

5 - MOTORWAYS.

MotorCycle RoadCraft. Chapter 9. Pages 145 - 162.

Slip road approach timed to fit-in with existing traffic, using whichever lane affords better progress.

Though at busy times, if you use lane 2 in the slip road, you may end up as the "meat-in-the-sandwich" (see **POSITIONING**) - and have no "escape route".

Though sometimes the 1st and 2nd lanes have segregated entry points.

Lane 1 on the slip road leaves the hard shoulder available, in an emergency.

Lane changes should be made without causing problems/inconvenience for other road users.

A lane change is, usually, a choice rather than a necessity.

Signals, only used **IF** required.

Correctly timed and of correct length.

Generally, 1 flash of the bulb for each 10 mph of speed **BEFORE** the lane change begins and only then if safe and convenient to other road users.

Avoid causing inconvenience to traffic in the lane that you wish to enter.

Generally, avoid moving back to a lane to the left unless you expect to be in the new lane for, at least, 8 to 10 seconds or more.

Though if you are being "tail-gated", ask yourself would you be safer with the tail-gater in front rather than behind?

At least, then you can control your safety margin(s), your personal "safety bubble" (see **POSITIONING**).

Speed compliance.

It is much harder to ride @ 70 mph rather than merely ride with the traffic flow.

A much greater degree of concentration, observation, anticipation and planning are required.

Good progress to be made, where conditions allow.

Avoid being in lane 1 for too long before the exit, unless traffic is very heavy.

Exits correctly planned and executed.