

The Advanced Road Test can be quite stressful, and we all have differing levels of neurodiversity. Our brain, when we are concentrating ^(1,2,3) under a high cognitive load will prioritise the ‘important’ things. This will be the task in hand – riding/driving which will take up all our available capacity. Under such load we can often use our ‘own words’ to describe something as we understand it, not the exact wording in our source training material *Motorcycle or Car RoadCraft the Police Driver/Riders Handbook*. It is a test of our skills and abilities as a driver or rider - not a memory test of text.

1 In cognitive terms, concentration is the ability to focus all attention on a matter while blocking out external distractions.

2 In psychology and everyday language, concentration means the ability to direct your mental faculties and sustained attention toward a single object, thought, or activity while blocking out distractions. It is synonymous with focus, absorption, and intense mental effort.

3 In Roadcraft: The Police Driver's Handbook, concentration is defined as the total application of mind and body, serving as the foundational keystone for effective hazard management and observation. It requires active, continuous attention to prioritize safety, manage distractions, and maintain physical comfort to avoid fatigue.

It is common throughout the advanced riding and driving community to use the expression “P.1, P.2, P.3” when describing our positioning in our own side of the road. However, RoadCraft does not describe them as such.

They are described in **Chapter 9 - “Positioning”** under **Positioning for Advantage** (the page number may vary depending upon which version of the book you are using (car/bike) as:

“There are three road positions consider, as are explained (in the diagram)”
The pictorial diagram them describes –

- The Nearside Position
- The Central Position
- The Offside Position

Whilst it doesn’t use the terms One-Two-Three the implication of “There are three positions...” leads to the common use of P1/P2/P3, particularly when commentating as a form of brevity. Refrain, wherever possible from using this terminology or at the very least, explain that, for efficiency and brevity, the reason why you may refer to them as such.

The pictorial diagrams have the following explanations of their relevance;



NOTE –

Any of these positions should be sacrificed for safety (Roadcraft)

None of these positions are “Default” positions – **RoadCraft *NEVER refers to any positions as DEFAULT.*** It states;

“When choosing a road position, always take into account the width of the road you are travelling on. Your choice of position will be different on, for example, a narrow or country road without white lines.”

The nearside position

The benefits of this position are:

- It gives early views through right-hand bends
- It allows nearside views past lorries and other large vehicles
- It allows extra space for oncoming vehicles
- It's the best position for left hand turns when there are no other hazards

Make sure the nearside road surface is sound and free of drains, debris, dust and grit before using it

In Summary

- RoadCraft states there are three positions
- The positions on the road are described as Nearside Position, Central Position and Offside Position
- It does not refer to them as position 1, 2, and 3.
- Refrain from this terminology.
- If it is used clarify what is meant and the reason for using it/them – brevity and efficiency
- Some examiners may challenge your use of words – be prepared to explain before being challenged

The central position

This is midway between the better part of the nearside edge and the centre line.

The benefits of this position are:

- It gives you good margins of safety on both sides
- It allows you to change position to either side

In wet weather, avoid the central position near junctions and on the final approach to bends, because oil and diesel tend to accumulate in it

The offside position

The benefits of this position are:

- It gives early views on the approach to left hand bends
- It provides increased safety margins from nearside hazards
- It's generally the best position for right hand turns

Anticipate the possibility of large oncoming vehicles straddling the central line on bends and be prepared to move to the left.