



# Cyclist's Guide



Cycling Scotland

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# What is Bikeability Scotland?



Bikeability Scotland is a multi-level programme designed to give you the skills and confidence to ride your bike on today's roads.

Level 1 teaches you basic skills such as balance, control skills and making turns. It is usually delivered to children in Primary 5 in a controlled environment such as the playground.

Level 2 teaches you how to ride a bike safely on the road and navigate basic junctions. This level of training is designed for Primary 6 children on-road in a risk assessed location.

Level 3 teaches you how to navigate more complex junctions and plan journeys effectively. It is aimed at Primary 7 pupils, especially to support making independent journeys and helping you cycle to secondary school.

Speak to your Cycle Trainer if you'd like more information about Bikeability Scotland or where to get more training. There are lots of different types of cycling you can get involved in. See the back of this booklet for more information.

## On successful completion of level 2, you will be able to:

- ⇒ Demonstrate all the Level 1 manoeuvres
- ⇒ Start and finish an on-road journey
- ⇒ Be aware of everything around you whilst riding
- ⇒ Understand how and when to signal your intentions to other road users
- ⇒ Understand where to ride on the roads you are using
- ⇒ Pass parked or slower moving vehicles
- ⇒ Pass side roads
- ⇒ Turn left/right into a minor road
- ⇒ Turn left/right into a major road
- ⇒ Be able to take the correct carriageway lane when needed
- ⇒ Decide where cycle lanes can help your journey and demonstrate correct use (if cycle lanes can be included)
- ⇒ Explain decisions made during riding and thereby demonstrate understanding of safe riding strategy

- ⇒ Demonstrate a basic understanding of the **Highway Code**, in particular how to interpret road signs and markings
- ⇒ Demonstrate understanding of safety equipment and clothing

## You may also be able to:

- ⇒ Make a U-turn
- ⇒ Go straight from minor road to minor road at a crossroads
- ⇒ Turn left at a mini/single lane roundabout
- ⇒ Go straight ahead at a mini/single lane roundabout
- ⇒ Turn right at a mini/single lane roundabout



# What is cycling?

- ⇒ Cycling is healthy exercise
- ⇒ Cycling can be fun
- ⇒ Cycling can give you more independence
- ⇒ Cycling is cheap and efficient
- ⇒ Cycling is friendlier to the environment



Once you take your bike on the road, it becomes a vehicle. All road users must follow some rules. The **Highway Code** and **Tales of the Road** lists these rules. A good cyclist knows how to ride a bike correctly.

This guide helps by:

- ⇒ showing you how to position yourself on the road
- ⇒ showing you how to control your bike
- ⇒ getting you to think about what to wear for cycling - bright and reflective clothing can help other road users to see you

- ⇒ making you think about your own safety and the safety of others – the way you think is as important as the way you act
- ⇒ showing you how important it is to be aware and have good observation skills.

By taking part in Bikeability Scotland, you will have a better understanding of how cycling is an environmentally sustainable and healthy form of transport, which is part of the 'Health Promoting Schools' and 'Eco-Schools' programmes.

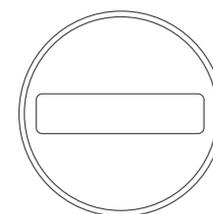
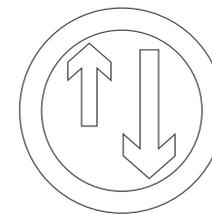
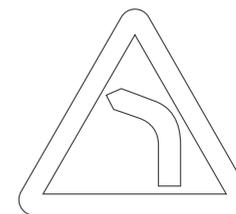
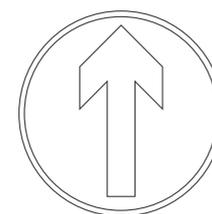
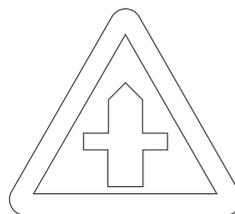
This guide has been specially designed for you. We hope you enjoy using it, as well as learning from it.

**Safe and happy cycling!**

# Do you know these signs?

**Colour and choose the correct meaning of these signs:**

- ⇒ Give way to traffic on major road
- ⇒ Cycle route ahead
- ⇒ School
- ⇒ Ahead only
- ⇒ Crossroads
- ⇒ Bend to left
- ⇒ No entry for vehicular traffic
- ⇒ Give priority to vehicles from opposite direction



**“When you share the road, you share the rules.”**

# Bike details

Use this page to keep a note of information about your bike. As well as keeping these records, also remember to lock your bike when you're not riding it. If your bike does get stolen, then the more information you have, the better your chance of getting it back.

Name and address:


Make and model:

Colour of frame:

Frame number:

Frame size:

Wheel size:

Postcode stamp:

Lights:

Accessories (bell, carrier, etc.):

Any distinguishing marks:

## Other details:

Name of cycle trainer:

Dates and times of training sessions:

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It might also be a good idea to have a photo of your bike as an extra piece of information. Use the space above to stick in a photo.

# Ready! Preparing for the road

**Before you go anywhere on your bike you should always check:**

## 1 Brakes:

Make sure brakes are working. Each brake should be able to stop the bike without the other brake being used.

## 2 Tyres:

Check for damage to tyres. Check that the canvas is not showing through and that there are no bald patches or cracks. Make sure that the tyres are properly inflated – you will find the correct tyre pressure marked on the tyre.

## 3 Chain:

If you don't have gears, check that the chain isn't too loose or too tight. There should be about 2cm movement up and down. Is there dirt or rust in the chain? Clean the chain before oiling.

## 4 Reflectors:

Is there a red reflector on the back of the bike? Is there a white reflector on the front? Are both clean? Is there anything hiding them from other road users?

## 5 Lights:

You don't need to have lights on your bike in good daylight. You must have a white light at the front and a red light at the back if cycling in poor weather or in the dark. Make sure that the lights work and that the batteries are ok.

## 6 Saddle (seat):

Is the saddle loose? If it is, tighten it. Is the saddle the correct height? You should be able to touch the ground with both feet when you are sitting in the saddle.

Do not raise the saddle above the safety mark on the seat post. If you need to raise the saddle above this level, you may need a larger bike.

## 7 Handlebars:

The handlebars should be at a safe height, usually around the same level as the saddle. Make sure that the handlebars are not squint or wobbly, as this could make steering dangerous.

## 8 Oil:

Oil all the moving parts of the bike, using a light oil made especially for bikes. Make sure that the oil does not spill onto the rim of the wheel, the brake blocks or tyres.

*An adult should make any of the changes that are needed. If you need more help with any of these, then take your bike to a bike shop and ask someone there to check it.*



## Bike check

Use this diagram to check that your bike is safe before riding – ask an adult to help if there are any problems.

You don't need to use the diagram every time, but it's good to get into the habit of checking your bike often.

### REFLECTOR

- Loose
- Missing
- Dirty

### BACK TYRE

- Worn
- Soft
- Damaged
- Bald

### LIGHTS

- Loose
- Missing
- Dirty
- Not Working

### SEAT

- Raise
- Lower
- Straighten

### CHAIN

- Loose
- Oil

### FRONT BRAKES

- Not Working
- Adjust
- Adjust Levers

### PEDALS

- Loose

### BACK BRAKES

- Not Working
- Adjust
- Adjust Levers

### REFLECTOR

- Loose
- Missing
- Dirty

### HANDLEBARS

- Loose
- Not Straight
- Steering Slack

### FRONT TYRE

- Worn
- Soft
- Damaged
- Bald



## Kitting yourself out

Once you've checked your bike, make sure that you are roadworthy too!

### Helmet

A helmet will not prevent an accident. If properly fitted, it may help to protect your head if you have an accident.

- ⇒ Check that the helmet has a CE safety mark on it. Get advice from someone if you're not sure.

### Carrying things

Always carry things in a rucksack or in special panniers, or a saddlebag, attached to your bike.

- ⇒ Never carry anything in your hands or have anything hanging from the handlebars.

### Clothing

Your clothing should be bright. This makes you more visible.

### When choosing a helmet:

- ⇒ Measure how large your head is. Starting at a point 2.5cm or 1 inch above your eyebrows, take a tape measure and wrap it round your head.
- ⇒ Find a helmet that is the same size.
- ⇒ Make sure that the helmet is snug but not too tight.

### When fitting a helmet:

- ⇒ Make sure that you can see properly.
- ⇒ It should sit level and not tilt.
- ⇒ Straps should not be loose or cover the ears. The buckle should be under the chin. You should only be able to slide two fingers between the strap and your chin.
- ⇒ Always follow the instructions supplied with the helmet and use the fitting pads when necessary.



**Fluorescent's ok but only by day  
Reflective is right, but only at night.**

# Steady! Are you in control?



**Before you think of taking your bike on the road, you should be sure that you are in control of it. There are some simple exercises that you can do to improve your control. These should be done away from the roads. TRY SOME OF THESE!**

### Cycling along a line

Look behind over your right shoulder with both hands on the handlebars. Try looking behind, then ahead, then signalling right and then left.

### Cycling as slowly as possible

Ride as slowly as possible, gently braking with both hands and using the pedals to balance and control your speed. In this exercise there should be:

- ⇒ No pedalling backwards
- ⇒ No using your feet to brake
- ⇒ No freewheeling

### Changing gear

Ride over a distance in low gear. Now ride the same distance in a high gear. Which is easier?

### Riding through an obstacle course

Use the brakes and pedals to control your speed. As you improve, move the obstacles closer to each other.



**Control is always important, especially on the road. Even top cyclists work hard on their bike control.**

## Road position

Make sure that you cycle in the correct position on the road. There are three main reasons for this:

- ⇒ to see properly and be seen by others
- ⇒ to discourage actions by others which might increase risk to you
- ⇒ to allow you to ride as direct a route as possible

Good road positioning is not about keeping you out of the path of other traffic so do not be too submissive. Equally be tolerant of other road users and their rights.

You should ride in one of two standard positions in the road, according to circumstances.

### Primary Position

The primary riding position is in the centre of the lane.

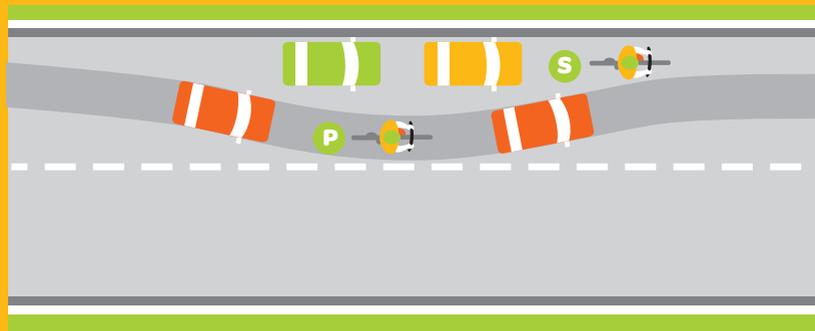
Here you are most visible to following drivers and those who might cross your path, and have the best visibility of side roads and other road features.

The primary position is especially useful to you at junctions, on narrow roads when there isn't enough room for those behind to overtake, and in busy, slow-moving traffic.

It is in these circumstances that you need the advantages that the primary position offers:

- ⇒ space around you to react
- ⇒ high visibility to other road users
- ⇒ the smoothest road surface.

**The words primary and secondary here don't mean what school you go to, they indicate your position on the road!**



### Secondary Position

The secondary riding position is to the left of moving traffic, but not closer than 50cm to the edge of the road (closer would mean no room for manoeuvre in emergencies and also riding over road debris).

The primary position is generally the safest for the cyclist, the secondary being an option available which helps traffic behind see ahead and overtake you. Cyclists should only adopt the secondary position if it does not put their own safety at risk in the process.

## Observation and defensive cycling

**Safe cycling means that a cyclist:**

- ⇒ **looks behind, listens carefully and makes sure it's safe before making a manoeuvre**
- ⇒ **has good observation skills**
- ⇒ **takes up the correct position on the road**
- ⇒ **is prepared to cope with what other road users might do**
- ⇒ **is able to make good decisions based on observation.**

When you're cycling along, you have to be able to see what's going on around you. If you have to wear glasses to see things at a distance, then you must wear them when you're cycling.

As well as looking and listening properly, remember:

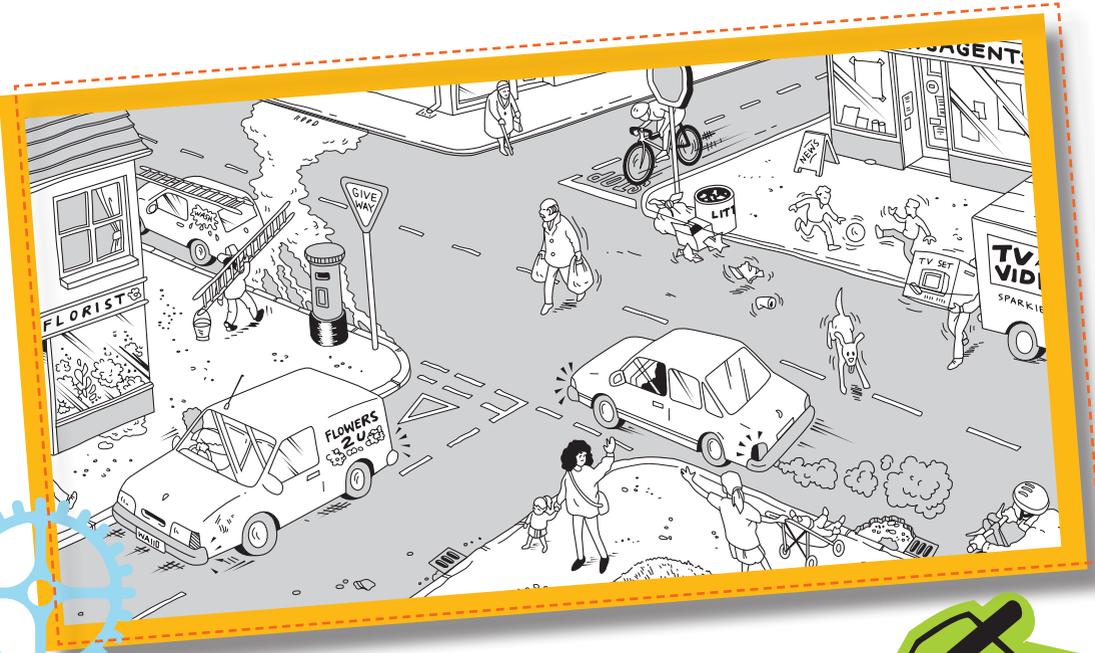
- ⇒ Understand what you see
- ⇒ Make the right decision about what you're going to do
- ⇒ A quick glance may not be enough to provide your brain with information about approaching danger
- ⇒ Pedestrians and drivers sometimes misjudge the speed of cyclists and step out or pull out too soon
- ⇒ Drivers might not see (or might ignore) a cyclist. They may open car doors or pull out in the cyclist's way



**It can be very useful to make eye contact with drivers behind you when you signal, this can make people act much more considerately.**

## Hazard perception

List all the things which might be a hazard as you cycle along.



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# Go! On the road

Let's look at the different manoeuvres that you will need to make when you are on the road.

## Starting off

When cycling on the road, cyclists should always set off from a position where they can see and be seen.

Never get on your bike on the pavement. Push it to a safe place on the roadside and, when the road is clear, place it on the road

near the kerb. Look around to see whether it's safe to get on your bike. When any vehicles have passed get on. Place your left foot on the ground and raise the right pedal. (This is called the 2 o'clock position.)



The "lifesaver" is an important part of any manoeuvre. Can you work out why this name has been given to a last look back?

## Starting off (continued)

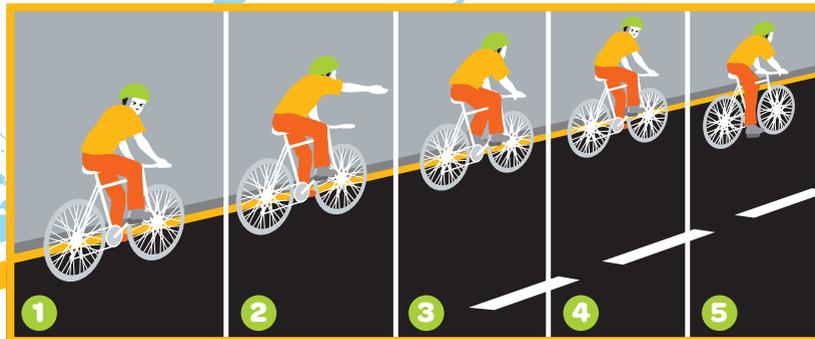
Before moving off:

- 1 Look** Check all around, looking back over your right shoulder to see if it's safe.
- 2 Signal** If it's safe to move off, signal with the right arm (arm stretched straight out from the shoulder with the palm facing forward and the fingers together).

### 3 Two hands on the handlebars

**4 Lifesaver** Take a final look back over the right shoulder, just to make sure it's safe to go.

**5 Manoeuvre** Once you're sure it's safe to go, look ahead and push on the right pedal to make a smooth and controlled start.

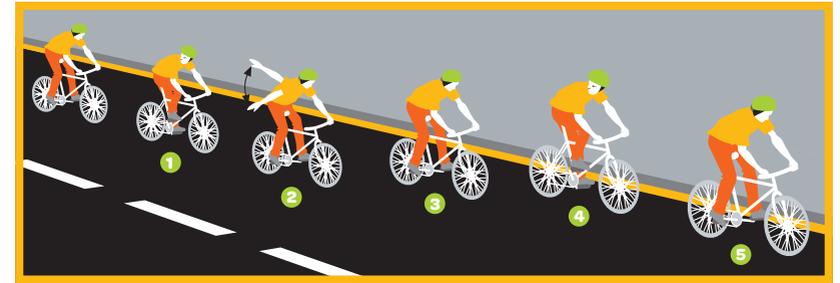


## Stopping

There are two types of stop that can be made:

- ⇨ A normal stop (when you plan to stop)
- ⇨ An emergency stop

Whatever the reason for the stop, it should **always** be controlled.



### When you plan to stop

**1 Look** Check all around, looking back over your right shoulder, to see if it's safe. Is there anything travelling close behind? If it's very close, let it pass.

**2 Signal** If it's safe to stop, signal with the right arm (arm stretched straight out from the shoulder with the palm facing down and the fingers together). Move your arm down and up three times).

**3 Two hands on the handlebars** Apply both brakes gently and increase pressure equally.

If you apply the front brake too strongly, you could fly over the handlebars. If you pull on the brakes too quickly, you could skid. Do not use your feet to help you stop.

**4 Lifesaver** Take a final look back over the right shoulder, just to make sure it's safe.

**5 Manoeuvre** Once you're sure it's safe to stop, bring your bike to a stop smoothly and safely, and get off on the pavement or verge on the left-hand side.



**Know when and how to signal - this signal is to indicate to other road users that you intend to stop or slow down. It is not used often but has advantages in some situations and you should practise it. A left signal can be just as effective for stopping.**

## Stopping (continued)

### Emergency stop

There may be times when you have no time to plan a stop, for example when a pedestrian steps out in front or car pulls out. In this case you will need to make an emergency stop. To do this:

### Brake

Apply both brakes gently and increase pressure equally. If you apply the front brake too strongly, you could fly over the handlebars. If you pull on the brakes too quickly, you could skid.

As you apply the brakes, push your body back by straightening your arms. You should come to a complete stop.

### Restart

**Remember to repeat the starting off procedure,** checking carefully all round before starting off.



**By looking ahead, and using a bell or shouting when necessary, you should be able to avoid making too many emergency stops.**



## Road priorities

As you approach a junction, you must be looking ahead, into the junction. Based on what you see, you must make a clear and safe decision about what you are going to do.

You must also be aware of what the other road users **might** do, and be prepared to act accordingly. All road users must know who has right of way at a junction. As a general rule, road users on the major road have priority (make their manoeuvre first) over those on the minor road. This is shown clearly in the diagram below:



**1** This road user is turning left from major to minor and would turn first.

**2** This road user is turning right from major to minor and would turn second.

**3** This road user is turning from minor to major and would turn last.

## Left turn – uncontrolled junction

This is the sort of junction where no lights or signs control traffic flow. These junctions can be very busy. It is important to know which vehicles should have priority or right of way at this type of junction (i.e. who should get to turn first).

As you are cycling along:

**1 Look** Check all around, looking back over your right shoulder to see if it's safe.

**2 Signal** If it's safe, give a clear signal with your left arm.

**3 Two hands on the handlebars** As you get close to the junction, put left hand to the handlebars and use both hands to brake gently.

**4 Lifesaver** Final look back over the right shoulder, just to make sure it's safe.

**5 Manoeuvre** If it's safe, complete the manoeuvre.



**Remember, although a cyclist may have right of way because of their position on the road, some motorists may not give way to a cyclist. You need to look out for these people.**

## Left turn – controlled junction



Controlled junctions may be controlled by "Stop" signs, "Give Way" signs, traffic lights, police or traffic wardens. As you cycle towards a controlled junction to turn left:

**1 Look** Check all around, looking back over your right shoulder to see if it's safe.

**2 Signal** If it's safe, give a clear signal with your left arm.

**3 Two hands on the handlebars** As you get close to the junction, put your left hand back on the handlebars and use both hands to brake gently.

**4 Lifesaver** Final look back over the right shoulder, just to make sure it's safe. If the junction is not clear or the lights are red, bring your bike to a stop. Keep your left foot on the ground and the right pedal set at the 2 o'clock position.

**5 Manoeuvre** Obey the traffic lights and road signs. If you have stopped, remember to look all around and signal clearly before you move off safely.



## Overtaking

Before overtaking a stationary vehicle, remember that:

- ⇨ the vehicle might start off without warning
- ⇨ a driver or passenger might suddenly open a door
- ⇨ a pedestrian might step out unexpectedly.

Look out for any signs of this. Look for any movements inside or beside the vehicle which might affect you. Leave yourself room – do not get too close to the vehicle. Try to leave about 1 metre of a gap between yourself and the vehicle.

- 1 Look** Check behind and in front. Look through the windows of vehicles to see whether there is anyone inside.
- 2 Signal** If it's safe, signal clearly with your right arm before you start to move out.

- 3 Two hands on the handlebars** Make sure that both hands are on the handlebars, so that your brakes are covered before you reach the vehicle.

- 4 Lifesaver** Final look back over the right shoulder, just to make sure it's safe.

- 5 Manoeuvre** Move out gradually. Leave a safe gap between yourself and the vehicle, allowing for the door, and be prepared to adjust your position.

If you do have to make an emergency stop, remember to apply both brakes firmly but smoothly.

- 6 Return to the correct road position** – after overtaking, move in to the normal road position, checking that it's safe. Do not cut-in sharply.



**Look out for oncoming traffic before moving into the opposite lane.**

## Passing side roads

On passing a side road you should maintain the speed and position you have been using on the major road. You must look into the side road as you approach for any vehicles that may be about to turn out and pedestrians who may be about to cross the major road. You must also be looking out for oncoming vehicles that may turn right, across your path, into the minor road.

When passing a pair of minor roads at a crossroads, you must also

check for traffic emerging from the minor road on your right.

Drivers will be looking out for other cars rather than cyclists. You can make yourself much safer by riding in the primary position.

Use the space below to draw a diagram and make notes on the primary and secondary road positions.



## Passing side roads (continued)

When passing a side road, you should:

- 1 **Look** Check behind and in front, and into the side road.

You should be protecting yourself by riding in the primary position if safe to do so. If you are not

already, check behind you, signal if required and if safe to do so, take the position.

- 2 **Manoeuvre** If it is safe to do so, pass the road, continuing to observe all around you and maintaining your road position.



## Right turn – controlled (minor to major)

Sometimes it can be difficult for cyclists to turn right, especially in heavy traffic. If you do not feel safe doing the manoeuvre, it may be better to get off and push the bike across the road.

Controlled junctions may be controlled by “Stop” signs, “Give Way” signs, traffic lights, traffic wardens or police. As you cycle towards a controlled junction to turn right:



- 1 **Look** Check all around, looking back over your right shoulder to make sure it’s safe.

- 2 **Signal** When it’s safe, give a clear signal with your right arm. Move gradually into the centre of the road, still signalling. Keep about an arm’s length left of the centre lane lines. Keep watching for traffic all round you.

- 3 **Two hands on the handlebars** As you get close to the junction, put your right hand back on the handlebars and use both hands to brake gently.

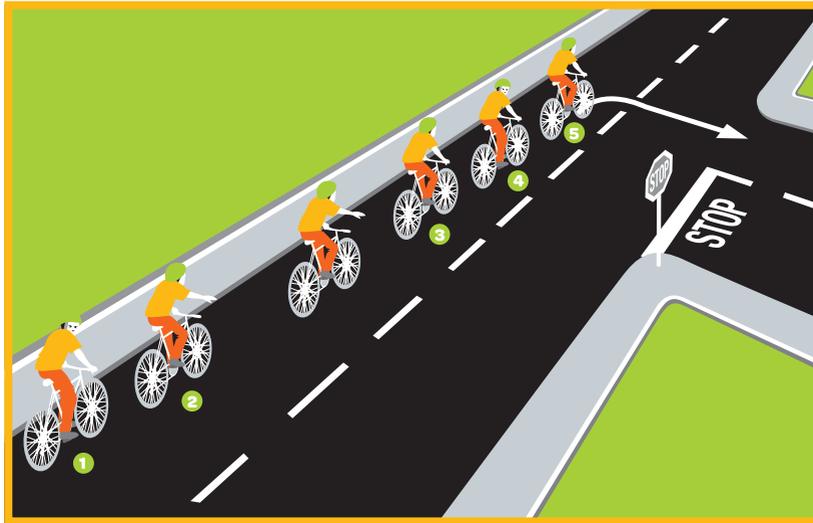
- 4 **Lifesaver** Final look back over the right shoulder, just to make sure it’s safe. If the junction is not clear or the lights are red, bring your bike to a stop. Keep your left foot on the ground and the right pedal set at the 2 o’clock position.

- 5 **Manoeuvre** Obey the traffic lights and road signs. If you have stopped, repeat the starting-off procedure again before you move off safely. Move straight across the road and remember not to cut the corner.

## Right turn – uncontrolled (major to minor)

This is the sort of junction where no lights or signs control traffic flow. These junctions can be very busy. It is important to know which vehicles should have priority or right of way at this type

of junction (i.e. who should get to turn first). Remember, although a cyclist may have right of way because of their position on the road, some motorists may not give way to a cyclist.



If you do decide to carry on with this right turn, this is what you should do:

- 1 Look** Check all around, looking back over your right shoulder, to see if it's safe.
- 2 Signal** If it's safe, give a clear signal with your right arm. Move gradually into the centre of the road, still signalling. Keep about an arm's length left of the centre lane lines. Keep watching for traffic all round you.
- 3 Two hands on the handlebars** As you get close to the junction, put your right hand back on the handlebars and use both hands to brake gently. Look into the junction for vehicles which may pull out in front of you.

- 4 Lifesaver** Look straight ahead for oncoming traffic. Approaching traffic has right of way and you must wait until the major road is clear and it is safe to turn. Check that your way into the junction is clear. Give a final look back over your right shoulder. Keep going, remembering that you don't have to stop if there is a car behind you, unless it is overtaking you. If the major road is not clear, stop and repeat the starting-off procedure before moving off safely again.
- 5 Manoeuvre** If safe to turn, cycle into the minor road without cutting the corner. Look out for other road users (drivers, pedestrians, cyclists, etc.).



**When cycling in traffic, it can sometimes be difficult for cyclists to turn right. If the road is very busy or drivers do not give way to you, it may be better to signal to stop and get off your bike at the kerb. Push your bike across the road at a suitable crossing point. Remember to keep looking as you cross the road.**

# Different types of roads

**Remember that once on the road, a cyclist must decide when and if it is safe to make a manoeuvre.**

**That has to be the cyclist's own decision. Sometimes, it may be safer to get off your bike and push it rather than make a manoeuvre that could be very dangerous. Pushing a bike could take less time, too!**

## Roundabouts

Bikeability level 3 covers more complex road features such as roundabouts, and single-lane mini roundabouts may be covered as an additional skill (see pages 37-41)

This guide does not ask you to practise using a full size roundabout, as some roundabouts can be dangerous and confusing to new cyclists. When you reach a roundabout, it may be best to get off your bike safely and push your bike on the pavement to the exit that you want, crossing carefully. When it is safe, get back on your bike and continue your journey. It may even be better to find a different route altogether.

However, if you do decide to cycle round a roundabout, make sure you know what to do. Be aware of the dangers:

- ⇨ drivers don't always use their indicators properly
- ⇨ long vehicles need plenty of room. Watch out for the back of the vehicle – it may swing out in front of you
- ⇨ watch out for drivers cutting in front of you
- ⇨ make sure you don't misjudge the speed of traffic travelling round the roundabout
- ⇨ stay out of drivers' blind spots.

## One-way streets

As a cyclist, you must know and obey all road signs. Don't cycle the wrong way along a one-way street. If you want to go in the opposite direction, get off your bike safely and push it along the pavement.



## Single-track roads

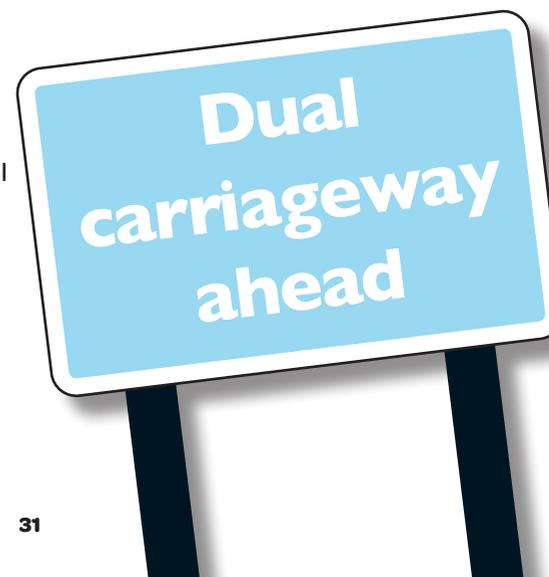
When cycling along a single track road, make sure you:

- ⇨ cycle one behind the other or two abreast if you're in a group
- ⇨ use passing places to allow cars to overtake you
- ⇨ use passing places to allow vehicles coming from the opposite direction to pass

- ⇨ wait opposite the passing place, if it's on the other side of the road
- ⇨ keep to the left
- ⇨ don't use passing places to park or leave your bike.

## Dual carriageways

Dual carriageways can be very busy roads with fast-moving traffic. Avoid them if you can by using careful route planning. However, if you have to use a dual carriageway, use the alternative right turn.



# Off the road

It is illegal to cycle on the pavement, unless there are signs to say that this is allowed. When it is allowed, you will be sharing the space with pedestrians and it is important to remember to:

- ⇒ watch for other users of the space
- ⇒ give clear warnings that you are behind people
- ⇒ slow down when near other users
- ⇒ slow down when merging with traffic ahead
- ⇒ thank people if they move to let you past
- ⇒ be careful!

If you push your bike on a pavement, you must remember that you are sharing the pavement with pedestrians.

If a bike is being pushed on the pavement, it can be a clumsy machine and must be properly controlled. Remember not to leave your bike lying on the pavement. This can be a hazard especially to the elderly, disabled or people pushing prams.

Do not try to cheat the lights at pelican crossings by riding through when the green man is showing to pedestrians. This could be dangerous for any pedestrians and for you.

Remember that cycling is a healthy and environmentally friendly way to travel, and can be a great way to see town and country. This guide has been written to make you a safer cyclist, so that you can enjoy cycling.

# Route planning

When you're planning a journey on your bike, even if it's just round the corner to your friends or to school, ask yourself these questions:

- ⇒ can I avoid busy roads?
- ⇒ can I avoid dangerous junctions and large roundabouts?
- ⇒ is there a safe cycle route I can use? (think about your personal safety as well).

It's always a good idea to think about the route you're going to take and plan your journey.

Remember:

- ⇒ you can always use the alternative method of getting across the road
- ⇒ you can walk with your bike across pedestrian crossings
- ⇒ to find out about road signs for cyclists
- ⇒ to find out about cycle routes from your local Cycle Trainer or School Travel Co-ordinator
- ⇒ look at the further information at the back of this book.



# Additional skills

Here are some extra skills which may be useful.

## Making a U-turn

There is likely to be a time when you find yourself facing in the opposite direction from which you want to travel. An easy solution can be to get off your bike and push it across the road before moving off from the kerbside.

Another option is to make a U-turn which involves crossing both lanes, so it is important to be aware of all traffic passing in both directions.

A U-turn should only be used when both lanes are clear of traffic and you are able to complete the manoeuvre without having to stop in the middle of the road. Because you will only perform this manoeuvre when there is no traffic, there is no need to signal.



**Remember, if the road is busy and you feel uncomfortable doing a U-turn, it can be safer to carefully walk your bike across the road.**

If you decide that it safe to do so, you should:

- 1 Look** Check all around, looking back over your right shoulder to see if it's safe. Make sure you have checked for traffic from behind and oncoming traffic.
- 2 Two hands on the handlebars** As you start the turn, put both hands on the handlebars and use both the pedals and your brakes to control your speed.
- 3 Starting the manoeuvre** Look straight ahead for oncoming traffic, and over your right shoulder

for overtaking traffic and a final check for oncoming traffic as you set off.

- 4 Manoeuvre** If there is a safe gap behind and in front, complete the turn, slowing down if necessary to do so and taking up the correct positioning on the opposite carriageway. You must not leave the road whilst making your turn.

As you complete the turn carry out a lifesaver over your right shoulder before moving back to the primary position.



## Going straight on from minor road to minor road at a crossroads

If the road is busy and you're not comfortable with this manoeuvre, remember you can dismount and walk your bike across.

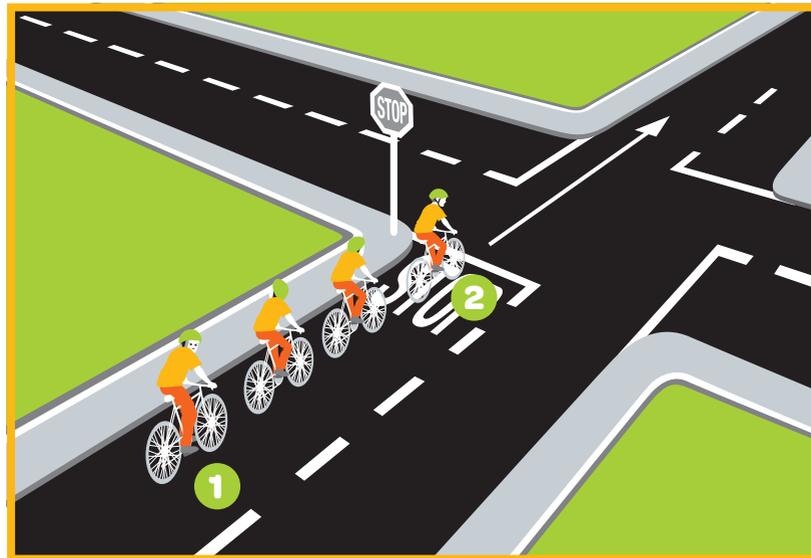
**1 Look** As you approach the junction, check behind. If you have not already and it is safe to do so, take the lane by moving into the primary position.

As soon as possible on the approach to the head of the junction, start checking for traffic coming from both directions on the major road.

Also check for traffic that may come from the minor road ahead that you plan to ride into and be prepared to give way if required.

**2 Manoeuvre** If there is a stop sign, stop at the stop line and check for traffic from right, left and ahead. If safe to do so, cycle ahead into the other minor road maintaining the primary position.

If the junction is a give way, you should only stop if necessary before completing your manoeuvre.



**At a crossroads, you have to be aware of three different lanes of traffic that may present a hazard. Taking your lane helps you to see, makes you more visible and prevents vehicles behind you overtaking as they approach the junction.**

## Turn left at a mini/single lane roundabout

You may come across mini/ single lane roundabouts in quiet residential areas where you are riding. These do not present many difficulties. Larger multi-lane roundabouts will be covered in Bikeability 3.

Always go round a roundabout in a clockwise direction, remember that other road users might not use the roundabout as intended, and be prepared for this.

Good all around observation is the key to safety at all times, and especially on a roundabout.



**Always be aware of traffic on the roundabout, and make a lifesaver over your left shoulder before exiting in case of undertaking traffic.**

## Turn left at a mini/single lane roundabout (continued)

**1 Look** As you approach the roundabout, check behind. If you have not already and it is safe to do so, take the lane by adopting the primary position

As you approach the give way line, check for traffic coming from the right on the roundabout.

**2 Signal** As you approach the roundabout, signal your intention to turn left.

If necessary, stop at the give way line to give way to traffic on the roundabout.

**3 Lifesaver** Before entering the roundabout and setting off, carry out a lifesaver over your right and left shoulders.

**4 Manoeuvre** Cycle round the roundabout – if necessary, signal left again before leaving to the left at the first exit. Maintain the primary position until well clear of the roundabout.



## Go straight ahead at a mini/single lane roundabout

The same care, if not more, needs to be taken as when turning left at a roundabout.

**1 Look** As you approach the roundabout, check behind. If you have not already and it is safe to do so, take the lane by adopting the primary position

As you approach the give way line, check for traffic coming from the right on the roundabout.

If necessary, stop at the give way line to give way to traffic on the roundabout.

**2 Lifesaver** Before entering the roundabout and setting off, if safe to do so, carry out a lifesaver over your right and left shoulders.

**3 Manoeuvre** Cycle round the roundabout – once you have passed the exit before the one you wish to take, check behind and ahead for traffic and signal left before exiting the roundabout.

Maintain the primary position until well clear of the roundabout.



**Always be aware of traffic on the roundabout, and make a lifesaver over your left shoulder before exiting in case of undertaking traffic.**

## Turning right at a mini/ single lane roundabout

The right turn exposes you to the most risk on a roundabout – good observation is essential to protect yourself and make you able to take action if required.

**1 Look** As you approach the roundabout, check behind. If it is safe to do so, take the lane by adopting the primary position.

As you approach the give way line, check for traffic coming from the right on the roundabout.

**2 Signal** As you approach the roundabout, signal your intention to turn right and move across to the right hand side of the lane.

If necessary, stop at the give way line to give way to traffic on the roundabout.

**3 Lifesaver** Before entering the roundabout and setting off, carry out a lifesaver over your left shoulder.

**4 Manoeuvre** Cycle round the roundabout, still taking the lane and signalling right if required.

Once you have passed the exit before the one you wish to take, check all around for traffic and signal left before exiting the roundabout.

Maintain the primary position until well clear of the roundabout.



**Always be aware of traffic on the roundabout, and make a lifesaver to the left before exiting in case of undertaking traffic.**



# Word bank

Draw a line to link the word with its meaning.

<b>Brake Blocks</b>	a planned movement or action that requires skill
<b>Circumference</b>	reflects light
<b>Fluorescent</b>	the standard lane position
<b>Hazard</b>	used to avoid inconvenience to following drivers, no closer than 50cm to the edge of the road
<b>Manoeuvre</b>	at risk from danger
<b>Observation</b>	measurement around a circular object
<b>Primary position</b>	rubber stoppers to slow down a bike
<b>Priority</b>	glows in the dark
<b>Reflective</b>	noticing what is around you
<b>Secondary position</b>	right of way
<b>Vulnerable</b>	danger

# What's next?



Your personal cycling development shouldn't stop with level 2, why not ask where you can do level 3 training?

Here is a list of useful contacts where you can find out:

- ➡ how you can progress on to the next stage of learning more cycling skills
- ➡ where you can go to get information about cycle routes and paths
- ➡ what is happening in the world of cycling sport and clubs.

## Cycling Scotland

### Cycling Scotland

24 Blythswood Square  
Glasgow G3 4BG  
t: 0141 229 5350

[www.cyclingscotland.org](http://www.cyclingscotland.org)



### Scottish Cycling

Caledonia House  
1 Redheughs Rigg  
South Gyle  
Edinburgh EH12 9DQ  
t: 0131 317 9704

[www.scottishcycling.org.uk](http://www.scottishcycling.org.uk)

## sportscotland

### Sportscotland

Templeton on the Green  
62 Templeton Street  
Glasgow G40 1D4

t: 0141 534 6500 f: 0141 534 6501

[www.sportscotland.org.uk](http://www.sportscotland.org.uk)



### Sustrans

Safer Routes to School  
Rosebery House  
9 Haymarket Terrace  
Edinburgh EH12 5EZ  
t: 0131 539 8122

[www.sustrans.org.uk](http://www.sustrans.org.uk)

[www.saferoutestoschool.org.uk](http://www.saferoutestoschool.org.uk)

## Other useful websites:



**Bike Club** – for advice on bike clubs and promoting cycling for young people

[www.bikeclub.org.uk](http://www.bikeclub.org.uk)



**Road Safety Scotland**

[www.roadsafetyscotland.org.uk](http://www.roadsafetyscotland.org.uk)



**Route planning**

[www.cyclestreets.net](http://www.cyclestreets.net)



The Scottish Government

**The Scottish Government** –

promoting more sustainable travel choices

[www.chooseanotherway.com](http://www.chooseanotherway.com)



**UK's National Cyclists' Organisation**

[www.ctc.org.uk](http://www.ctc.org.uk)



## Ask your teacher or instructor about these other great Cycling Scotland programmes:

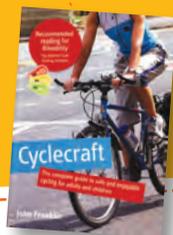
**Cycle Friendly School Award** – an award for schools which encourage and promote cycling for staff and pupils.

[www.cyclefriendlyschool.org](http://www.cyclefriendlyschool.org)

**Go Mountain Bike** – a mountain bike personal proficiency award scheme

[www.gomtb.co.uk](http://www.gomtb.co.uk)

**Give Me Cycle Space Campaign** – Bikeability Scotland is supported by the Give Me Cycle Space campaign, which asks drivers passing primary schools to give children cycling to school as much room as possible on the roads.



**"Cyclecraft"** by John Franklin (ISBN 978 0 11 703740 3) is an invaluable reference guide for cyclists of all ages.





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