

4 - FILTERING SKILLS.

MotorCycle RoadCraft, page 126, 139 and 140.

Used when applicable, to make progress, usually between, stationary/slow moving lanes of vehicles.

Speed to be about no more than 10 mph higher than other vehicles though not at speeds above 30 mph.

If traffic is held up by, say, temporary traffic lights and a large safety margin (space) is possible then, perhaps, by judicious use of the offside of the road, for example, then higher speeds may be both possible and desirable,

(space + view = speed).

But this is really overtaking stationary traffic rather than filtering.

When filtering past large vehicles extra caution is required due to the greatly restricted view.

Increased potential danger arises when vehicles are stationary or very slow moving – cycles, pedestrians, animals or vehicles crossing are a distinct possibility.

When traffic is stopped, at traffic lights for example, look for traffic flow from the road crossing yours.

How long is the traffic queue on your road?

What colour are the lights on the other road?

Can you see any red/green “men” on any of the lights?

These things will give information as to how long it is likely to be before the lights change.

And, therefore whether to filter or not.

Part of the art of filtering comes from knowing when to show restraint.

Avoid being drawn into a “**race**” with other vehicles. If need be, allow them to go.

Filtering on motorways is, usually, best done between the outer (off side or right hand) lane and the next lane to it, which generally means lanes 2 and 3 (lane 1 being nearest the hard shoulder).

Large goods vehicles (LGVs), those that most of us still refer to as HGVs, and coaches are prohibited from the right hand lane of a three or more laned motorway.

There is likely to be less space between the lanes where they are allowed.

REMEMBER:-

THERE IS MORE TO BEING ADVANCED

THAN 4 WIGGLY BITS AND A FILTER.

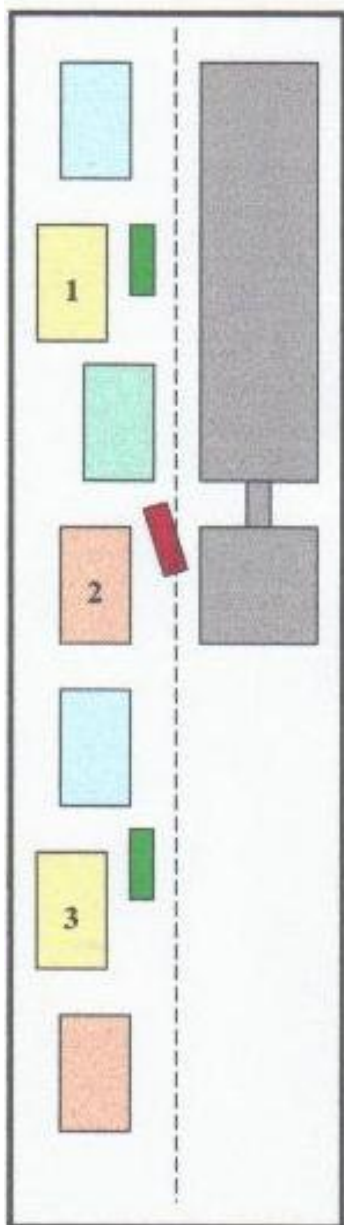
4 – Filtering Skills

When filtering past a single lane of traffic (really, slow speed overtaking), always identify the space where you will be able to fit into before proceeding.

Avoid being “aggressive”, for example, by “forcing” your way back into the traffic (see diagram).

Avoid having to stop with your foot or part of your machine on or over the centre of road hazard warning lines. This is especially important at the head of the traffic queue at traffic lights. A large vehicle from your right may well need to use the whole of their half of the road in which to make a left turn.

Do not cross the **STOP** line on a red light - £60.00 fine and 3 penalty points.



The “green” motorcycle riders have identified a safe gap to wait in. The rider of the “red” motorcycle is “forcing” a way back in.

The drivers of cars 1 & 3 would almost certainly, allow the motorcycle to go first – a “thank you” from the motorcyclist would then be in order (a nod or wave, if safe). The first motorcyclist might take the opportunity to smile or nod to the car driver, whilst waiting, thereby fostering good relationships with the motorists.

The driver of car 2 would, almost certainly, feel aggrieved and resentful of the motorcyclist.

The latter does the image of motorcyclists no good whatsoever.

It may be possible, in the absence of oncoming vehicles, and with good concentration, observation, anticipation and planning, to make use of a large, slowly moving-off vehicle which would probably create a safe space in front of them for you to “slot into”, when the traffic starts to flow. Similarly, a bus that is about to stop (passengers standing up may alert the observant to a possible opportunity).

When attempting to filter between two bus lanes (where each lane goes in different directions) and oncoming vehicles would therefore not be a problem, one would still need to consider the other problems illustrated in the diagram.