

1 - STRUCTURED TRAINING of RIDERS

TO ADVANCED STANDARD

Here are my thoughts on the above. Obviously there will be many areas of overlap and omissions, but these are my main objectives during training.

The numbered sections below are intended to be used in conjunction with the marking sheet and the following pages.

1a - OBSERVATION and 1b - LATERAL POSITIONING: -

Observational skills.

Is the rider taking all round observations?

Is the rider proactive?

Is the rider aware of the rearward situation?

Are lateral/cross observations taken on the approach to and at junctions?

Also, over walls, hedgerows, between buildings etc. where possible?

Normal riding position. Generally centring of hazards but be prepared to prioritise between greater and lesser potential/actual dangers.

Children on the nearside or oncoming vehicles are two examples of increased danger.

Would it be advantageous to give, say, a 60/40 split between the greater and lesser danger?

Though if we are dealing with horses, for example, then a 90/10 split may be more appropriate.

Does speed need to come down?

2 - BENDS and JUNCTIONS: -

Approach to bends.

Right hand bends. Relatively easy this, providing there are no nearside dangers or stability problems.

Well to the left.

Left hand bends. Generally, well out towards the centre of the road (assuming there are no oncoming vehicles or stability problems).

But, what if the road is narrow and/or the view ahead is restricted?

Should one then sacrifice some view in order to be further away from potential oncoming vehicles, which may well be intent on cutting the corner?

Often worn away hazard lines (whatever they are?) are a sure fire give away to this one.

Path through bends: - does the rider seek to reduce the radius of the bend, to achieve greater stability?

Is road width used to maximum benefit, especially the nearside in left hand bends?

JUNCTIONS and ROUNDABOUTS: - in addition to displaying good knowledge of the rules of the Highway Code - does the rider try to make a timed approach, to minimise the chances of having to stop?

Does the rider show skills, where appropriate, in "straight-lining" roundabouts?

Always selecting the optimum route for progress without inconvenience to other road users.

Is the optimum exit line taken, including when going more than half-way around?

3 - SIGNALS: -

When given, are they used in good time or only when the manoeuvre is taking or is about to take place?

Are signals used when no other road user would benefit?

If signals are habitual, this is indicative (pun intended) of poor concentration, observation, anticipation and planning skills.

4 - FILTERING - RING ROADS - DUAL CARRIAGEWAYS: -

Are filtering skills displayed where appropriate?

Is the lane of least resistance utilised on multi-lane roads, in order to achieve better progress?

5 - MOTORWAYS: -

Entry onto and exits from executed safely and smoothly.

Lane changes made smoothly and without inconveniencing other road users?

Are speed limits adhered to?

6 - OVERTAKING: -

This is difficult to define in only a few words.

But, if any of the following occur, then overtaking is rubbish.

Does the rider "cut in" on the overtaken vehicle thereby "stealing" its braking space?

Does the rider have to "force" a way back in between vehicles?

Are oncoming riders/drivers endangered or inconvenienced?

7.- Splitting hazards & 60/40: - refers to optimising the riding position between hazards, but being prepared to prioritise between greater and lesser dangers.

- 8.** – Narrow(ish), blind (restricted view) left hand bends: -
be prepared to sacrifice view for greater safety, that is, ride more centre of the left half of the road rather than just left of centre of the road.
- 9.** – Including straightening the bends utilising the width of road to best advantage, where views, the law and lack of other road users and hazards allow.
- 10.** - Including, where advantageous and if convenient for other road users, straightening of the roundabout - using all lanes to maximum benefit - for example, when following the road ahead.