

13. Cycling in suitable riding positions and passing parked vehicles

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

Instructing points


Maintaining suitable riding positions

- Ride in the secondary position ('Pass me') if you're happy for road users behind to overtake you.
- Ride in the primary position ('Follow me') if there is not time and space for road users behind to overtake and to ensure you can clearly see and be seen.
- Use a routine when changing riding position.

Passing parked cars

- Choose the most appropriate riding position.
- As you approach the parked car, you should be in primary position, ensuring you can see clearly in front of it.
- If you need to stop to give way to oncoming traffic, stop in line with the outside edge of the parked car, where you can see and be seen.
- Before passing, check behind.
- Pass the parked cars outside the 'door-zone' (the space an opened door would take up in the road)
- If passing multiple cars, avoid unnecessarily weaving in and out of gaps between parked cars. Instead, use a suitable riding position.
- Once you have passed, check left before you move back (if appropriate) to the secondary position.

Additional resources

 **Video – Pass stationary vehicle**

Activity ideas

This activity may be combined with Activity 12 'Starting and finishing an on-road journey', though many riders will benefit from doing these two activities separately.

Ideally, get riders to practise moving out to pass parked cars after a long enough run-up where they are first cycling in the secondary position. Having a long enough run-up will make it more likely that they experience road users behind them when they wish to move out to pass parked cars.

Make sure that riders are aware that the primary position relates to the 'middle of the traffic flow' rather than lane markings. Tell them to think of the primary position as being in the same place as where a driver's number plate would be positioned in the traffic flow.

Teach them to ride in the primary position when there is not time and space for road users behind to overtake, and the secondary position when it is safe for road users to overtake.

Activity ideas (continued)

Consider coaching riders on the routine for changing riding position: *look, decide, move if clear*; or (when it's necessary to communicate), *look, tell [communicate], check again, move if clear*.

As always, give your demonstration before the riders' attempts and ensure riders observe and review each other's attempts. You can increase the challenge of the activity by getting the riders to cycle longer distances, or by adding a U-turn.

You can also ask riders to carry out a straight-line exercise where they move out from secondary to primary when riding through a road narrowing or pinch point.

Sample questions to check understanding

- Q. Should we weave in and out of gaps between parked cars?
- Q. Who should I give way to?
- Q. Where should I stop?

Differentiation

Inclusion

Riders who use wider non-standard cycles will need to ride more often in the primary position.

Extension

Simplify

Less confident riders can be paired with more confident riders, or ride with an instructor for their first go.

Challenge

Consider combining this activity with Activity 14 'Passing minor roads and using crossroads' to challenge more competent riders.

Risk benefit assessment

Risk

A rider is very nervous so moves to their left to allow a driver to squeeze past.

Mitigation

While a rider may have good cycle control skills, it might take them a while to adapt to sharing the road with others. Consider riding with them for their first attempt or allow them to ride with a partner. They may also gain confidence by watching the successful attempts of others first.

Benefits

The rider builds their confidence so that they can adopt a more assertive riding position when necessary.