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SIGNALS/POSITIONING

SIGNALS

Indicators: Only where other road user will benefit (including pedestrians).

Consider a signal in good time before approaching hazard or changing road position. - remember to do appropriate rear observation first! Remember to check signal cancelled after manoeuvre.

Arm signals: Combine with indicator to reinforce/clarify intention where indicator might be misinterpreted or not easily seen. To reinforce brake light signal (also can be seen from front/side).

Horn: To warn other road users who may not have noticed you, e.g. side road junctions or in situations where they may not see you (humpback bridge/blind bends). Never use to rebuke others.

Hazard warning lights: Only when stationary except if used briefly on unrestricted dual carriageway/motorway to alert following drivers of hold up ahead.

Brake light: Use in advance of decelerating and braking to alert driver behind.

Headlight: Where horn would not be heard or during restricted hours of horn use in built up areas. At night, and prior to overtaking to alert drivers in front of your presence. Be careful, as may be interpreted as a "please go" signal.

Courtesy signals: The "nod" or wave with left hand if safe to do so. To thank for being given priority or apologise for causing inconvenience, defusing potential conflict, and gives positive image of motorcyclists.

POSITIONING

Always sacrifice position for safety. Maintain your "safety bubble". So Position for safety, maximum view & your visibility to other road users but "Command" your road space.

Generally there are three positions for normal riding, corner positions are different and are dealt with in Cornering,

Position 1: Nearside car tyre track

Dual carriageways, in offside lane it may permit a better view of both lanes ahead. Staying away from oncoming vehicles and the lurkers.

Position 2: Middle of carriageway

30 and 40 MPH roads where there is minimal advantage for other positions.

Zones of invisibility where you are 50/50 the dangers and allows easy change to near or offside as appropriate. Given that this area may have oil/diesel deposits seriously consider slightly left or right of this position. Left turns.

Position 3: Offside car tyre track

A, B, C class roads with markings normal riding position.

Dual carriageways nearside lane to give time to react from something running out from verge. Offside lane so staying away from vehicles you are overtaking. Avoiding near side hazards. Junctions on the near side.