

## 16. Turning right into a minor road and left 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 right into a minor road

- On seeing the junction up ahead, look behind.
- Choose the most suitable riding position. This is the primary position, which stops other road users from overtaking or undertaking.
- 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 right if someone needs to know you are turning.
- Slow down as you approach the minor road and look into it to understand who is approaching or crossing.
- Give way to oncoming traffic and to any pedestrians who have priority.
- If waiting, stop with your front wheel opposite the middle of the minor road.
- Look behind and then turn when it's clear, entering the minor road in the primary position.
- Move to a suitable riding position to continue your journey and then look behind again to see what's behind you.

#### Turning left into a major road

- On seeing the junction up ahead, look behind.
- Choose the most appropriate riding position. Primary position will ensure road users behind do not overtake.
- If necessary, signal left to show that you are turning.
- 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.
- Slow down as you approach the major road and give way to pedestrians who have priority.
- Ride to a position where you can see right and left on the major road. This may involve crossing the Give Way Line.
- Wait until the major road is clear. If it is, there is no need for you to stop.
- Turn left into the major road.
- Move to a suitable riding position to continue your journey and look behind again to see what is behind you.

### Additional resources

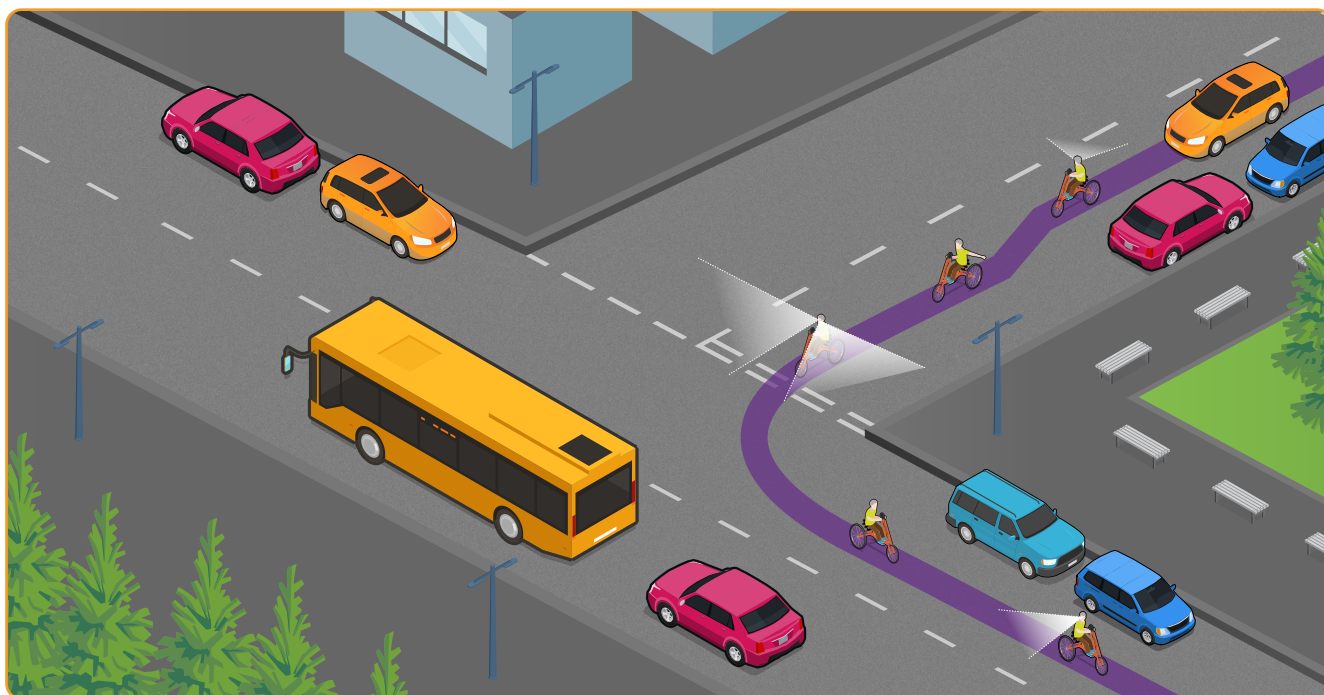


**Video – Left turn minor to major**



**Video – Right turn major to minor**

## Additional resources (continued)



## Activity ideas

Note that each junction turn can be linked together with a U-turn. Riders can ride the whole circuit from the start. Linking the manoeuvres together will increase the flow of the activity and enable more than one rider to practise at a time. It will also allow for more riding time overall.

Run the riding activity as described previously, aiming for high levels of active learning. You may choose to deliver the easier left turn out first and then move on to linking it with the right turn. Your decision on whether the riders carry out the U-turn on the major or minor road will depend on the nature of the on-road environment. Riders will need a long enough run-up for the right turn, otherwise they will be unlikely to experience traffic behind them.

For longer approaches, you may want to coach riders on the benefits of two-stage communication: A first look back and right signal to communicate the intention to move out from secondary position (to prevent road users from overtaking), and then, closer to the junction, a second communication phase to communicate the intention to actually turn right.

An instructor will normally be positioned opposite the minor road, which is typically close to the point of highest risk. If there is a co-instructor, they should be positioned at the second highest point of risk (this may be at the U-turn, or nearer to the start or end of the journey on the major road).

## Sample questions to check understanding

- Q. Who goes first if you want to turn but there is a road user in the oncoming lane?
- Q. What's normally the last thing to do before deciding whether to turn into the minor road?
- Q. Where should we position ourselves in the lane before turning right?
- Q. What should you do if you want to turn right but a road user behind is overtaking you?

## Differentiation

### Inclusion

Riders can get off and walk past a junction on the pavement if they feel it is too complex.

If a rider cannot signal, consider buddy riding or the option of them performing a two-stage right turn (pulling into the left before the junction and then turning right when it's clear).

Riders using wider cycles will have less space on their left for road users to undertake. They should ride in primary position (or a position that's close to it) if needed.

### Extension

#### *Simplify*

A rider may panic if the right turn exercise is too complex for them. Ensure they only carry out the activity on their own when ready. Provide buddy riding support if necessary.

## Differentiation (continued)

### *Challenge*

Teach the right turn activity on main roads of different widths. This shows how road positioning can influence whether road users behind wait or pass on the nearside.

Task riders with starting their journey further from the junction. This will mean they experience riding in secondary position and the challenge of trying to move out into primary position.

Carry out a continuous journey with two U-turns if appropriate.

## Risk benefit assessment

### **Risk**

- A rider signals right but doesn't look over their shoulder before moving to the right of their lane. A motorcyclist is starting to overtake them.
- A rider starts to turn into the minor road without giving way to an oncoming road user.

### **Mitigation**

- You should intervene with a strong verbal instruction. Afterwards, explain again the need to check before changing riding position.
- The instructor at the junction stops the rider before they make their turn.

### **Benefits**

Riders are able to safely complete the training activities by correcting their mistakes on their next attempts. Learning by doing helps them to improve their riding.