

Safety - Offside Position

Very direct, simple and short advice

It is becoming clear that people are maintaining the **offside** position (**P.3**), with oncoming, when it's unsafe. This is both Cars and Bikes.

It must be understood, clearly, by everyone, when dealing with a left bend, that we need to be sacrificing leftwards to some extent for EVERY *potential* oncoming situation. It has been stated by some associates that they've only been told to move left for big vehicle or multiple oncoming.

Position for what can be seen, what can't be seen or what it is reasonable to expect.

- **Can see – *Left-hand bend***
- **Can't be seen – *Beyond the limit point***
- **What is reasonable to expect – *Oncoming vehicles coming out of the blind bend, potentially on your side of the road***

There is a need to **move over in good time**. PRIOR to the position becoming potentially dangerous. It is a hazard.

If you don't have enough **forward vision in the offside position** (tighter/blind left handers) to do so, then you need to have **anticipated potential oncoming** and have **already moved over**.

One day there **will** be a **vehicle cutting the corner** and they will be in direct conflict if you are out in the max of the offside position (*P.3 in old money*) The result may not be something you want to be involved in.

If there is no advantage for view, then sacrifice your position for safety.

Safety – View – Stability (Cars)*

Safety – Stability – View – Reducing tightness of the bend (Motorcycles)*

They are **listed in order of importance** in RoadCraft

Safety is paramount. **View** is second.

**The differences between Car and bikes are due to the vehicle characteristics – Stability is a major point for two wheelers safety, over the stable platform of a vehicle with a point of contact at each corner.*

It would also be timely to review what RoadCraft says about **Planning**.

Safe Driving/Riding depends on *systematic* use of information gathered from **Observation** to **Plan** your actions to

- **Anticipate**
- **Prioritise**
- **Decide** what to do

Things don't just happen. You need to **anticipate** how a hazard might unfold. This requires an early *observation and anticipation of Risk*.

The purpose of the **Plan** is to put you;

- In the correct **position**
- At the correct **speed**
- In the correct **gear**
- *At the correct time*
- *To negotiate Hazards safely and efficiently*

Observe – Anticipate – Prioritise – Decide (what to do) – Act

Applying this to a left-hand bend

Observe – Left-hand bend. What I can see.

Anticipate – I can't see beyond it, I must anticipate an oncoming vehicle potentially encroaching onto my side of the road.

Prioritise – My safety, the safety of others, the hazard, speed of approach

Decide – based on what I can see/can't see/reasonably expect

Act – Adjust Position for safety.

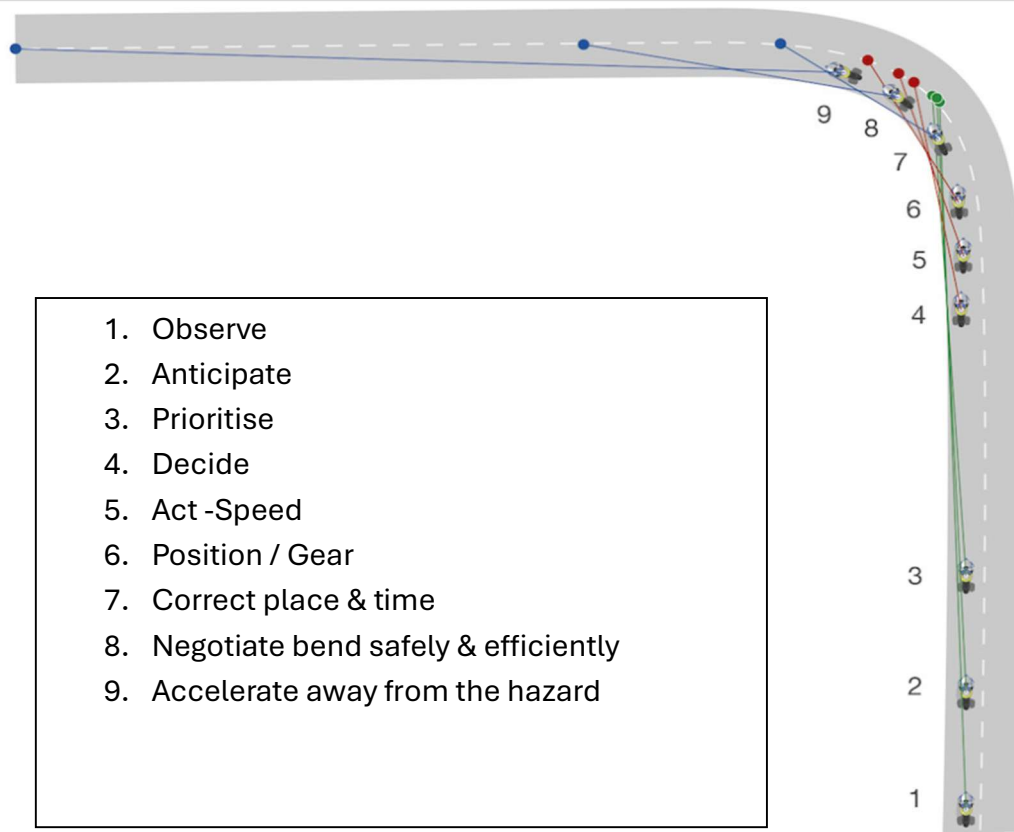
Correct **position** – If the position is giving no extra view, yield and come to the left toward central position (away from the centre line of the road – away from potential danger of oncoming vehicles

Correct **speed** – Adjust speed according to severity of bend giving consideration to limit point

Correct **gear** – select gear to give maximum grip, stability and flexibility giving opportunity to use acceleration sense.

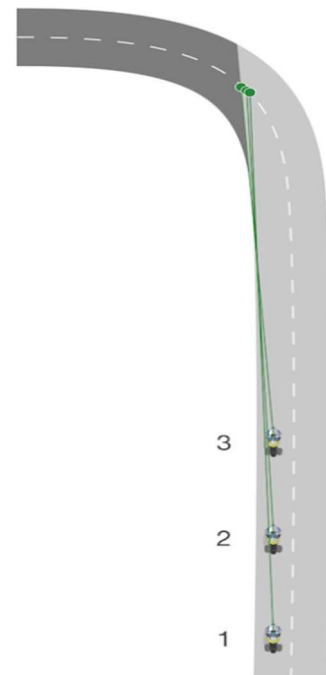
Negotiate the left-hand bend at the correct place and time to negotiate it safely and efficiently

EXCELLENCE THROUGH TRAINING E-YARD TRAINING TEAM



In this diagram note the position of how the bike approaches using a plan

- 1 – In Offside position, Observes and anticipates the possibility of something coming into conflict.
- 2 – Repositions leftwards toward a more central position to come away from potential conflict
- 3 – Adjust speed as limit point remains steady



The motorcycle diagram has been used as it is more impactive due to the width of the machine. It is applicable to cars but with less flexibility – making it even more relevant to move away from the offside (P.3) for safety with the size of a car leaving little room for error.