



Rider's guide

Bikeability Scotland Level 2



Name:

Introduction

Bikeability Scotland is the national cycle training programme for school children. It is designed to give you the skills and confidence to ride your bike more often.

Bikeability Scotland Level 2 introduces using roads and riding safely and responsibly in traffic. Before starting level 2 you have already learned to ride your bike and have demonstrated all level 1 outcomes.

There are six National Standard Level 2 outcomes:

- Identify and respond to hazards.
- Comply with signals, signs and road markings.
- Communicate with other road users.
- Maintain suitable riding positions.
- Start and stop on road journeys.
- Negotiate junctions.

This guide contains information and activities to support your cycle training.

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Bike, helmet, clothing and equipment checks

It's important that your bike is safe to cycle on the road. This means that all parts of your bike should work correctly. If your bike is unsafe, it might lead to an accident.

During training, you will have learned how to do the **M check**.

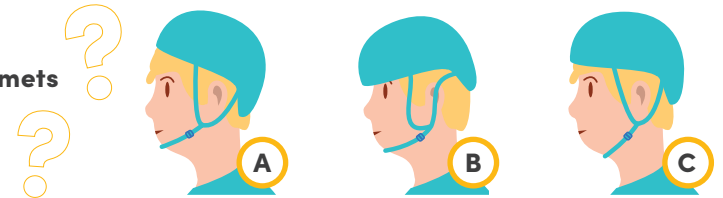
Use this picture to circle four faults with the bike:



Helmet

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

Which of these helmets is correctly fitted?



Clothing and equipment

You should wear clothing that helps you stay comfortable, be seen, is appropriate for the weather, and that won't get caught up in your bike.

How would you fix the following:

- Loose bag straps: _____
- Long scarf: _____
- Baggy trousers: _____

Core functions

The bike control skills you developed during level 1 training are the foundation of Bikeability Scotland. In addition to control, there are four 'core-functions' that you learn in Bikeability Scotland to use when cycling on-road.



Making good and frequent observations

To make sure you are cycling safely, you need to know what is going on all around you. The best way to do this is to be able to look at the road ahead of you and over both of your shoulders.

Being able to look behind you is a key skill – the shoulder you choose to look over depends on what direction you are wishing to travel in.



Choosing and maintaining the most suitable riding positions

Bikeability Scotland training teaches you to adopt the most appropriate road position based on the situation. You choose a position that is best for your safety and other road users at a particular time. Ideally you should ride one metre from the kerb and sometimes you may ride in the middle of your side of the road.

Good road positioning allows you to be seen more easily by other road users, see more of the road around you and also communicate your intentions to others.

A useful memory aid is **COPPS** (**C**ontrol, **O**bserve, **P**osition, **P**riority, **S**ignal/Communicate). 'Signal' is used to refer to all forms of communication with other road users.



Understanding priorities on the road, particularly at junctions

When you visit a shop, you join a queue and the person in front of you goes first – they have priority over you. When riding your bike on the road there are also rules about who gets to go first and when. This is really important as it allows you to know how other road users will act. In Bikeability Scotland, you learn who has priority (gets to go first) over whom.



Communicating/Signalling intentions clearly to others

When you ride a bike it is really important that you communicate with other road users. There are lots of ways you can communicate – the most obvious one is a hand signal to let people know you wish to turn in a particular direction. Another very important way to communicate with someone is to make eye contact with them. This is especially important as it lets you know that the other road user has seen you. Your position in the road, or even a look over the shoulder is a way of communicating your intentions on the road.

You can also use your voice to call out to people who might not have seen you.

Questions:

Q: Why do you think you usually look over your right shoulder?

A: _____

Q: Why should you not ride your bike close to the kerb?

A: _____

Q: On a shared use path, who should you give priority to?

A: _____

Q: Other than people driving cars, who else do you think it is important that you communicate with?

A: _____



Identify and respond to hazards

When riding on the road, you need to anticipate possible hazards and prepare to respond to them.

Look at the picture below, find and circle four hazards:

How would you respond to them?

1. _____
2. _____
3. _____
4. _____



Sometimes you will encounter more than one hazard at a time. This means you need to judge the danger of each hazard, and prioritise which ones you need to respond to first.

Using the illustration opposite, find your way home from school, avoiding the biggest hazards.

Which option would you choose and why?



Comply with signals, signs and road markings

When cycling on the road, you need to obey signals, signs and road markings. Some signs you may see are shown below.

Signs giving orders

These signs are mostly circular.

Those with blue circles usually tell you what you must do.



Keep left



Keep right



Turn left ahead



Turn right ahead



Ahead only



Mini roundabout
(give way to traffic from the right)



Route recommended for pedal cycles



Shared path route for pedal cycles and pedestrians only

Signs with red circles tell you not to do something.



No cycling



No right turn



No entry for vehicles including pedal cycles



No motor vehicles



No pedestrians



No vehicles except pedal cycles being pushed by hand

These two signs **must also be obeyed**:



Give way to traffic on major road



Stop and give way

Warning signs

These are usually triangular



Road works



Slippery road



Danger - words describe the danger



Children going to or from school



Steep hill downwards



Crossroads



Roundabout



Uneven road



Cycle route ahead



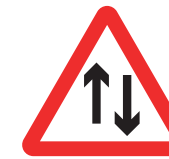
Road narrows on both sides



Traffic signals ahead



Zebra crossing ahead

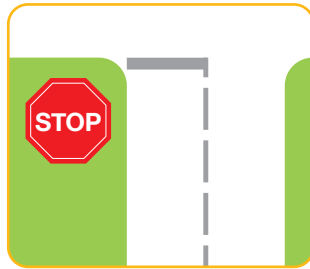


Two way traffic

Across the road

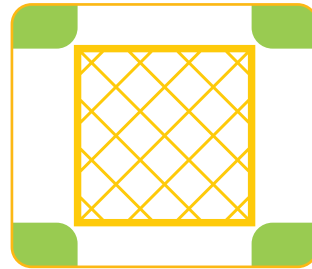


Give way to traffic on the major road



Stop at the solid STOP line

Box junction



Do not enter the box unless your exit road or lane is clear, except to turn right

Traffic lights



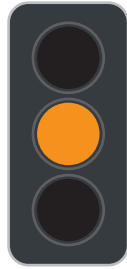
Red
STOP
Wait behind the stop line



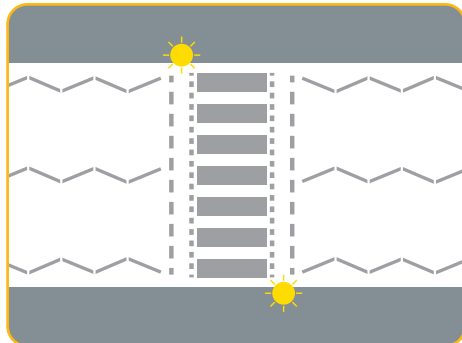
Red and amber
Also means STOP



Green
You may go if it is safe to do so. Take special care if you mean to turn left or right and give way to pedestrians who are crossing.



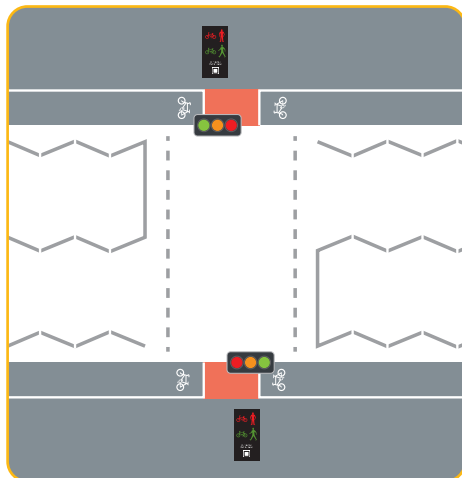
Amber
Also means STOP



Zebra and Pelican Crossings

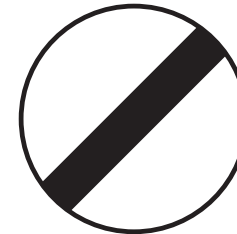
Vehicles must not overtake, wait or park in the zig zag areas. Pedestrians should not cross on the zig zag areas. They should always use the crossing.

You must stop for pedestrians at zebra crossings.



Toucan Crossings

Toucan crossings are light controlled crossings which allow people on bikes and pedestrians to share crossing space and cross at the same time.



If you live in the countryside it is likely you will see this sign often, which means, national speed limit. Some vehicles can travel up to 60 (or even 70mph) in these areas.

What extra considerations do you think you need to take when riding on roads with higher speed limits?

Think about your position and how much of the road ahead and behind you can see.

What do you think these signs mean?

Match the description with the image:



- ● Road narrows on the left.



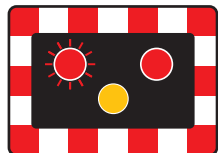
- ● T junction with priority over vehicles from the right.



- ● Level crossing with barrier or gate ahead.



- ● Give priority to vehicles from opposite direction.



- ● No through road for vehicles.



- ● Stop when flashing (used at railway crossings, fire stations, open bridges).



- ● Toucan crossing – People on cycles can cross the road with pedestrians when the light is green.

Communicate with other road users

You can communicate with other road users in a variety of ways:



Observations

Make eye contact with other road users.



Hand signals

Indicate your direction, or desire to slow.



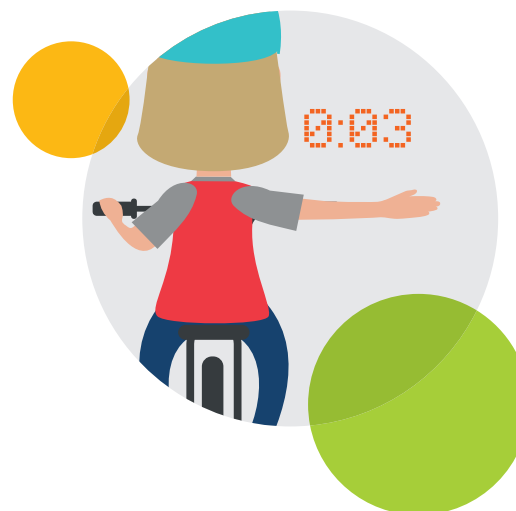
Sound

Use your bell, especially useful to alert people walking and cycling. Use your voice: give a friendly greeting to horse riders, or call out in an emergency.



Position

Your road position can indicate your intention when passing side roads and at junctions.



Arm signals

When turning left or right, you should communicate to other road users with a clear arm signal, ideally held for 3 seconds.

You should also be familiar with the slowing down signal presented in the Highway Code.

Communicate with other road users

How would you communicate with other people on your route to school?



Choosing from this list, consider the most appropriate method of communication. You may choose more than one if necessary.

Eye contact, hand signal, make a sound, change road position.

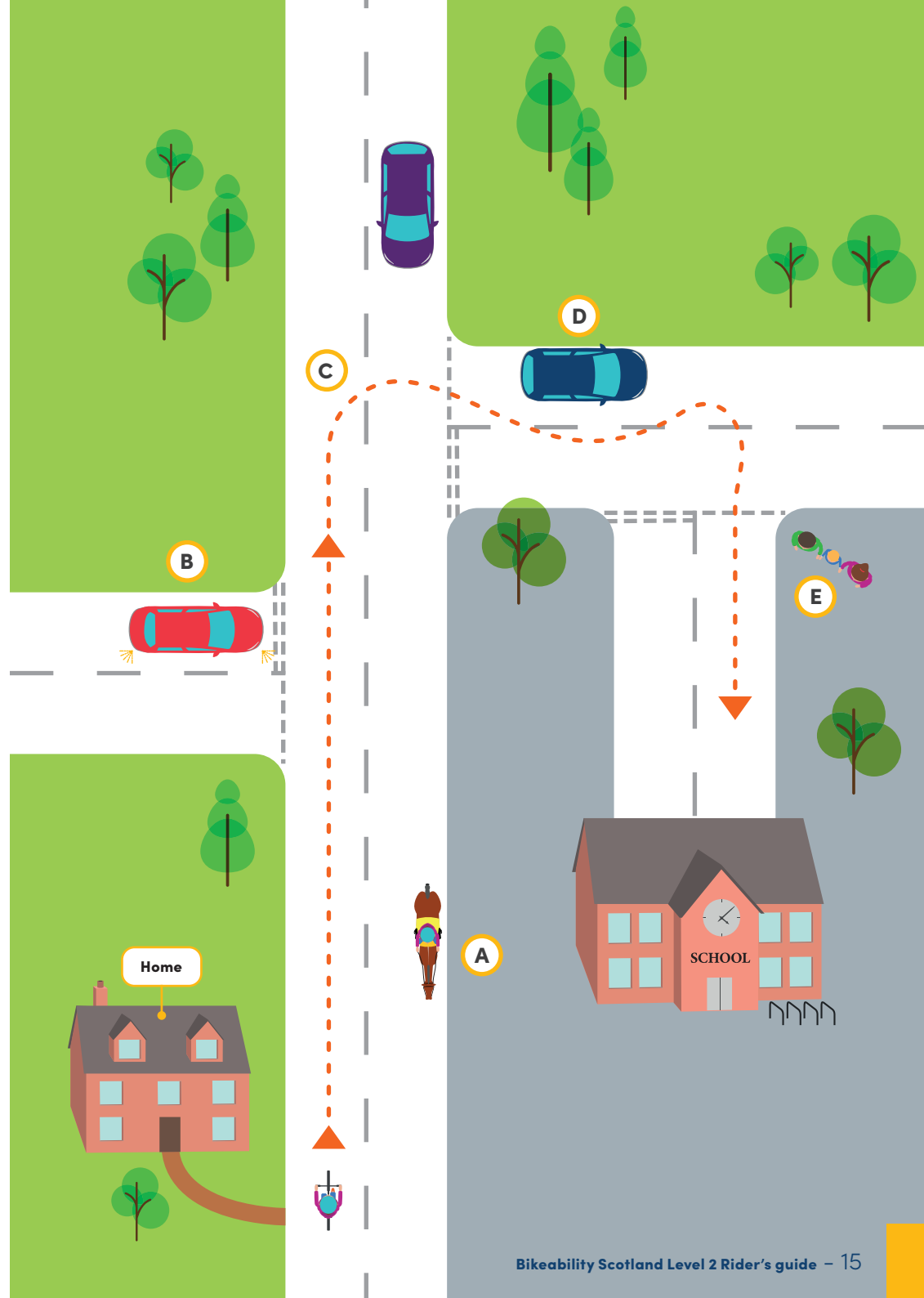
A: Horse and rider.

B: Car turning right out of side road.

C: Right hand turn into minor road from major road with oncoming traffic.

D: Parked car.

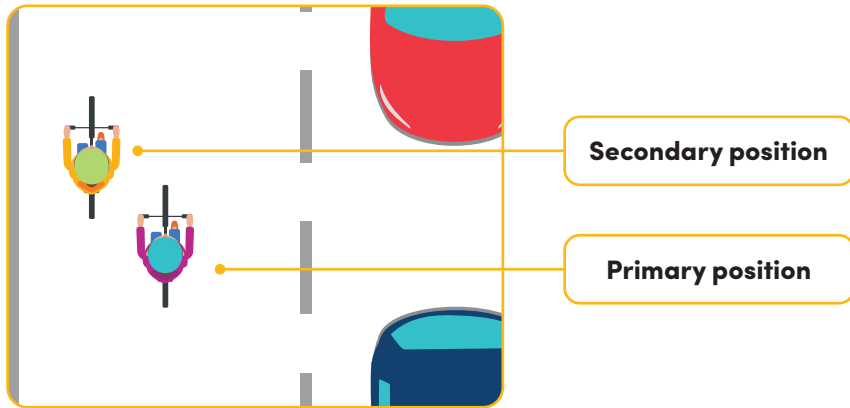
E: Children playing near road.



Maintain a suitable riding position

Road position may change depending on factors such as location, other road users and weather conditions.

The most common positions are the 'Primary' and 'Secondary' position.



The primary position

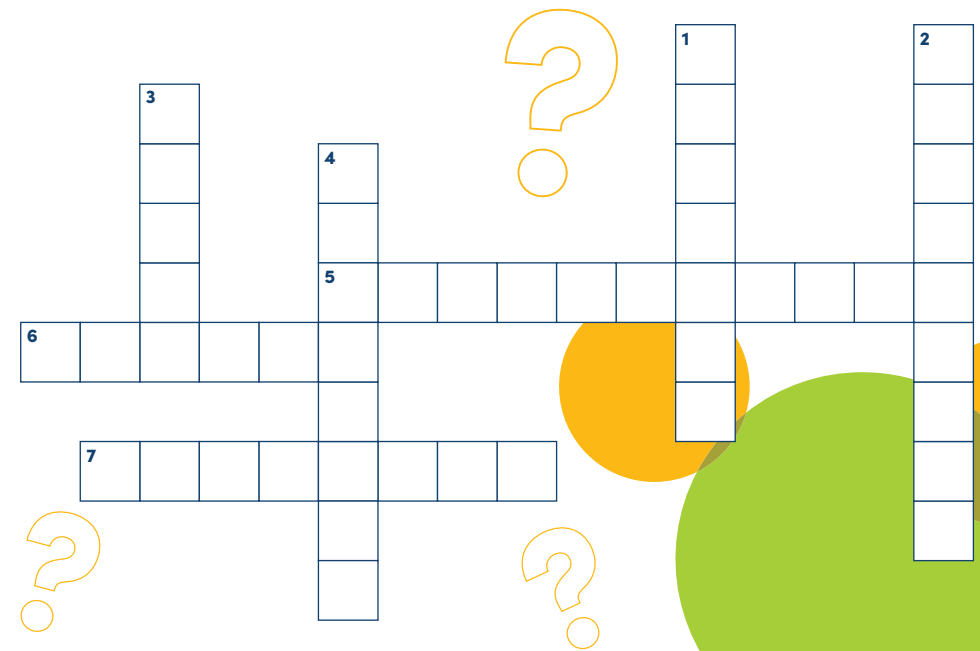
- Is generally considered the centre of the lane.
- Is an assertive position where the rider can see and be seen.
- Riders in the primary position can better influence other road users.
- Improves visibility particularly for negotiating junctions, on narrow roads, bends and where there is not enough room to be overtaken.

The secondary position

- Is further to the left of the primary position.
- Allows faster traffic to come past you, but still provides enough space and visibility to keep you safe.
- Is ideally a metre away from the kerb (magic metre).

Note: sometimes if the road is narrow, there is no difference in the two positions

Complete the crossword below, thinking about road positioning.



Down

1. Your regular position when negotiating junctions (7)
2. Use this position when it is safe to let other vehicles overtake (9)
3. Which way are you turning if your position is closer to the middle of the road? (5)
4. Avoid this area when passing parked cars (8)

Across

5. Look out with this core function (11)
6. Never ride in this area at the edge of the road (6)
7. These broken bits of road are hazards (8)

Crossword answers are on Page 22.

Start and stop on road journeys

Look at the photos below, and identify:

A: A safer place to start:

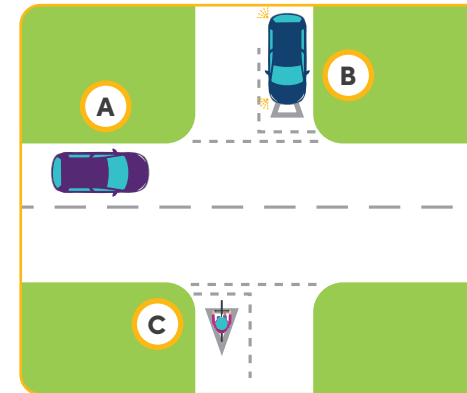


B: A safer place to stop:

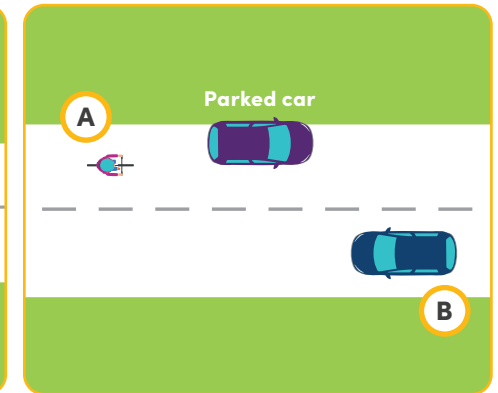


Priorities

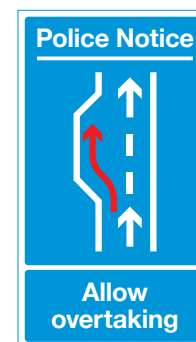
Look at the pictures below, and decide who has priority (goes first).



Priority: _____



Priority: _____



If you are riding in the countryside, you might cycle on a “single track road” - this means there is only space for one road user at a time to get past. This is helped by “passing places”.

If you get to the passing place and see a road user up ahead, you should wait in the passing place if it is on your side of the road, or opposite it, if it is on the other side of the road.

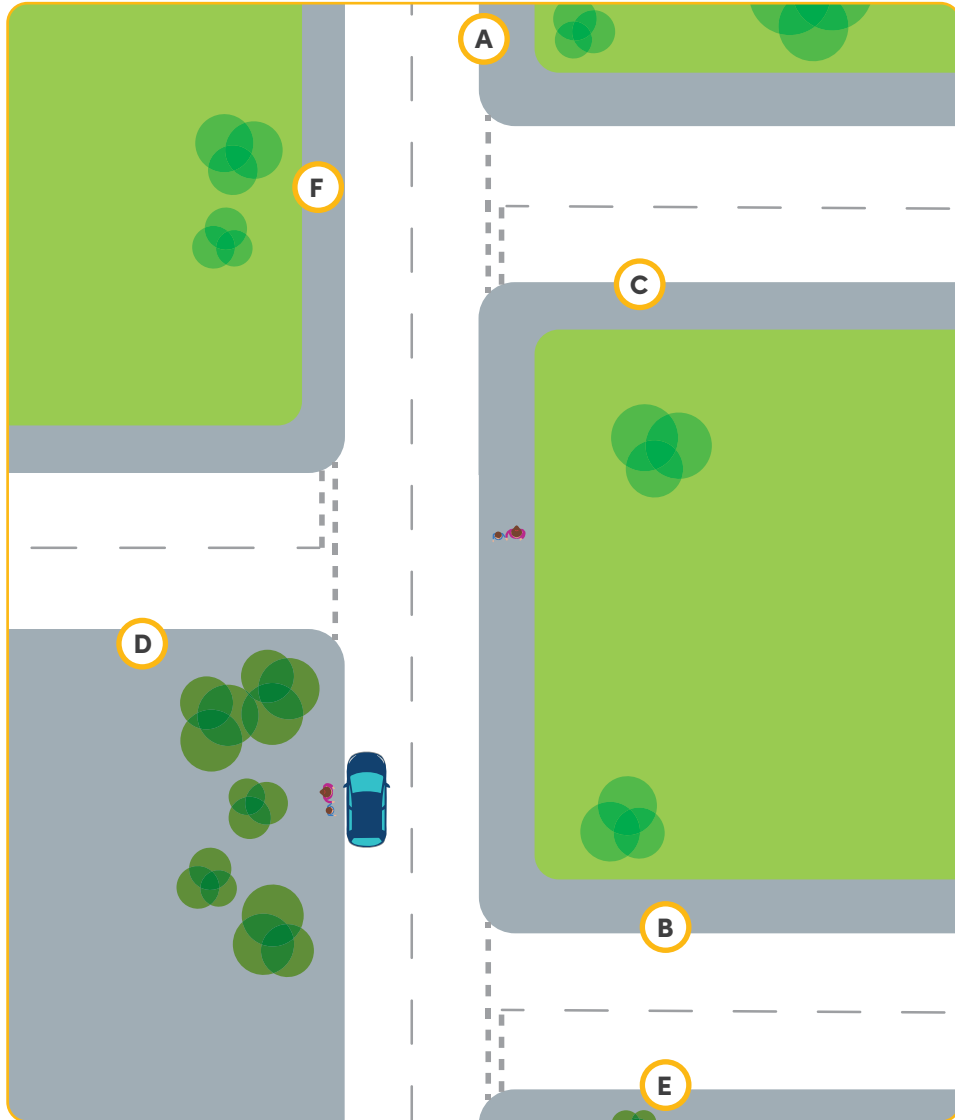
Question

What do you think you should do if you meet another road user and there is no passing place?

Negotiate junctions: position

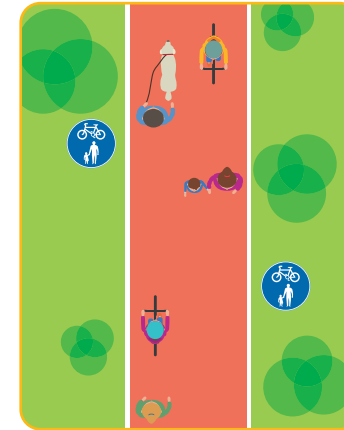
Draw your path, including riding position, between the letters:

A to B | C to D | E to F



Share space and use cycle infrastructure

As more places recognise the benefits of cycling it is becoming more common to see shared use paths and cycle lanes.

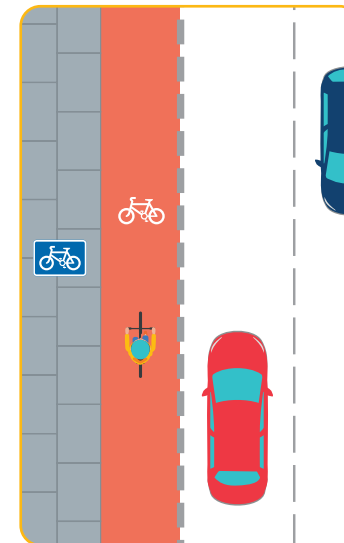


Shared use paths

Shared use paths are separate from the carriageway, and are often shared with pedestrians and horse riders.

It is important to look out and protect people and animals travelling slower than you by adjusting your speed and giving plenty of space.

A horse and their rider can be very easily scared so be prepared to stop and give them time to react to your call of 'Hi', and pass wide and slow.



Cycle lanes

Cycle lanes are usually on the carriageway. Some lanes will have a protective separation, but often are simply painted lines.

Cycle lanes may help to protect you, but you should only use them when it is safe to do so.

You do not have to use a cycle lane. Some examples of why you may not choose to use them are listed below. Can you think of any more?

- They are covered in debris or cars are parked in them
- Car doors could open and hit you
- They place you in secondary position when you need to improve your visibility.

Systematic routines

Once you start to build experience and confidence riding on the road, you should be able to demonstrate using systematic routines. These underpin safe and responsible cycling.

1. Plan well in advance – anticipate and respond to what is going on around you.
2. Select the most suitable riding position for different parts of your journey.
3. Look behind before communicating intentions or changing your riding position.
4. Know when to give way to others or to take priority.

You need to recognise that the road environment is dynamic and constantly changing.

Crossword answers: Primary, Secondary, Right, Doorzone, Observation, Gutter, Potholes



What's next?

Learning to cycle opens up a huge range of opportunities. Whether you choose to cycle as transport, for adventure, for leisure or as a sport, there is lots of support available.

Build skills:



Bikeability Scotland Level 3 develops the skills you have learned in level 2 in a wider range of locations – visit bikeability.scot for more information.



Essential Cycling Skills resources include an interactive online quiz to help prepare for riding at level 3 – find it at cycling.scot



Go Mountain Bike teaches you the skills to ride your bike off-road and develop mountain biking skills – visit cycling.scot for more information.

Who to ride with:



Cycling UK supports community cycling clubs and all-ability cycling across Scotland, often with a focus on leisure riding. Find out more at cyclinguk.org/scotland



Scottish Cycling is the national sports governing body and support sports events, coaching and cycling clubs across Scotland. Find your nearest club at scottishcycling.org.uk

Where to ride:



Sustrans Scotland manage the National Cycling Network and support schools with travel planning activity. Find out more at sustrans.org/scotland

Encourage others to cycle:



The Cycling Friendly School Award is for schools that want to support staff and pupils to cycle more. Register your school at cyclingfriendly.scot

Bike check

Use this diagram to check that your bike is safe before riding. Ask an adult to help if there are any problems with your bike. You don't need to use the diagram every time, but it's good to get into the habit of checking your bike regularly.



**Cycling
Scotland**



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