

You and your bicycle

Learn the basic skills of cycling - practise off the road

If you are a beginner or lack confidence as a cyclist, then Zone 1 is for you!

All Zone 1 exercises are designed for practise in a quiet area. This will help to keep you safe and stress-free whilst you learn the important cycling skills needed before using roads.

Zone 1 will show you how to:

- look after yourself and your bicycle
- develop skills in observation and signalling
- prepare for cycling on quiet roads as part of the traffic

There is also essential information about the Law which you should know before using roads.

1 What type of bicycle should I buy? (a guide to the main types of bicycle)



Hybrid/City/Utility bike

- Designed for daily mixed urban/sub-urban use, often have rear carrier rack and mudguards or at least built-in fittings for these
- 'Normal' size wheels (ask for 700 x 28c) with average size tyres -not skinny as in Road bikes nor wide and knobbly as in Mountain Bikes
- Normally have 15-21 'derailleur' gears, though some have 'hub' (hidden) gears on rear axle
- Best for general leisure, shopping, commuting and utility cycling on most journeys of 5 miles or less. Can easily be used over un-surfaced paths but not very rough ground.
- Features include straight handlebars –'bent back' ones are also available
- They normally have horizontal crossbars, but these sometimes slope down towards saddle –women's version especially

You and your bicycle



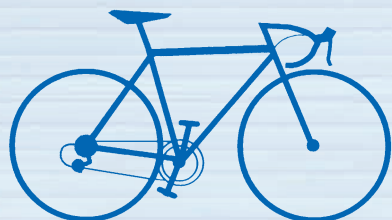
Mountain bike - MtB (all terrain bikes - ATBs)

- Designed originally for off road cycling but now often used (sometimes mis-sold) for general cycling as there's a wide choice of types available
- Smaller wheels (26") than most other styles of bicycle and always multiple 'derailleur' gears –frequently at least 21 gears
- Often do not have fixings for mudguards or carrier racks
- Straight handlebars, hi-tech brakes and suspension are common features
- Most suitable for off-road cycling over rough ground, though many are used and adapted for urban on-road and leisure cycling, provided thinner/smoothier tyres are fitted



Touring bicycle

- Designed for comfortable commuting and most especially mid to longer distance cycling and load carrying
- Built with a standard frame design and wheel size (typically 700 x 28c tyre size) - though some specialist 'Audax' tourers have 26" wheels
- Drop handlebars and good quality components are common features. Typically 21 speed or more derailleur gears are standard fittings
- Rear (and sometimes front) carriers are standard as are mudguards front and rear
- Suitable for daily/occasional commuting, carrying shopping, goods and materials
- Also suitable for off-road cycle paths but less so on very rough ground



Road/racing bike

- Designed for speed and road use, not suitable for off-road
- Often very light, and minimalist in terms of accessories
- Hi-tech and specialist frames and components (commonly seen on the Tour de France/Tour of Britain cycle races)
- Features include standard wheel size but often very thin tyres (700 x 21c). Typically 21 speed or more derailleur gears are standard fittings
- Rarely have mudguards and carriers or fittings for them
- These bicycles are built for fast road riding and racing. They are not suitable for carrying loads

NOTE. There are many other types of bicycle such as folders, recumbents and BMX, as well as variations on all the above types particularly Hybrid bikes.

You and your bicycle

2 Does your bicycle fit you ?

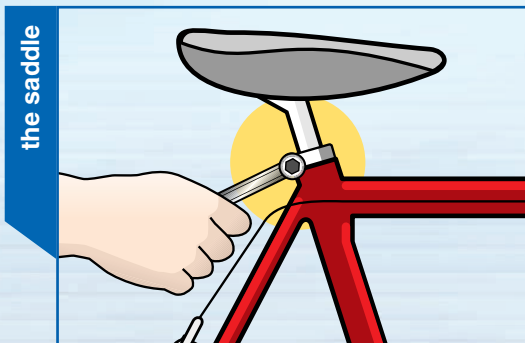
A bicycle which is the wrong size for you is hard to handle.

Complete this "BIKE-FIT" check list.

Bike-Fit - when sitting on the saddle:	Yes	No
Can you reach the handlebars without stretching ?	<input type="checkbox"/>	<input type="checkbox"/>
Can you rest your fingers on the brake levers easily and comfortably without leaning too far forward?	<input type="checkbox"/>	<input type="checkbox"/>
With your legs straight, can you touch the ground with the balls of your feet? (fleshy part of your foot near the toes)	<input type="checkbox"/>	<input type="checkbox"/>

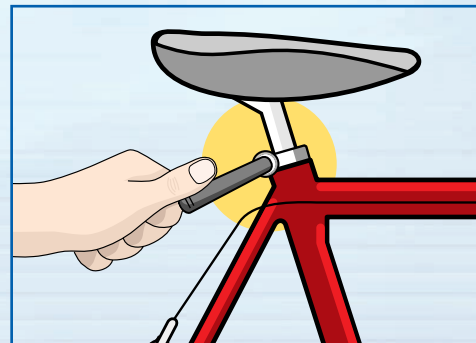
Checklist

If you answer **NO** to any of the questions above, the bike may be the wrong size or your handlebars and saddle may need adjustment. . .

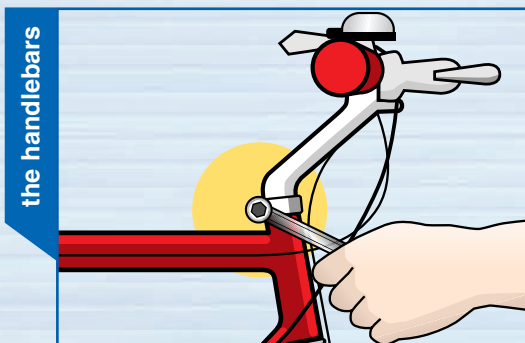


the saddle

Loosen the nut, twist the saddle up or down, then tighten the nut.

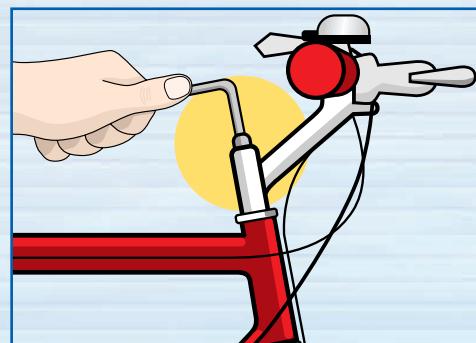


OR Use the quick release and do not go beyond the maximum marking on the seat post.



the handlebars

Loosen the nut, pull the handlebars up or down, then **retighten** the nut.



OR Loosen the stem bolt with an allen key. After moving the stem, **retighten**.

If in doubt seek advice from your local cycle dealer

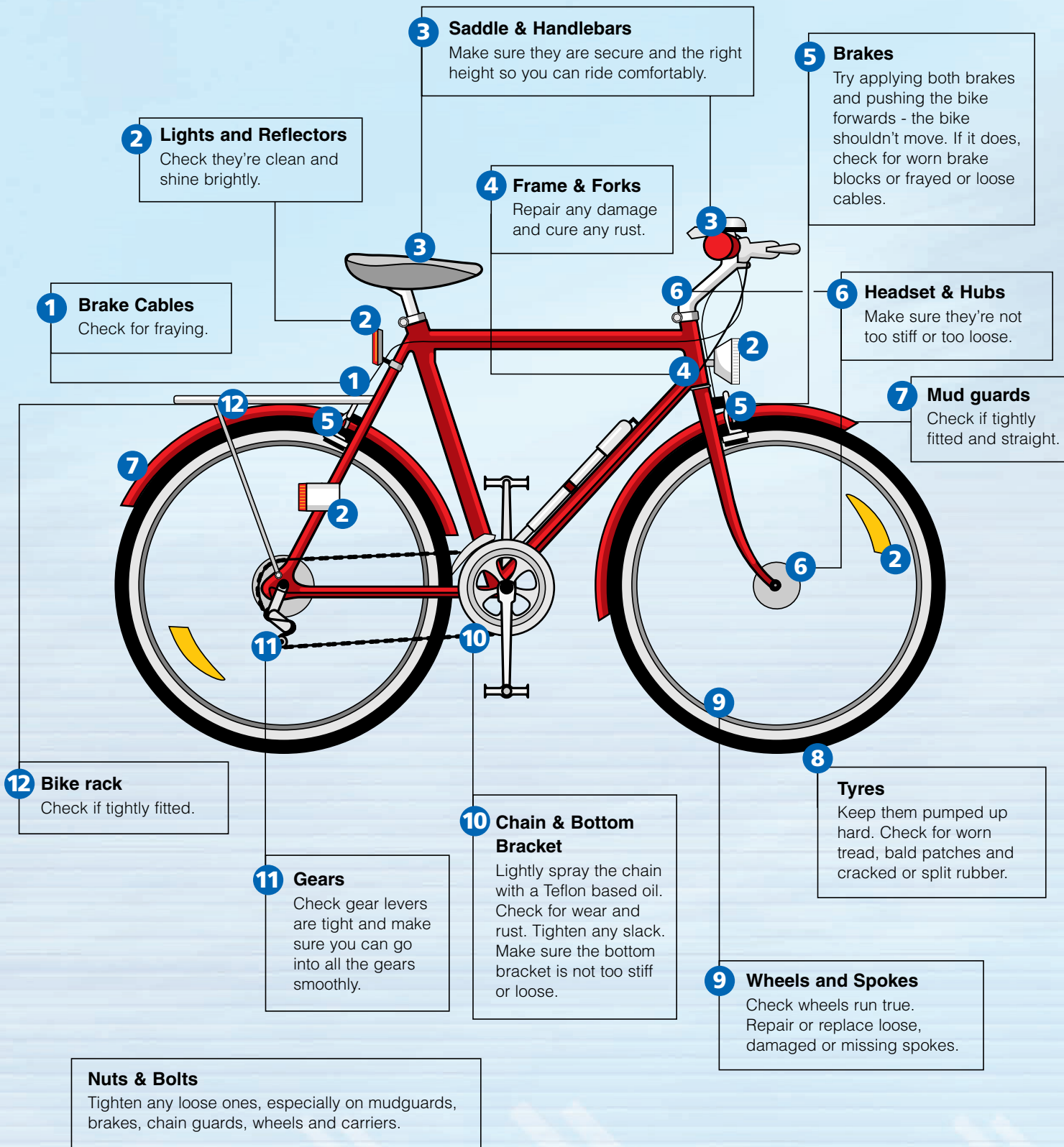


NOTE: Some beginners like to sit on a lower saddle at first to enable them to "scoot" with their feet whilst they learn to balance.

You and your bicycle

3 Is your bike fit to use?

Your bicycle handbook, and your cycle dealer can help you to make sure that YOUR bicycle is safe. Here are some simple checks that you can do on your own.



Only carry out necessary adjustments or repairs if you know what to do.
If you are unsure, take your bike to your local cycle dealer for help and advice.



You and your bicycle

4 Bike Check List

This list will help you to check that the bicycle is in good working order and identify adjustments and repairs that may be needed before you set off.

Tick off each check as you do it and note any adjustments/repairs needed in the 'Action Box'.

	OK	Faulty	Action
Front brakes Levers and blocks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Back brakes Levers and blocks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Brake cables	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Tyres	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Reflectors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Front lights	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Rear lights	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Saddle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Handlebars	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Nuts and bolts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Headset, hub Bottom bracket	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Pedals	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Chain	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Gears	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Gear changers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Frame and forks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Wheels & spokes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Mudguards (where fitted)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
Bike rack (where fitted)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>

You and your bicycle

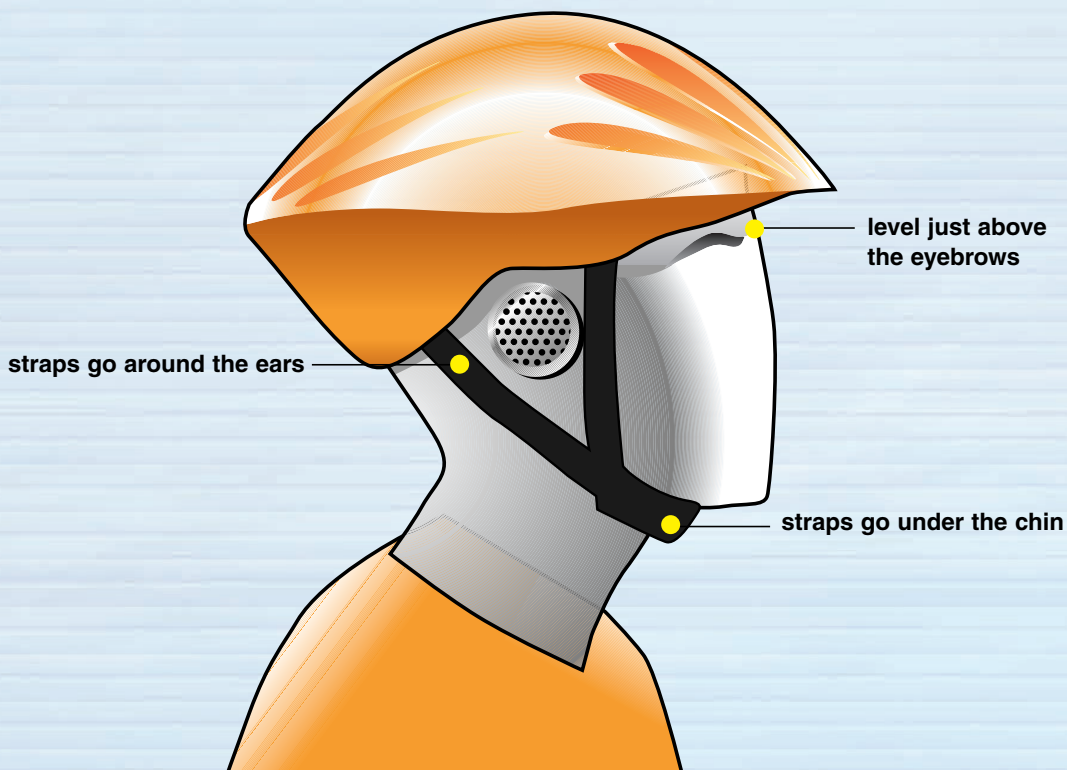
5 Buying a helmet

- Is your helmet brand new? Never buy a second hand helmet because it may have had an impact.
- Make sure that your helmet has one of the following approved safety standards: BS EN 1078; SNELL B-95; SNELL B-94; AS/NZS 2063.
- Measure around your head about 2.5 cms (1 inch) above your eyebrows to match your helmet size with your head size.
- Try on your helmet, pressing it down firmly on your head and ensuring that the front lies just 2.5 cms (1 inch) above your eyebrows.

Using a helmet

- The helmet straps go around your ears and then fasten firmly under your chin.
- If your helmet moves when you nod your head, you may need to use the “padding” kit to make it more secure.

Helmets are designed to take just one hard knock and MUST always be replaced after any impact.



A cycle helmet will reduce your risk of injury if you fall off your bicycle.



Preparing for the road

1 Be Bright, Be Seen

Whether cycling in the daytime or at night, always make sure that your clothing is easily seen by drivers. Fluorescent material shows up in the daytime but does not work at night. Reflective material reacts with car headlights and is easily seen in the dark. Clothing made from fluorescent material with bands of reflective material is the best option. Many other fluorescent/reflective items can be purchased to make you more visible, like bands, sashes and belts.

- **Make sure that your clothing is suitable for cycling**
- **Avoid baggy clothing which may get tangled or cover the lights after dark**
- **Never carry bags on the handlebars or in your hands. If you need to carry something use a fitted carrier or a small, light rucksack on your back**



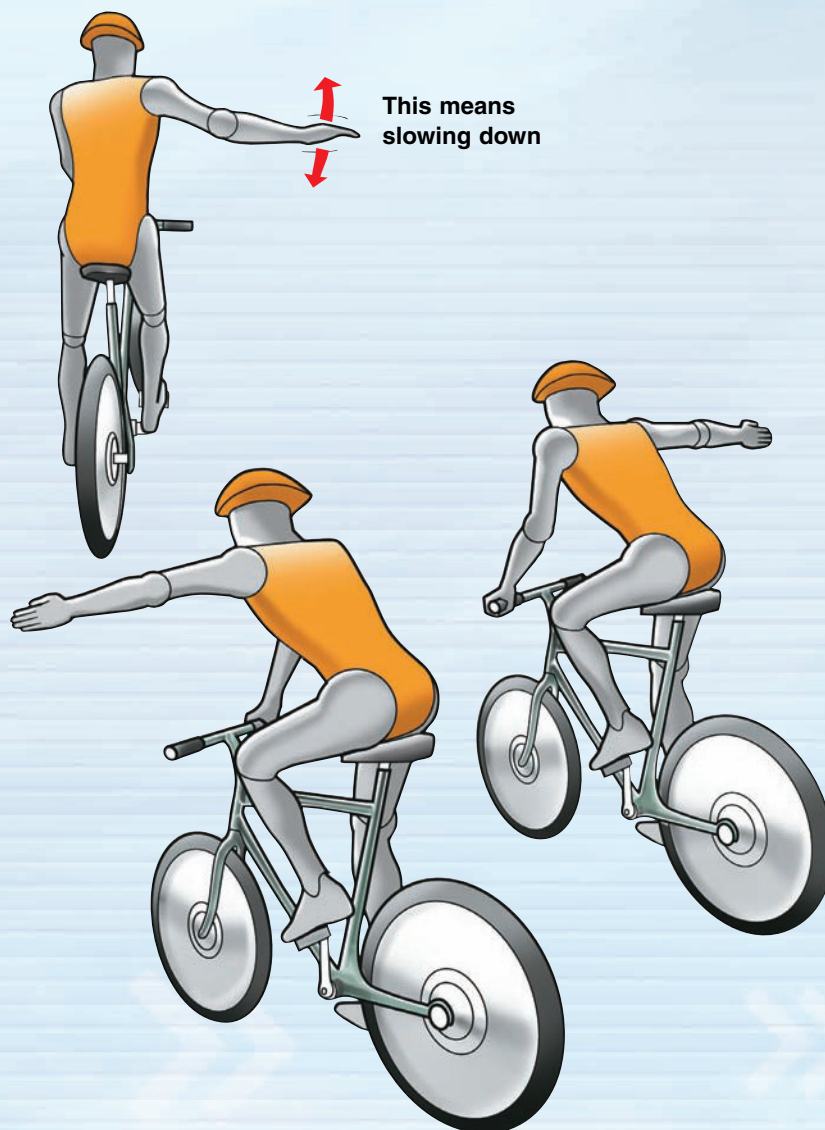
2 Arm Signals

Always look over your shoulder before signalling. Arm signals are used by cyclists to warn other road users that they are about to start off, slow down, stop or change direction.

Practise giving clear arm signals, off the road, until they can be carried out for at least three seconds without wobbling or losing control of your bicycle.

You should practise signals for turning left, slowing down or stopping and for starting off/turning right as shown here.

Return your hand to the handlebars before turning.



3 Bike Parking

Always lock your bike securely when you park it. Try to lock your bike to a purpose built cycle parking stand. Your bike should never be left where it is an obstruction for walkers and other road users.

Preparing for the road

4 The Law, the Highway Code and the Cyclist

When on the road, a cyclist has similar rights and responsibilities as any other road user. You should learn the law and guidance given in the Highway Code.

Main points to remember

- You must obey all traffic signs and traffic signals and ensure that you never ride under the influence of drink or drugs
- When there are no cycle lanes, always cycle on the left, with traffic, on the road
- Cycling on pavements is illegal unless signs indicate otherwise
- Riding in the dark without lights is illegal. By law, your bicycle must always have a white front light, a rear red light and a rear red reflector. (and amber pedal reflectors, if bicycle was manufactured after 1.10.85). White front reflector and spoke reflectors will also help you to be seen
- You are not permitted to carry a passenger on a bicycle unless it is a tandem (i.e. a bicycle for two people). However, you are permitted to carry a young child up to about 4 years old in a child seat specifically for bicycles
- Cyclists should ride in single file on busy, narrow roads and never ride more than two abreast on wider roads
- Cyclists can use bus lanes - if the sign says so
- Retailers must sell all new bicycles with a bell fitted - use it
- Your bicycle must have properly working front and rear brakes
- Cyclists may ride across toucan crossings (specially designed for pedestrians and cyclists) but not across pelicans, puffins or zebra crossings which are for pedestrians
- Always walk across wheeling your bicycle

Preparing for the road

5 Road Signs and Markings



No cycling



No entry for all vehicles
(including pedal cycles)



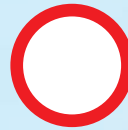
No motor vehicles
(cycling permitted)



No right turn



No left turn



No vehicles



Give way



Give way at
roundabout



Road works




Traffic merges
from left



School



Except 
No through road
except for pedal
cycles



Routes for
cyclists only



Route shared
with pedestrians
(Please keep to
the left)



Route shared
with pedestrians
but with
dividing line



Give way at
mini-roundabout



Ahead only



Keep left



Turn left in front
of the sign



turn left past
the sign



Route for
cyclists - but
other vehicles
may be on it



On road cycle
lane



Start of an
on-road cycle lane



Start of bus lane
where cycles
are allowed



Ground markings indicate segregated route for pedal cycles and pedestrians only (please keep to the correct side)

Checklist

The basic skills of cycling - off the road

You have almost completed all the exercises in Zone 1.

Once you have had lots of practice and gained good bicycle handling skills and confidence off the road, please complete the checklist below.

Can you. . .

	Yes	No
Stay upright without wobbling?	<input type="checkbox"/>	<input type="checkbox"/>
Get on and off the bicycle properly?	<input type="checkbox"/>	<input type="checkbox"/>
Start off with control?	<input type="checkbox"/>	<input type="checkbox"/>
Stop and complete an emergency stop effectively?	<input type="checkbox"/>	<input type="checkbox"/>
Pedal smoothly and powerfully?	<input type="checkbox"/>	<input type="checkbox"/>
Steer and maintain forward progress?	<input type="checkbox"/>	<input type="checkbox"/>
Cycle one handed and maintain each type of clear signal for at least three seconds without wobbling or losing control of your bicycle?	<input type="checkbox"/>	<input type="checkbox"/>
Look behind whilst keeping good control of your bicycle?	<input type="checkbox"/>	<input type="checkbox"/>
Use gears?	<input type="checkbox"/>	<input type="checkbox"/>

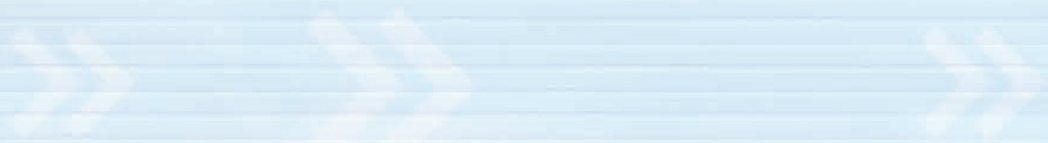
Do you. . .

	Yes	No
Know how to check your bicycle for faults and keep it safe?	<input type="checkbox"/>	<input type="checkbox"/>
Know about clothing and equipment for safe cycling?	<input type="checkbox"/>	<input type="checkbox"/>
Have a good theoretical knowledge of the Highway Code and the "Law and Cyclists"?	<input type="checkbox"/>	<input type="checkbox"/>

If you have answered 'YES' to all the questions on the checklist. . .

Congratulations! You have completed Zone One.

If you would like to progress to cycling on quiet roads you can move on to Zone 2.



Getting Started

1 Choosing an area for practice

A clear, quiet area, off the road, which is level or has a very gentle slope downhill is the best place to learn how to handle your bicycle.

From the start, practise getting on and off your bicycle on the left hand side (the kerb side). This will be safer as the bicycle remains between you and passing vehicles when you use roads.



2 Getting to grips with your brakes

Understand how your brakes work, by walking with your bicycle at first.

The **back brake** is usually operated by the **left hand**.

The **front brake** has the most stopping power and is usually operated by the **right hand**.

Brake when your bicycle is upright and travelling in a straight line. The easiest braking method is to squeeze both the rear and front brake levers together, steadily and evenly, to come to a controlled stop. This will help you avoid skidding.

If brake levers are pressed sharply and separately:

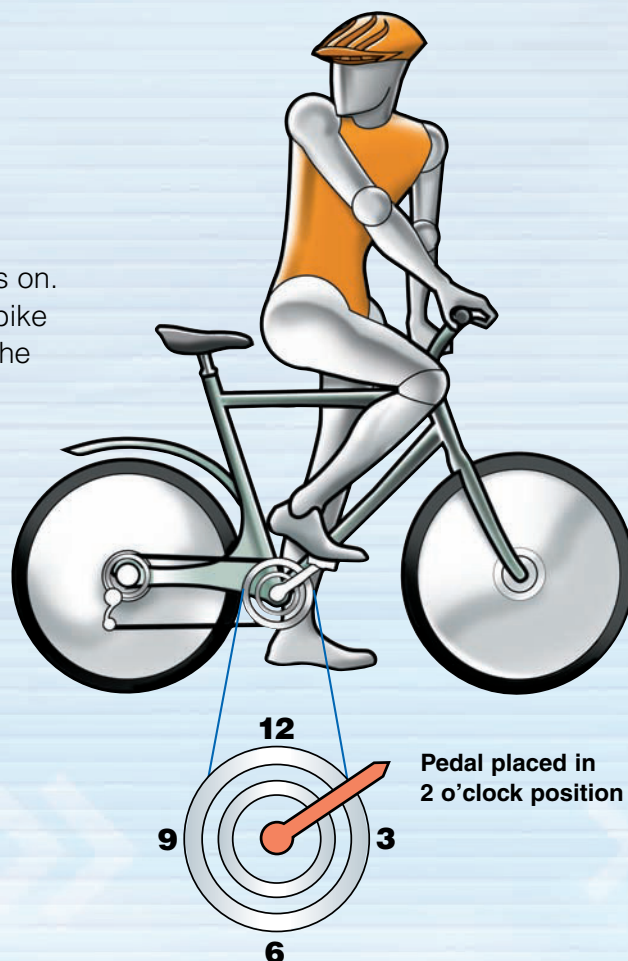
- **The rear brake can make the bicycle skid**
- **The front brake can make the rider go over the handlebars**

If you start to skid, release the brakes and apply them again steadily and evenly.



3 The Starting Position

- Always get on and off your bike on the left (the kerb side)
- Hold on to the handlebars with both brakes on. With your left foot on the ground, lean the bike towards you as you lift your right leg over the frame
- Put the right pedal in the "2 o'clock" position. This will give you the power and balance needed to set off
- Always look over your right shoulder to check what is going on behind you before you move off. This is called 'The Life Saver'
- Once you set off, sit on the saddle



Getting Started

4 Practise good balance without wobbling

You may like to “push” with both feet as you sit on a slightly lowered saddle to help to gain confidence and a sense of balance as you learn to cycle.

Scooting: Another way of learning to balance is to sit on the saddle, put your right foot on the pedal and use your left foot for scooting.

Small steering movements will help you to remain upright.

A friend can help you by:

- Holding the saddle as you start off
- Standing behind, or beside you and giving you a gentle push forward to get you started



5 Riding Position

Always sit on the saddle. To keep full control keep both hands on the handlebar grips so that fingers can reach each brake lever easily and quickly.

6 Pedal Power

Always push the pedals with the balls of your feet. This will give you more control and pedal power.



Getting Started

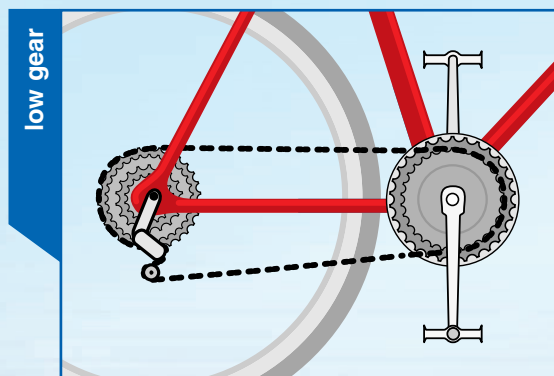
7 Stopping in an emergency

Practise emergency stops in a quiet area. Learn how to brake quickly and evenly without skidding or losing control of the bicycle.

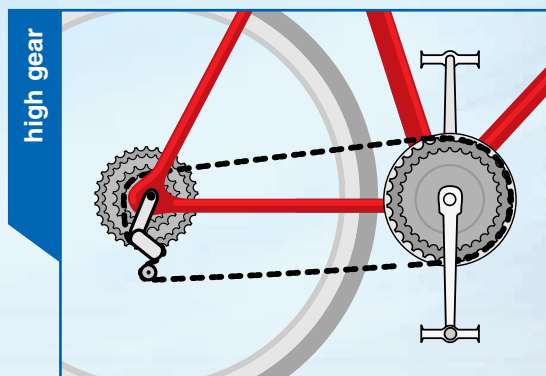
8 Gears

Bicycles have gears so that it's easier to start, pedal up hills, and then go faster on level ground or downhill.

Bicycles have different numbers of gears. Some just have one and others have over 20. The gears let you change the amount that the bike moves forward with each full turn of the pedal. The chain moves from cog to cog as you change gear.



Low gears are for starting off and going up hills. The steeper the hill the lower the gear you will need to use. (front shown with guard removed)



Higher gears are for level ground and downhill. Some bikes have extra gears by the pedals. These give you a bigger range of gears when you need to change them.

Changing gear

The gears are changed by levers or twistgrip handles on the handlebars. In a quite flat area, practise and experiment with changing gear. You need to pedal at the same time as you change gear.

Remember: If it's hard to pedal, change to a lower gear.
If it's easy to pedal, change to a higher gear.

Getting Started

9 Bicycle Handling Skills

This section helps you to develop your ability to control your bicycle smoothly and balance without wobbling. It will also help you to learn to pedal and stop effectively.

You can practise in a safe area, off the road, using easy markers such as rope and some obstacles. You will also need two large cardboard boxes and plastic bottles.

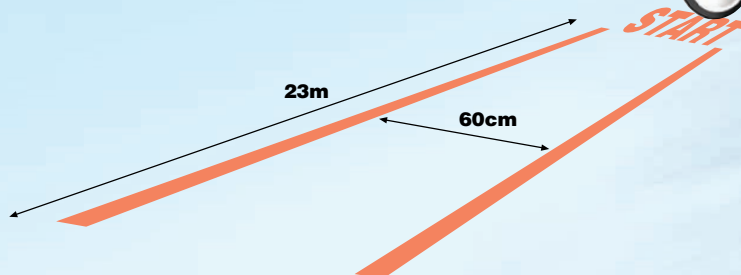
These exercises are easy to practise on your own.

Note: Cycle slowly in the middle of the marked track to develop your bicycle control, balance and steering ability.



Follow the line

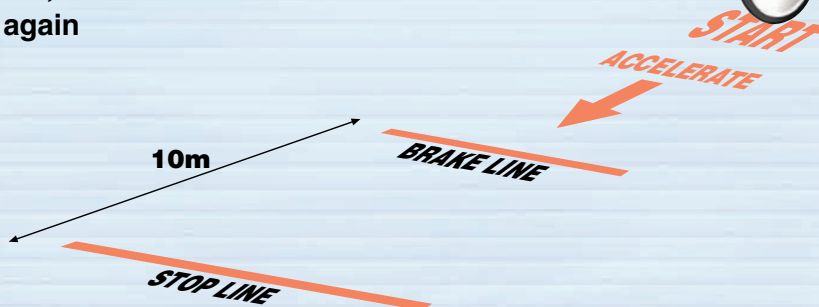
Start with a wide track at first and narrow it as your skill level improves.



The Brake Box

Helps you to practise stopping safely without skidding. Accelerate towards the brake line. Once the front wheel reaches the brake line, apply both brakes steadily and evenly and stop just before the second line without skidding.

Remember: If you start to skid, release the brakes and apply them again steadily and evenly.



The Funnel

You should learn to cycle smoothly without wobbling in this narrowing track.

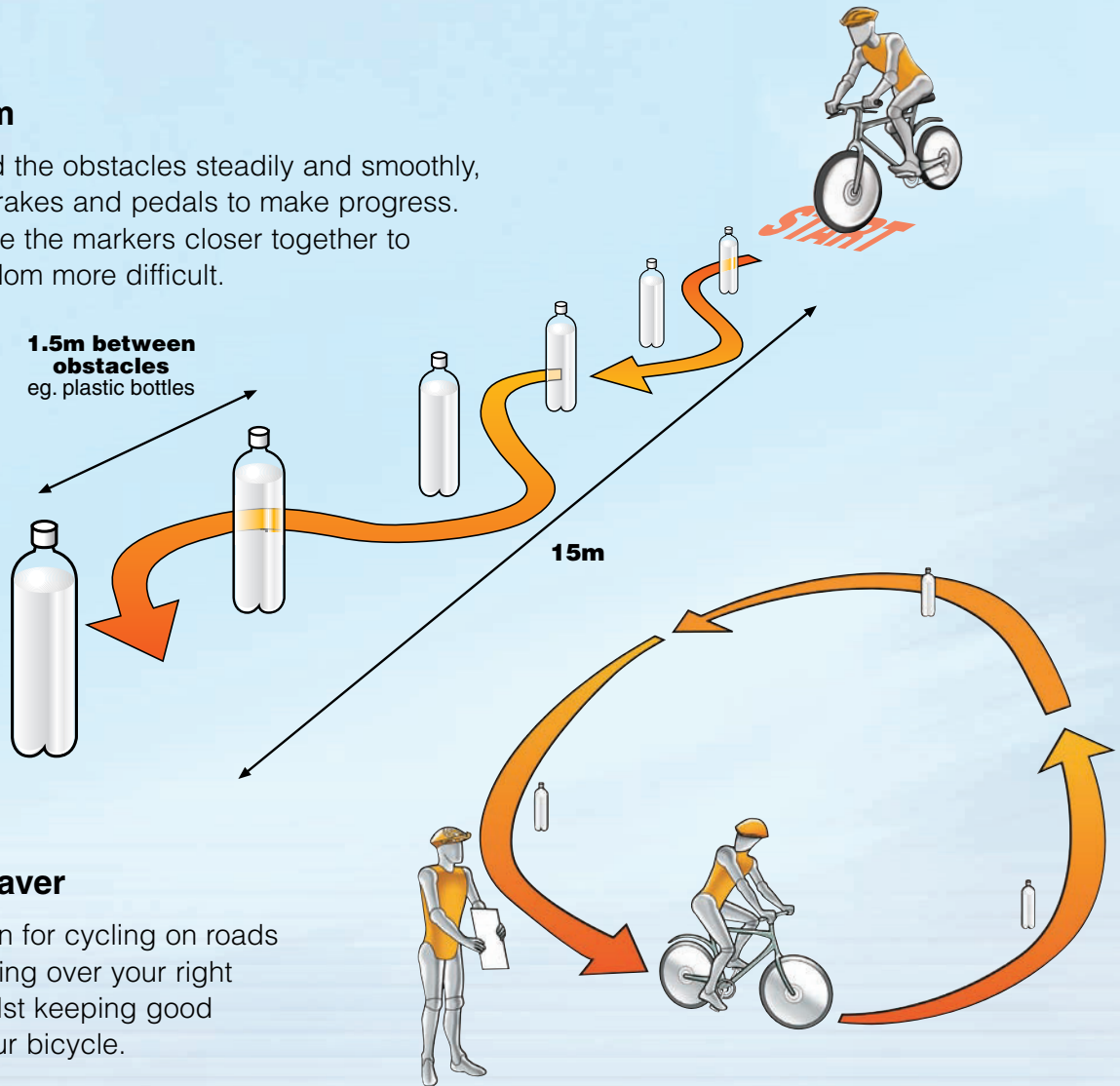


Getting Started

9 continued

The Slalom

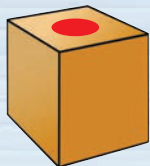
Cycle around the obstacles steadily and smoothly, using your brakes and pedals to make progress. You can move the markers closer together to make the slalom more difficult.



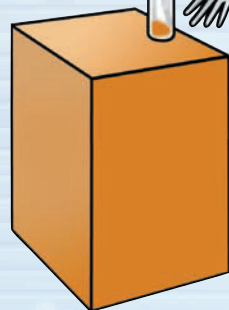
The Life Saver

In preparation for cycling on roads practise looking over your right shoulder whilst keeping good control of your bicycle.

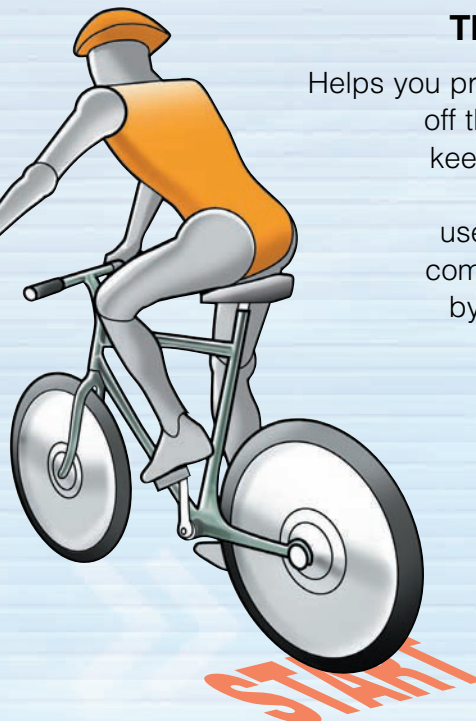
put down
bottle here



pick up
bottle



5m



The Bottle Snatch

Helps you practise taking a hand off the handlebars whilst keeping bicycle control.

For safety reasons use a plastic bottle. Try completing this exercise by using each hand to prepare you for signalling on the road.

Congratulations!

You have completed



and know how to:

- look after yourself and your bicycle ●
- develop your skills in observation and signalling ●
- prepare for cycling on quiet roads as part of the traffic ●

Name



Good Road Safety Practice

Before starting out on the road, make sure that you know how to prepare yourself and your bicycle for journeys as part of the traffic.

To help you to build confidence when cycling on roads, select a quiet, easily cycled route at first. This will enable you to work on your observation skills and get used to travelling with light traffic.

You may choose to travel with an experienced cyclist who can ride behind you, and observe and help you with your cycling techniques.

On a clear road, with no obstructions (eg parked cars etc) aim to cycle between a half to one metre from the kerb to avoid debris and drain covers. This will also help you to see and be seen by motorists. However, you will need to adjust your positioning as hazards arise and this will take lots of practice.



Teaching Children

Children up to 9 years should be supervised by adults when they cycle on the road and should travel on quiet routes only.

They may have difficulty in understanding what a hazard is - or how it builds up.

A hazard is something that may cause harm.

They may well have difficulty too, in judging distances, speed of traffic and concentrating for long periods.

Cycle Training Courses

Cycle training courses for 9 year olds may be available at school. Courses are run by school volunteers who are trained by Somerset County Council's Road Safety Team.

For further information contact your school or the Road Safety Help Desk on (01823) 423430 or roadsafety@somerset.gov.uk

1 Planning Your Ride

Your safety is the most important consideration when you are cycling. When choosing your route, the safest one may not be the most direct.

Before setting off, think about where you want to go and the hazards that you may wish to avoid, such as busy roundabouts, junctions and main roads or there could be road works.

- Use cycle routes where possible (see no.14). These are sometimes shared with other cyclists and pedestrians and, on occasions, horseriders. Please be considerate of other users
- Cycle lanes are normally on the road adjacent to the kerb. However some are marked and signed on pavements for shared use by cyclists and pedestrians
- If Toucan crossings are available on your cycle route, always use them
- For cycle route information, see 'contacts' section on the back of the folder



Ground markings indicate segregated route for pedal cycles and pedestrians only (please keep to the correct side)



2 Watching and Communicating with other road users

Essential Observation

Good, all round, observation of what other road users are doing is essential. As your cycling experience develops, you will learn to anticipate the actions of others, as well as identify and prepare for hazards along your route.

NOTE: A Hazard is something which might cause you harm



Always look over your right shoulder before setting off, changing direction or stopping. This helps you to assess your safety when cycling on the road.

Looking behind also warns drivers that you may change course or direction.

As your cycling ability and experience develops, you should aim to:

- Look regularly - to see what is behind you
- Assess traffic conditions. How fast? How big? How many?
- Before signalling, look behind and try to make eye contact with drivers to make them aware of what you intend to do
- Look and signal together. Experienced cyclists do this in heavy traffic or at times when they need to achieve eye contact with other road users, e.g. on roads with multi-lanes

What should you be looking out for?

- The movement of other road users ahead
- Condition of road surface ahead, eg. potholes, gravel, drain covers. In wet or icy conditions watch your speed as it will take longer to stop and the road may be slippery
- Pedestrians crossing between parked cars (especially children)
- Parked cars, blind corners, animals in the road
- Traffic signs, markings and signals
- Parked cars - doors opening or vehicles moving off
- Traffic emerging from side roads, blind corners, vehicles at junctions
- Have other road users seen you?

Good Road Safety Practice

3 Signalling

When your positioning on the road is good and all round observation informs you that there is no one to signal to, then there is no point in signalling.

The Highway Code states "Signals warn and inform other road users, including pedestrians, of your intended actions. Use them, **if necessary**, before changing course or direction".

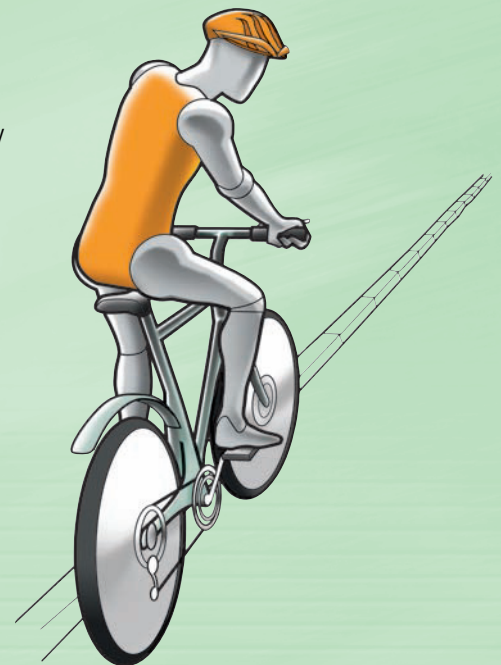
When learning to signal, you will need to practise each type of signal for turning left, turning right, overtaking parked vehicles and slowing down. Signals should be bold with the arm extended straight out and level with the ground and last for approximately three seconds (see Zone 1).

Experienced cyclists have a high level of observation which reduces the number of situations when signalling is required.

4 Starting Off

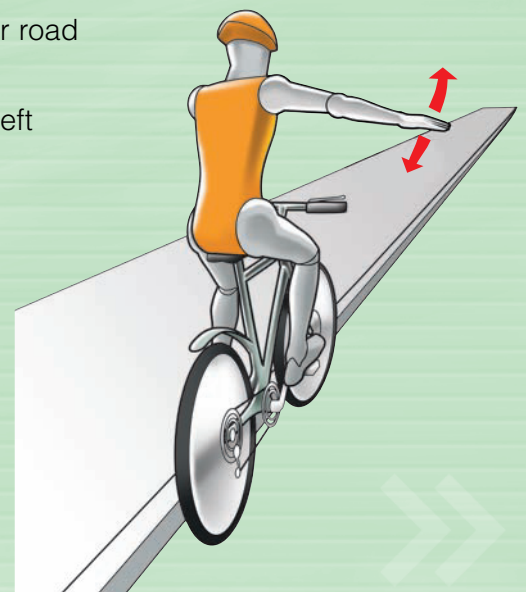
- Choose a place on the kerb side where you have a good view of other road users and they can see you
- Ensure that your bike is in a low gear
- Get on from the left side, by the kerb, with your right pedal in the 'two o'clock' position
- Look all round for traffic (including over your right shoulder) before starting off and if the road is clear -
- Move off, keeping to the left approx a half to one metre from the kerb. Select a higher gear as you speed up

NOTE: There is no need to signal unless you are starting off alongside other traffic on a wide road



5 Stopping at the kerb side

- Look well ahead for a clear, traffic free area in which to stop and select a lower gear
- Be aware of traffic close behind you and for pedestrians crossing
- Give a 'slowing down' signal only if you need to warn other road users that you are stopping unexpectedly
- Move gradually towards the kerb, stop and get off on the left side of your bike



6 Stopping in traffic

- Slow down and select a low gear
- Aim to stop where the driver ahead can see you in the mirrors
- Don't stop too close to the vehicle ahead
- Put your left foot on the ground, right pedal in the 'two o'clock' position ready to set off again

Good Road Safety Practice

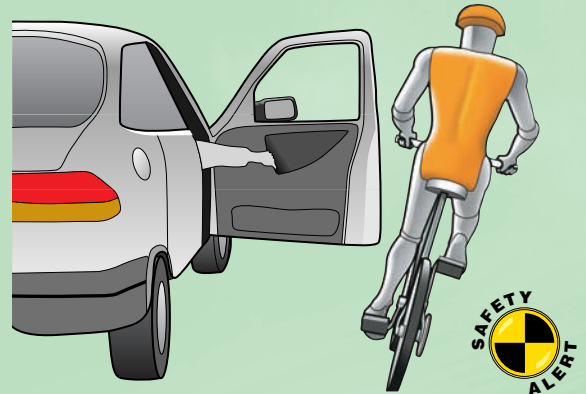
7 Overtaking parked vehicles

A high level of observation is needed when you plan to overtake a parked vehicle:-

- Is the driver still behind the wheel?
- Is the engine running?
- Is an indicator flashing?

If so, the driver could be about to move off.

- Look out for pedestrians who may cross from between parked cars
- Always look behind for traffic before you attempt to pull out to overtake a parked vehicle. If traffic is too close, pull into the left and wait until it has passed
- When it is safe to overtake, give a clear right arm signal and pass the vehicle, leaving plenty of room should a door be opened
- Having passed any parked vehicles, return to the left side of the road. There is no need to signal



8 Large Vehicles

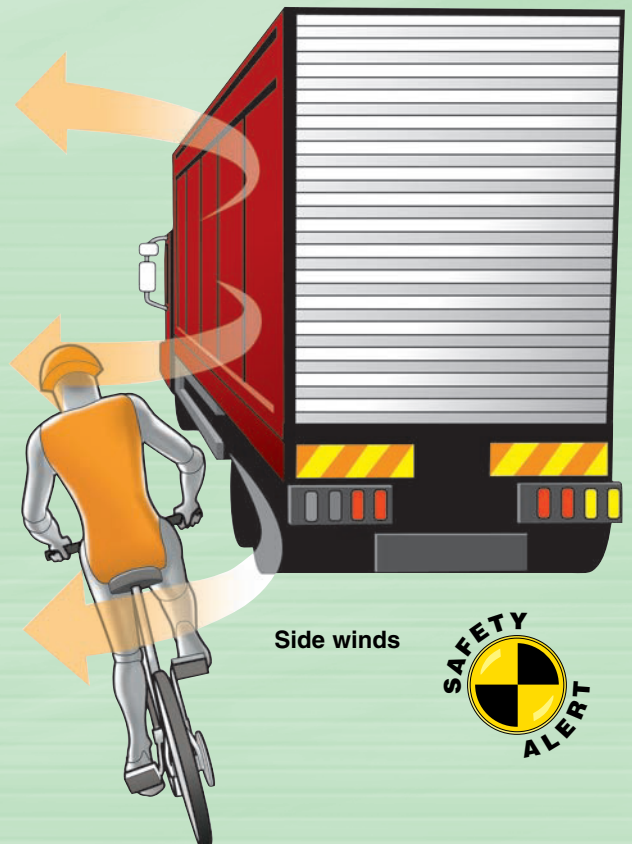
Cyclists and large vehicles do not mix well. Therefore a great deal of care and consideration is needed by both.

Most incidents involving cyclists occur when large vehicles are:

- Turning left at a junction across the path of a cyclist or
- Overtaking a cyclist

When cycling near large vehicles

- Avoid riding on the inside of a lorry. Wait until it moves off
- Be aware that although drivers may not indicate, they could still turn
- All vehicles have blind spots, so presume that you may not have been seen and always wait for them to pull off before setting off yourself
- Be mindful that side winds from large vehicles may affect your stability as they pass
- Make sure that your clothing is highly visible, that you wear a helmet, keep clear of the kerb – and give good clear signals to warn all drivers of your intentions



Good Road Safety Practice

9 Passing side roads

- When riding along the road, be aware that drivers often come out of side roads without giving way to cyclists
- As soon as possible, look into each side road to check for traffic
- Are drivers indicating left or right? Have they seen you?

Be ready to slow down, stop or turn to avoid being hit, should a vehicle pull out in front of you.

10 Turning left

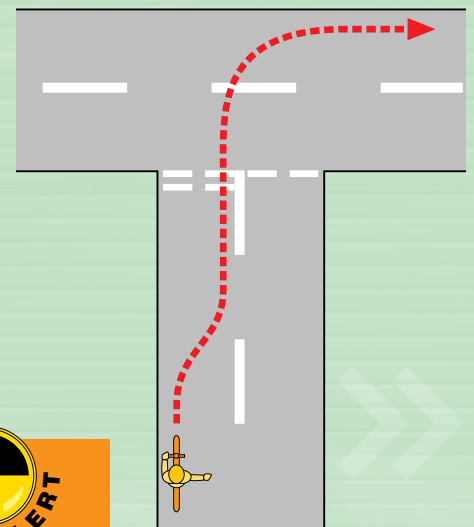
- Approach junctions steadily and with care, looking out for traffic
- Give a left arm signal if you need to inform other road users that you are changing direction
- When turning keep a safe distance away from the kerb and watch out for pedestrians and vehicles
- If you are turning left into a major road, in particular watch for traffic approaching from your right. Wait until traffic has passed and stop if your view is blocked by parked vehicles



11 Turning right from a minor road into a major road

Extreme care is needed when you turn right. Your turn will consist of two phases:

- Moving to the centre of a minor road**
- Crossing the major road**
- Always look behind you before you attempt to change direction on the approach to a junction
- Give a clear right arm signal before you change road position and maintain it as you move to the centre of the road
- On narrow single track roads with no markings, give a right arm signal but keep to the left on your approach to the junction
- You must stop at a 'Stop' sign. You should also stop at "Give Way" signs unless the road you are entering is clear
- Watch out for parked vehicles and for traffic which may turn right with you and cut across your path. Also for pedestrians who may step off the kerb
- Only turn when all traffic on a major road has passed and you have judged that it is safe to do so



Always use the safer alternative if you are unsure about turning right (see over).

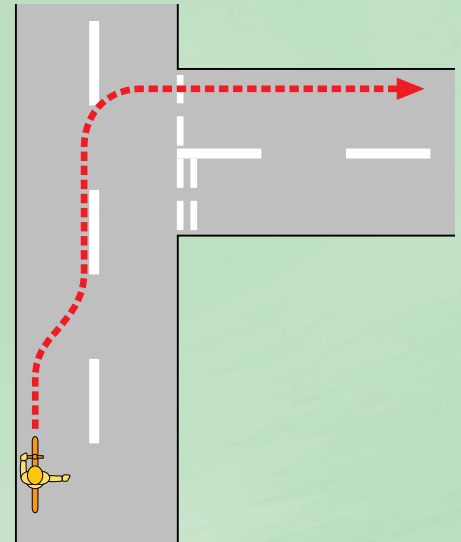


Turning right from a major road into a minor road

Extreme care is needed when turning right.

Your turn will consist of two phases:

- **Moving to the centre of the major road**
- **Crossing the traffic approaching you on the major road**
- Always look behind before moving to the centre of the road
- If the road is too busy, keep to the left and use the safer 'alternative method' of turning
- If you decide to turn right on your bike, give a clear right arm signal and keep signalling until you reach the centre of the road
- Wait opposite the road you want to use until you have judged that it is safe to turn
- When all traffic has passed, turn into the minor road, but look out for pedestrians who may step off the kerb in front of you

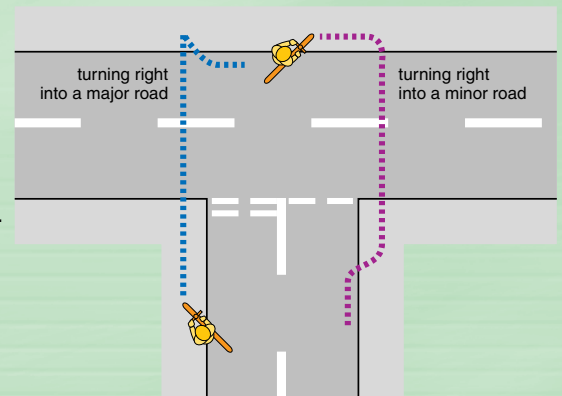


'The alternative method' - a safer way of turning right

You may decide that the roads are too busy to attempt to turn right on your bike. There may be problems in taking a central line to the junction and vehicles behind you may be too close.

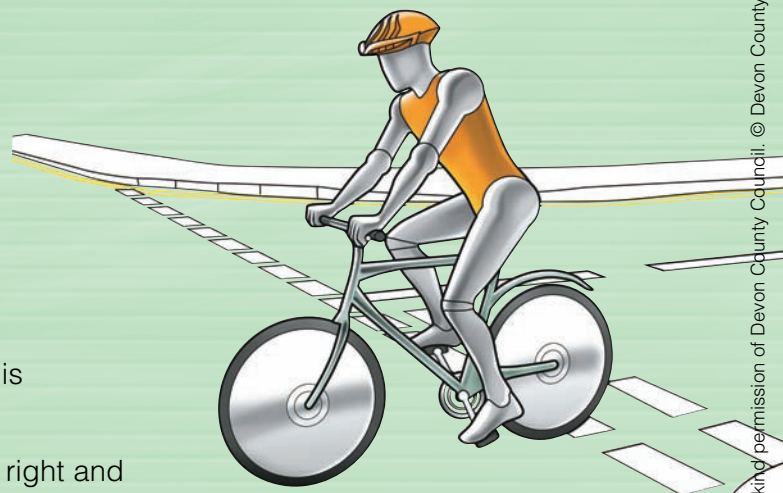
If you feel at risk, cycling a right turn:

Wheel your bicycle across the road when it is safe to do so.



12 Cycling across a major road

- Look over your right shoulder to check for traffic conditions
- Is traffic signalling?
- Keep to the left. There is no need to signal as you are in the correct position
- You must stop at a 'Stop' sign
- Stop at a "Give Way" sign, unless the road is clear of traffic/pedestrians
- Look for traffic ahead and from the left and right and when it is safe move across the major road with care



Rural lanes may not have road markings, so take care!



13 Unmarked crossroads

When you are crossing unmarked crossroads, treat them as minor roads crossing major roads and give way to traffic.

14 Where to cycle?

On the road

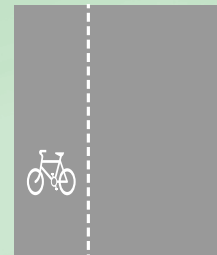
Cycle lanes

Cycle lanes are marked out by white lines along the road. White cycle logos are painted within these lanes. There are two types:

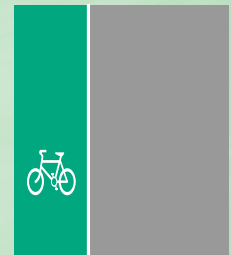
Advisory cycle lanes - marked out by a broken white line. They warn drivers that cyclists may be present.

Mandatory cycle lanes - these are marked out by a solid white line. Motor traffic is not allowed on mandatory cycle lanes but, be careful - drivers could break this rule!

Some of these lanes are surfaced in a different colour to make them stand out.



Advisory cycle lane



Mandatory cycle lane

Bus lanes

Cyclists are allowed to travel along bus lanes if there is a bicycle symbol on the bus lane sign.

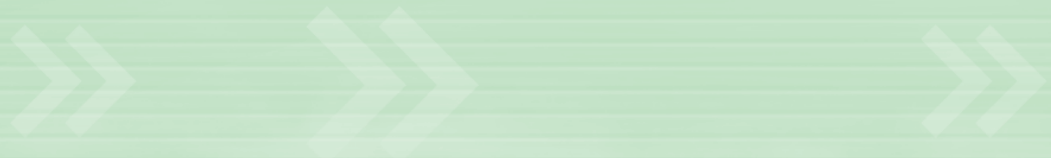
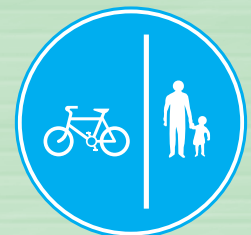


Off the road

Cycle paths/tracks

Cycle paths are often shared with pedestrians. Take extra care when approaching or overtaking pedestrians, particularly children, the elderly, or the disabled. Use your bell to warn them of your presence and always show them consideration and courtesy.




If the lane has a white line separating the cycle track from the path, make sure that you keep to the correct side.



Good road safety practice

You have completed all the exercises up to section 14 in Zone 2.

You should:

-  Feel confident and consistent as a cyclist on quiet roads
-  Understand how to apply all traffic rules
-  Use high levels of observation and judgement

Do you. . .

	Yes	No
Have a good knowledge of the Highway Code and the 'Law & Cyclists'	<input type="checkbox"/>	<input type="checkbox"/>
Know the theory of on-road cycling	<input type="checkbox"/>	<input type="checkbox"/>
Get on and off your bicycle and start off correctly and smoothly	<input type="checkbox"/>	<input type="checkbox"/>
Stop effectively	<input type="checkbox"/>	<input type="checkbox"/>
Use gears and pedals efficiently	<input type="checkbox"/>	<input type="checkbox"/>
Cycle one handed and signal for at least 3 seconds without wobbling or losing control of your bicycle	<input type="checkbox"/>	<input type="checkbox"/>
Look behind whilst keeping good control of your bicycle	<input type="checkbox"/>	<input type="checkbox"/>
Turn right, left and overtake parked vehicles on a variety of quiet roads	<input type="checkbox"/>	<input type="checkbox"/>
Use cycling routes on and off the road	<input type="checkbox"/>	<input type="checkbox"/>
Know how to keep your bicycle roadworthy	<input type="checkbox"/>	<input type="checkbox"/>
Know the different types of bicycle and their purpose	<input type="checkbox"/>	<input type="checkbox"/>
Know about clothing and equipment for safer cycling	<input type="checkbox"/>	<input type="checkbox"/>

If you have answered 'YES' to all the questions on the checklist. . .

Congratulations!

You have completed the 'Good road safety practice' part of Zone Two.

For information on 'cycling on busier roads' go to the second part of Zone 2.





Congratulations!

You have completed



You should:

- Feel confident and consistent as a cyclist on quiet roads ●
- Understand how to apply all traffic rules ●
- Use high levels of observation and judgement ●

Name



Cycling on Busier Roads

It is recommended that these exercises are supervised by experienced cyclists.

1 Roundabouts

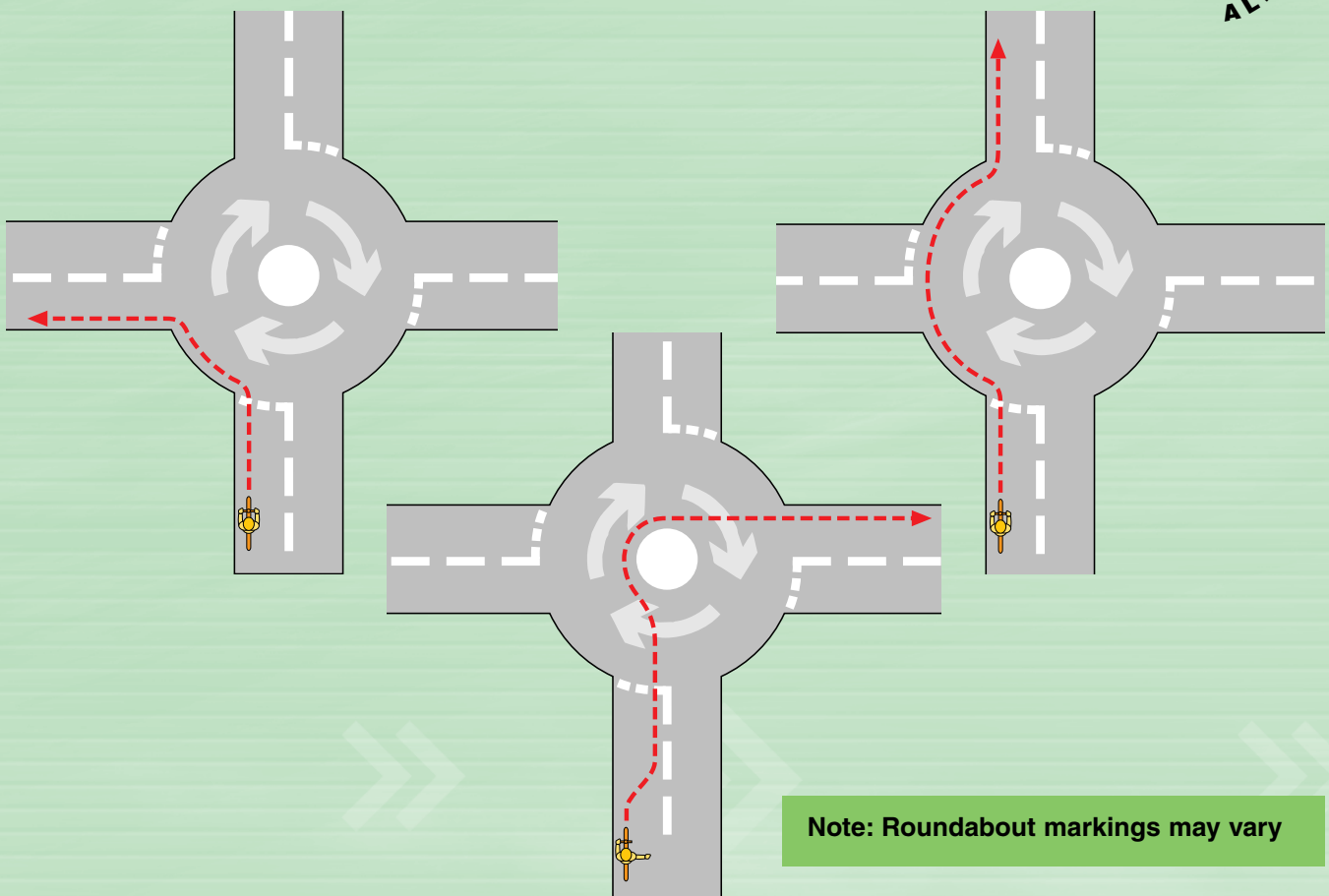
Roundabouts, particularly large ones, can be the most dangerous and difficult junctions for cyclists. When planning your route, avoid using busy roundabouts if possible. Alternatively, you can get off your bike and walk to the road you want to use. Always look carefully for traffic in both directions before crossing.

Some roundabouts may have crossing points or cycle lanes adjacent to help you.



Points to remember!

- All traffic travels clockwise on roundabouts
- Give way to traffic already on the roundabout travelling from the right, unless road markings show that you have priority
- Maintain good all round observation and inform other road users of your intention to change direction by signalling
- Follow usual procedures for turning right, by looking behind, signalling and moving to the right hand lane or to the centre of the road, if no lane
- Signal left after you pass the exit road before the one you want to take
- Make sure that both hands are on the handlebars whilst turning into the exit road
- Always watch traffic carefully. Vehicles may try to overtake you and cut in front of you before you reach your exit road
- Cyclists are at risk if they keep to the left edge of roundabouts because drivers may cut in. Don't forget, you can walk with your bike or plan a safer route.

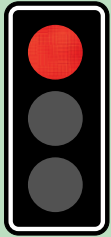


Note: Roundabout markings may vary

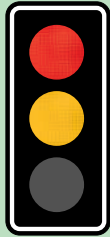
Cycling on Busier Roads

2 Traffic lights

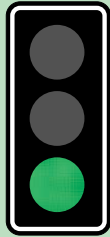
Generally, traffic lights are found at busy junctions. When planning your route, you may be able to avoid them. Alternatively, you may choose to get off your bicycle and cross the junction by walking.



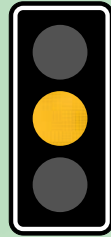
RED means STOP.
Wait behind the stop line



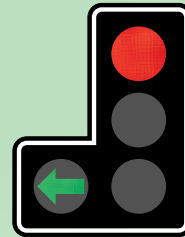
RED and AMBER also means STOP



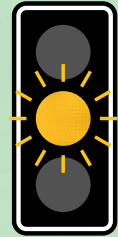
GREEN means you may go if it's safe to do so



AMBER also means STOP



If there is a Green arrow you can go in the direction shown if it is safe to do so. You can do this whatever other lights are showing

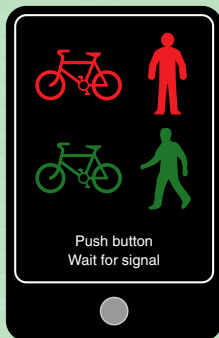


Flashing AMBER means you must give way to pedestrians on the crossing, but you may continue if there is nobody on the crossing

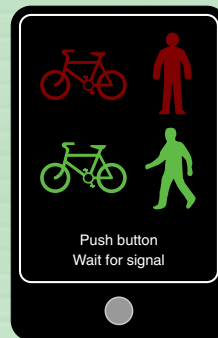
3 Toucan crossings

'Two-Can' crossings are designed for use by both pedestrians and cyclists.

They are often on cycle routes at a point where they meet busy roads. They differ from Pelican or Puffin crossings as they have a 'Green Cycle' symbol on the control box (where you press the button), to let cyclists know when they should cross.



When the red figure is lit up press the button and wait.



When the traffic lights change the green figure will light up. When you have checked the traffic has stopped, you may cross the road.

Cycling on Busier Roads

4 Advanced stop lines

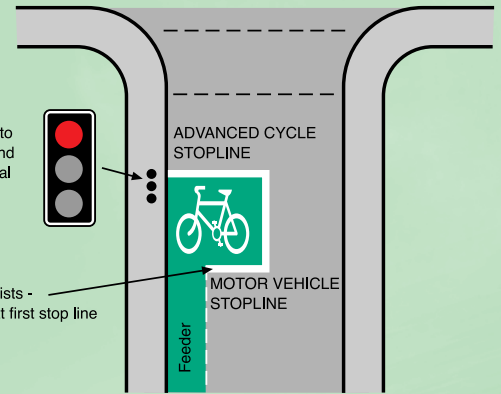
Advanced Stop Lines are sometimes marked on the road near traffic lights to aid the safety and positioning of cyclists. Most have feeder lanes which encourage cyclists to move up on the inside and ahead of traffic queues. These feeders may be positioned on each lane or on the left of the road.

Great care is needed when using feeders to advanced stop lines because your presence may not be clear to motorists.



Cyclists - proceed to second stop line and wait for green signal

Motorists - wait at first stop line



5 Filtering and overtaking stationary traffic (moving past congested traffic)

Filtering helps experienced cyclists to make progress. A high level of judgement is needed to decide when filtering is safe and when it is not.

It is essential to:

- Stop filtering as traffic speeds increase
- Observe indicators on vehicles as they may pull out or change lane in the queue
- Assume that vehicles may turn left or right without indicating
- Never filter on the left side of large vehicles as you will not be seen by drivers if you are in their blind spot
- Look well ahead over the roofs of vehicles for pedestrians crossing - and for queues moving off



Complex junctions and busier roads - with no cycle lanes

Cyclists must use the same procedures as drivers when choosing lanes for the direction in which they plan to leave a junction.

This may include taking up right hand or central lanes and joining faster moving traffic.

Experienced cyclists use high levels of all round observation, eye contact with other road users and signalling skills prior to changing course and taking a lane position. This shows drivers which lane cyclists plan to use.