have an instructor riding behind each group (dynamically moving up alongside them if necessary) to carry out flowing circuits of the roundabout. Switch the order of the riders when appropriate.

Risk benefit assessment

Risk

- You lose sight of a rider going around a multi-lane roundabout.
- A rider is very nervous about having to negotiate a busy multi-lane roundabout.

Mitigation

- When working with another instructor, position yourselves where you can always observe riders. If working alone, you would need to ride behind the riders to keep them in sight.
- If a rider lacks confidence, use the buddy riding technique, riding behind them at first, and gradually dropping back further behind them on their next attempts.

Benefits

Riders are kept in sight and receive appropriate support when needed. This enables them to complete the activity and develop their cycling.