

## Test - *Do's and Don'ts*

When you're on your test ....

- You have to have least one brake applied while stationary in traffic
- You can't use the front brake to stop
- You have to put your left foot down when you come to a stop
- You've got to keep your hands on the handlebars when you stop
- You've got to indicate for everything you do
- If you don't do lifesavers all the time you'll fail
- You must put the bike into neutral when you stop
- You've got to overtake everything and show you're making progress
- You've got to put your foot down at stop signs
- You're allowed to exceed the speed limit to get an overtake in
- Your position on motorways has to be specific in every lane
- At mini roundabouts you should wave other motorists on if there's a stalemate to show courtesy
- It's OK to offside/extend to get a better view
- You can't straight line corners, you have to stay on your own side of the road
- You can cross solid white lines if you can see it's clear to make progress
- You can speed to get an overtake in
- You must brake as you come into a speed limited area
- You should never use your brakes as you enter a speed limited area
- You need to pin the throttle when you enter a national speed limit from a lower speed limit to make progress
- You can't cut the broken line when you turn into a right junction
- You can't go onto a motorway straight into lane 2 or lane 3
- You've got to use the rear brake all the time
- You should stand on the footpegs to get a better view over a car. It shows better observation and planning
- Mini roundabouts are advisory, it's OK to ride straight over them for stability

True or false...*let's see*

***You have to have least one brake applied while stationary in traffic***

This is not a requirement of the test, on a level road, if the bike is stable and does not have to be stopped from moving forwards or backwards by use of the rider's legs. The rider should nevertheless be in full control of their machine at all times.

***You can't use the front brake to stop***

Use of the front brake only when coming to rest will not necessarily result in an adverse grading, unless the Examiner considers that insufficient control is being exercised. If its coarse application affects the stability of the machine then it may. Use of progressive, or *three stage*, braking, will mean that the machine should be brought to rest safely, smoothly and in complete control and ridden away again in a similar fashion.

***You have to put your left foot down when you come to a stop***

This has never been a requirement of the advanced test. When coming to a stop it is immaterial which foot is placed on the ground first (or leaves it last) providing the machine is stopped safely, smoothly and in control and is moved away from rest in a similar fashion.

***You've got to keep your hands on the handlebars when you come to a stop***

This is not a requirement for the test - but the bike must remain stable and be in full control at all times.

***You've got to indicate for everything you do***

Indicators need only be used when they would be of benefit to other road users. However, use of indicators without obvious benefit is unlikely to affect the test result unless they are misleading to other road users.

***If you don't do lifesavers all the time you'll fail***

This is wrong and they should not be carried out by rote.

A “lifesaver” (or blind-spot check) should only be carried out when it would be of benefit to others and serve a purpose. However, failure to execute a “lifesaver” when the scenario dictates the need may adversely affect test success.

***You must put the bike into neutral when you come to a stop***

This is not correct.

Neutral should be selected when you are likely to be stationary for some time.

This counts towards the test competency of Vehicle Sympathy.

To not select neutral will not attract adverse marking on its own but might contribute with other faults to an adverse result overall.

***You've got to overtake everything to show you're making progress and it's ok to exceed the limit by 10% to do so***

This is wrong. Candidates is that they must comply with all traffic regulations.

Your ride must be safe and legal.

Use your speedometer to keep to the speed limits which must be adhered to at all times.

You should rely on your own speedometer on the day of the test and not try to make any adjustments for perceived inaccuracy.

The Examiner knows your speedometer reads inaccurately and will not penalise you for this, unless there is a significant defect with the reading.

You may use a Satnav on the test. Inform the examiner if you intend to do so.

You might be marked down for making insufficient progress (a significantly more involved set of skills than mere speed alone), you will be failed for exceeding a speed limit.

***You've got to put your foot down at stop signs***

There is no specific requirement to do so. The essential requirement is that a rider's machine must come to a complete STOP in a controlled manner and be stable when stopped. Discuss this with the examiner before the test.

***You're allowed to exceed the speed limit to get an overtake in***

This is incorrect. Overtaking should be carried out as briskly and safely as conditions allow, whilst remaining within any speed limit appropriate at the time.

***Your position on motorways has to be specific in every lane***

*When riding on a three-lane dual carriageway/Motorway, a rider should position themselves towards the nearside in lane 1, towards the centre in lane 2 and towards the offside in lane 3.*

This is incorrect. A rider's positioning within their lane in any given situation should always be whatever the safest position is considered to be, when taking into account the hazards around them. An Advanced Rider adopts a flexible, 'thinking' approach to all situations.

## CLARIFICATIONS:

***At mini roundabouts you should wave other motorists on if there's a stalemate to show courtesy***

If a Candidate has stopped at the Give Way line to give priority to traffic from the right, then they have fulfilled their obligation within the confines of the Highway Code.

If the vehicle from the right is not going to move - because they are waiting for the vehicle from their right who, in turn, is waiting for the vehicle from their right who is probably waiting for the Candidate - then they should cautiously make the first move and proceed. **Do not wave vehicles on.**

### ***It's OK to 'offside' / 'extend' to get a better view***

*Off-siding - the crossing of the centre line/hazard line (or in the absence of such a line, the centre of the carriageway) in order to extend a view*

1. Off-siding – Single track road:

In situations where there is no possibility of passing an oncoming vehicle due to the width of the road and in order to enable your presence to be seen earlier, this is acceptable, providing it is both **advantageous** and gives **no risk** of conflict. You should always be aware of the road conditions on single track roads and should the centre of the lane be muddy or overgrown then avoid crossing it and keep in the Nearside Tyre track, reducing speed as necessary.

2. Off-siding (to extend view) – two-way carriageway:

Experience is showing that this will cause Candidates to put themselves in danger. This practice is actively discouraged, and it is therefore not acceptable on test.

3. Straight-lining (or trimming) a set of open bends;

Trimming, or straight-lining a set of open bends whilst acceptable on test must not be carried out if there is **any** risk of conflict with other road users or where it will inconvenience, confuse or cause alarm or distress, to others.

If the Candidate compromises their own or any other road user's **safety**, they will fail the test.

4. Straight-lining (or trimming) roundabouts:

Trimming or straight-lining roundabouts is often encouraged to enhance safety, stability and progress.

This is correct if the situation is appropriate.

This must not, however, be carried out if it will inconvenience or confuse or where there is a risk of conflict with other road users.

The risk from traffic approaching from the rear is also a serious consideration in the decision as to whether to straight-line a roundabout.

If the rider compromises their own or any other road user's safety, they will fail the test.

***You can cross solid white lines if you can see it's clear to make progress***

You can cross a solid white line in the following circumstances only - providing it is done safely and causes no conflict with other road users:

1. To pass stationary vehicle(s); N.B. ***Queuing traffic is not considered to fall within the meaning of this term.***
2. When it is necessary to turn right into a side road, premises, drive or other access but you must not straddle the line whilst waiting for a gap in oncoming traffic or for your exit to be clear.
3. To pass a bicycle, horse or road maintenance vehicle providing they are not travelling at more than **10mph**; The ***road maintenance vehicle has to be actively engaged in road maintenance with its amber light on*** and keep right arrow on the back
4. If you are directed to do so by a Police officer, VOSA or HATO officer.
5. You may overtake moving traffic by staying on the correct side of the solid white line providing there is sufficient space available between the vehicle(s) to be overtaken, and the solid white line and the manoeuvre is carried out safely and causes no conflict or confusion with other road users. No part of the vehicle should cross or straddle the white line to your side.

Crossing a solid white line under any other circumstances, such as at the end of an overtake will result in a test failure.

***You can speed to get an overtake in***

Any overtake needs to be accomplished safely and without risk of conflict with other road users. If, to overtake successfully, a Candidate will have to exceed the speed limit, they should not commence the overtake. If the posted speed limit has to be exceeded the Candidate must ask themselves the question as to whether they should have attempted the overtake in the first place.

Never plan to exceed the speed limit, so if the vehicle to be overtaken is travelling close to the limit, recognize that overtaking may not be legal.

***You must brake as you come into a speed limited area***

Slowing for a change in speed limit:

- Misconception 1: brakes **must not** be used when reducing speed to a lower speed limit.
- Misconception 2: a **brake light must** be shown when slowing for hazards or a change in speed limit

*It depends on how much speed must be lost and over what distance and relative to other traffic.*

Acceleration Sense should be used encouraged where it is practical, to promote smooth yet progressive riding.

In many situations there may be no need to brake if the manoeuvre has been **planned** properly, unless it is considered that a **brake light needs** to be shown to **traffic following** too closely or **approaching too fast**.

Brakes should be used when it is necessary, even if it is only to reduce the need for excessive/hard engine braking which is not good for a bike or its stability.

***It is important that the Candidate does not get into the habit of always braking under the guise of showing a brake light as an excuse for poor 'Acceleration Sense' or a lack of planning or observation.***

The point at which a speed limit starts or ends is at the change of limit signs. When entering a lower limit, the change of speed should have been achieved by the sign. When entering a higher limit the increase of speed should only commence on actually passing the higher limit signs

***You need to pin the throttle when you enter a national speed limit from a lower speed limit to make progress***

This is incorrect.

*Exiting a low-speed zone, junction or other hazard, and increasing speed to a higher posted limit is sometimes thought by the Candidate to have to be race-like.*

Progressive acceleration should be used but not to the point of racing-type behaviour.

**Brisk** instead of fast is a better descriptive word to use.

Acceleration needs to be smooth, progressive and controlled with due regard for the prevailing conditions.

***You can't cut the broken line when you turn into a right junction***

Under what conditions can a rider 'cut into' a right-hand junction, initially proceeding on the wrong side of the road?

If it is done correctly and without any danger or potential danger whatsoever, this may be allowed. It should be part of an early **plan**.

***You can't go onto a motorway straight into lane 2 or lane 3***

As an Advanced Rider, planning a motorway entrance should be early and accurate. If progress into Lane 2 or 3 is appropriate and can be made safely, it should be done promptly.

***You've got to use the rear brake all the time***

The Examiner will expect to see use being made of both brakes as appropriate.

In dry conditions use of only the front brake should not adversely affect the marking of the test, unless its use is seen to have an adverse effect on machine stability.

In wet or slippery conditions, use of the front brake only **may** have an adverse effect on machine stability and therefore the marking of the test.

Where a machine has linked brakes, failure to make use of the rear brake pedal will not adversely affect the marking of the test providing the rider has an understanding of the result of their actions.

This may involve some questions from the Examiner to establish this.

***You should stand on the footpegs to get a better view over a car. It shows better observation and planning***

*Where a rider is approaching the brow of a hill whilst gaining on a vehicle, in circumstances that would otherwise certainly be an overtake if it were on a road with sufficient visibility, by standing up momentarily on the pegs to extend their view, the rider may be able to confirm that it either is, or is not, safe to overtake. Is this an acceptable technique?*

**No.** Such actions would likely result in a test failure.

Should the car unexpectedly brake hard, the rider would not be able to do the same without first having to sit back down, which would then delay any corresponding braking actions. If the rider's view was sufficiently marginal to feel the need for such actions, then it would be unlikely to be a viable overtaking situation in the first place.

***Mini roundabouts are advisory, it's OK to ride straight over them for stability***

The subject of mini roundabouts is a regular debate, especially when the roundabout is:

1. clearly just paint on the road
2. offset in the carriageway rather than centrally positioned

The first rule of advanced riding is to be SAFE. You must not breach of any road traffic legislation.

A rider should remain in the safest position on the road at all times, with full regard to all the circumstances.

The basic rule (and the exemption provided by law) is that riders must stay to the left of the painted circle, unless the size of their vehicle, or the layout of the junction makes it impractical to do so.

However, it is unlikely that the examiner would fail an associate for riding over a *portion* of the painted circle where this was done to avoid imminent danger (having debriefed them and been assured that this was done for the right reason).

If, however, the Candidate rides over a mini roundabout when there is no reason other than convenience, then the Examiner would consider failing them (*having considered their reasoning and the ride in its entirety*).