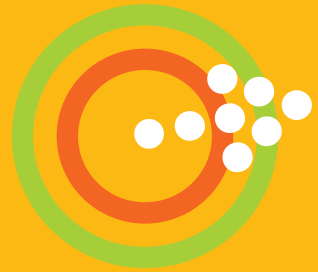




Cyclist's Guide



Cycling Scotland



www.cyclingscotland.org

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What is Bikeability Scotland?



Bikeability Scotland is cycle training designed to give you the skills and confidence you need to ride your bike more.

Level 1 teaches you basic skills such as balance, controlling your bike and making turns. It is usually done in Primary 5, in a traffic-free area such as the playground.

Level 2 teaches you basic skills for riding on the road, including turning at junctions. Level 2 training normally takes place in Primary 6, on quiet roads.

Level 3 looks at planning a journey and using more challenging routes. This training may take place in Primary 7 or later at secondary school.

There are lots of different types of cycling you can get involved in. Go to the back of this booklet for more information.

During your Bikeability Scotland training your instructor will assess you and give you feedback on your progress. At the end of the training you should be more confident on your bike and have a good understanding of how to ride your bike safely on quiet roads.

However, the learning never stops. Even when you have completed your Bikeability Scotland training you will still need support from family and friends to keep cycling safely.



What is cycling?



- ⇒ Cycling is healthy exercise
- ⇒ Cycling can be fun
- ⇒ Cycling can make you more independent
- ⇒ Cycling is cheap and efficient
- ⇒ Cycling is friendly to the environment



A good cyclist knows how to ride a bike correctly.

When you take your bike on the road, it becomes a vehicle. All road users must

follow rules. **The Highway Code** and **Tales of the Road** list these rules.

This guide helps by:

- ⇒ explaining where on the road you should be
- ⇒ explaining how to control your bike

- ⇒ getting you to think about what to wear for cycling
- ⇒ making you think about your own safety and the safety of others
- ⇒ 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 good for the environment and a healthy form of transport.

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

Safe and happy cycling!

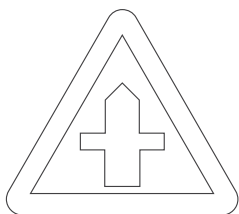


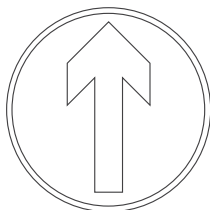
“When you share the road, you share the rules.”

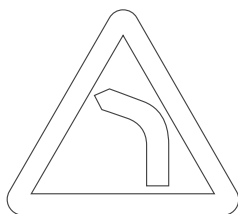
Do you know these signs?

Colour in the signs below and choose the correct meaning of each.

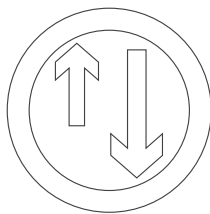
- ⇨ Give way to traffic on a major road
- ⇨ Cycle route ahead
- ⇨ School ahead
- ⇨ Ahead only
- ⇨ Crossroads
- ⇨ Bend to left
- ⇨ No entry for vehicles
- ⇨ Give priority to vehicles coming in the opposite direction





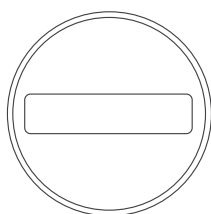












Details of you and your bike

About me

Name:

Address and postcode:

Phone number:

Age:

Today's date:

About my bike and equipment

Make of bike:

Model of bike:

Colour of bike:

Make of helmet:

Colour of helmet:

Other bike equipment (Tick which equipment you have.)

	Yes	No
Pump		
Bell		
Bottle cage		
Bottle		
Cycle computer		
Lights		

Other equipment – List below



**If you have a picture of your bike, stick it here and label the parts.
Or you can draw your bike and label the parts.**

Ready! Preparing for the road

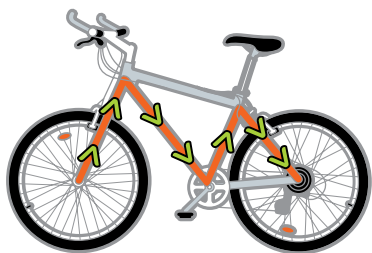
It is important that your bike is safe. This means that all parts of your bike should work correctly. If your bike is unsafe it might lead to an accident. The next section describes how to check your bike. If you find anything wrong, get help from an adult to get it sorted.

How to check

It is best to follow a routine. Some people do an M check.

How to do an M check

- ➡ **Start with the front wheel.**
- ➡ **Move up to the handlebars.**
- ➡ **Move down to the pedals and chain set.**
- ➡ **Move up to the saddle and seatpost.**
- ➡ **Move down to the rear wheel.**



Front wheel

Look at the tyre.

- ➡ Does it look cracked or worn, or have any bulges or splits?
- ➡ Is anything sticking into the tyre?
- ➡ Can you see tread all the way around the tyre? (The tread is the grooves on the tyre. These grooves help the tyre grip the road.)
- ➡ Is the tyre pumped up properly? You should not be able to squeeze it between your thumb and finger.
- ➡ When you spin the wheel, do the brakes catch on the rim?
- ➡ Are there any broken or damaged spokes?
- ➡ Do the wheels turn freely and quietly?



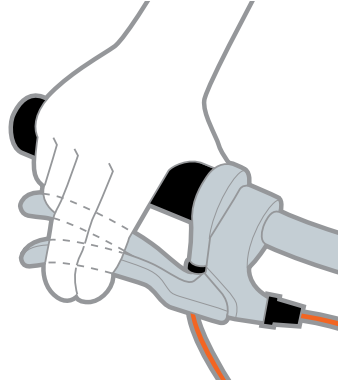
Handlebars

- ⇒ Stand as shown in the picture and make sure the handlebars will not turn.
- ⇒ Check that the stem has not been raised past the safety mark.
- ⇒ Check that bar-end plugs are still there.



Brakes

- ⇒ Do the brakes work?
- ⇒ Are the cables frayed, rusty or broken?
- ⇒ Are the brakes worn or not in line with the rims of the wheels?

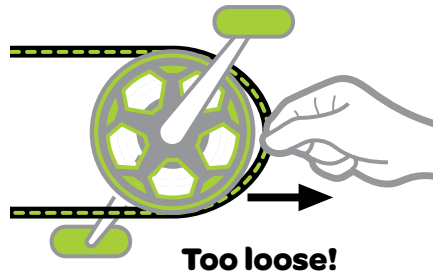


Pedals

- ⇒ Do the pedals spin freely and quietly?
- ⇒ Do they have a good grip for your shoes?

Chain

- ⇒ Does the chain move freely?
- ⇒ Can you pull the chain away from the chain ring?
- ⇒ Is the chain oiled to make pedalling and changing gear easier?





Saddle and seat post

- ⇒ Check that the seat post has not been raised above the safety mark. (Ideally you should have the saddle set so that your leg is almost straight when the ball of your foot is at the lowest position, as in the picture.)
- ⇒ Check that the saddle is firmly fixed.



The back wheel

- ⇒ Check this wheel in the same way that you checked the front one.
- ⇒ Check that the gears work and that the back gear does not go into the wheel when you choose the easiest gear.

Reflectors

- ⇒ You should have a white reflector at the front and a red reflector at the back.
- ⇒ Are the reflectors clean and easy to see?

Lights

- ⇒ If you are cycling in the dark you should have a white light at the front and a red light at the back.
- ⇒ Check that the lights are securely fitted and the batteries are OK.

Bikecheck

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 often.

LIGHTS

- Loose
- Missing
- Dirty
- Not Working

SEAT

- Raise
- Lower
- Straighten

FRONT BRAKES

- Not Working
- Adjust
- Adjust Levers

BACK BRAKES

- Not Working
- Adjust
- Adjust Levers

HANDLEBARS

- Loose
- Not Straight
- Steering Slack

REFLECTOR

- Loose
- Missing
- Dirty

REFLECTOR

- Loose
- Missing
- Dirty

BACK TYRE

- Worn
- Soft
- Damaged
- Bald

FRONT TYRE

- Worn
- Soft
- Damaged
- Bald

PEDALS

- Loose

CHAIN

- Loose
- Oil



Kitting yourself out

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

Helmet

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

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. Ideally your clothing should be reflective or have reflective strips on it.

Choosing a helmet

- ⇨ With a tape measure, measure around your head about 2.5cm above your eyebrows.
- ⇨ Find a helmet that is the same size.
- ⇨ Make sure that the helmet is snug but not too tight.

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

Wearing the helmet

- ⇨ Make sure that you can see properly.
- ⇨ The helmet should sit level and not tilt.
- ⇨ Make sure the straps are not loose or covering 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 take your bike on the road you should be sure that you are in control of it. Below are some simple exercises that you can do to improve your control. You should not do these on the roads.

Cycling along a straight line

While riding, look behind you, over your right shoulder, with both hands on the handlebars. Look behind and then ahead, and signal right. Look behind and then ahead, and signal 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 you should not:

- ➡ pedal backwards
- ➡ put your feet down
- ➡ 'freewheel' (where you do not pedal at all).

Changing gear

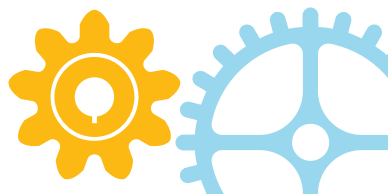
Ride over a distance in low gear. Now ride the same distance in a high gear. Which is easier?

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

A good and safe cyclist always thinks about where on the road they should be. Where you are on the road is important for you to:

- ⇒ see properly and be seen by others
- ⇒ show other road users your intentions
- ⇒ be able to respond to other road users.

A cyclist is in a good position when they are safe, visible, and respectful of other road users. A good road position is not riding in the gutter at the very edge of the road. In fact, riding in the gutter can be dangerous because of the drains and debris.

Where should I be?

The simple answer is that there is no simple answer! How far out in the road you should be depends on a number of things – how fast the traffic is, how wide the road is and the obstacles ahead.

During your Bikeability Scotland training you will learn about two

positions, often called the 'primary' and 'secondary' positions.

Primary position

In the primary position you ride further out in the road so you can see better, and can be seen more easily. This is often the centre of the lane and will give you a better view of junctions, parked cars and other road features.

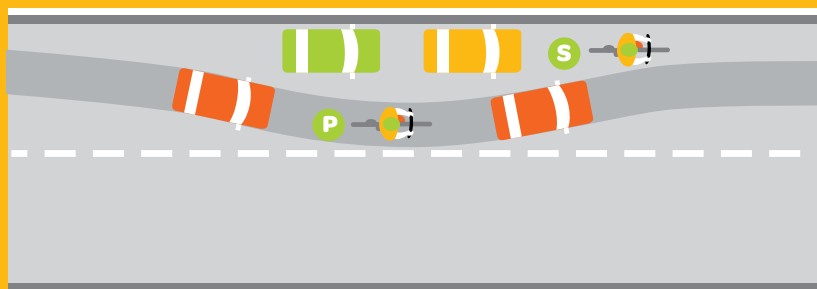
The benefits of the primary position are that:

- ⇒ you have more space to react
- ⇒ other road users can see you more easily
- ⇒ you will often have the smoothest road surface.

Generally, cyclists use the primary position when making manoeuvres, and also when encountering hazards such as parked cars, side roads and traffic-calming measures like road islands.

Secondary position

The secondary position means



riding on the left side of the lane – but never closer than 50cm to the edge of the road. If you ride any closer, or in the gutter, you will have less room to move to avoid hazards, and will be more difficult to see.

The benefits of the secondary position are that:

⇒ it is easier for traffic to get past you

A safe cycling 'strategy'

Whichever position you are riding in, you should always think about the traffic around you. You should remember 'COPS'.

⇒ Control ⇒ Observation
⇒ Position ⇒ Signal

A safe cyclist will be in control of their bike, look around often to see hazards and traffic, think about which position is safest, and signal to other drivers when they are moving.

Other things you must think of are as follows.

⇒ Look behind and listen carefully before changing position or making a manoeuvre.

⇒ you may feel more comfortable in fast-moving traffic.

Cyclists generally use the secondary position when they are going straight and there are no hazards ahead. Cyclists often prefer the secondary position when traffic is moving much faster than them.

⇒ Look for hazards ahead, like pedestrians who might step out, traffic lights that might change, and traffic at junctions.

⇒ Be prepared for other road users making abrupt changes.

⇒ Remember that pedestrians, drivers and other cyclists often misjudge speed and may pull out too soon.

⇒ Drivers sometimes don't look for cyclists, so be careful when passing cars in case they suddenly pull out or open the door.

⇒ If you wear glasses to see things at a distance you must wear them for cycling.



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

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, you should always set off from a position where you can see and be seen. Never get on your bike on the pavement. Push it to a safe place on the side of the road. 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 the ball of your left foot on the ground and raise the right pedal. (This is called the 2 o'clock position.)





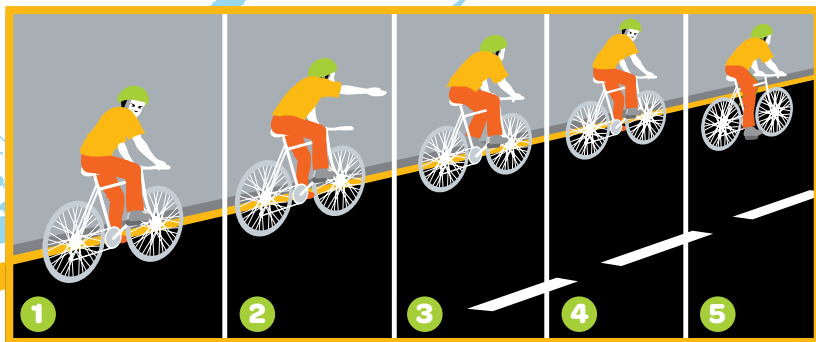
The lifesaver is an important part of any manoeuvre. Can you work out why this name has been given to a last look back?

Starting off (continued)

Before setting 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 your right arm (arm stretched straight out from the shoulder with your palm facing forward and your fingers together).

- 3 Handlebars** – Return your right hand to the handlebars.
- 4 Lifesaver** – Take a final look back over your 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.

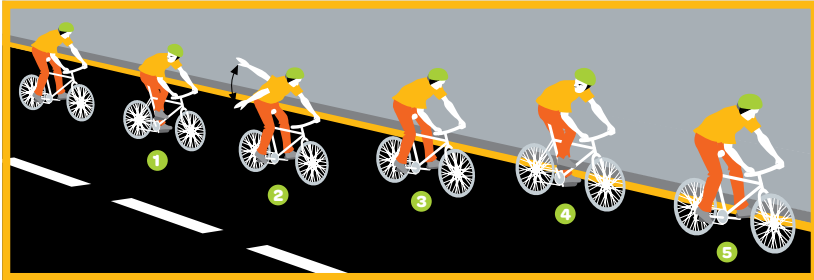


Stopping

There are two types of stop that you can make:

- ⇒ 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 your right arm (arm stretched straight out from the shoulder with your palm facing down and your fingers together). Move your arm down and up three times.
- 3 Handlebars** – Return your right hand to the handlebars. Pull both brake levers 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, brake enough to bring your bike to a stop smoothly and safely, and get off on the pavement or verge on the left-hand side.



The hand signal where you move your outstretched right arm down and up shows other road users that you intend to stop or slow down. It is useful when you are stopping before a junction and a left signal could cause confusion. 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 of you or a car pulls out. In this case you will need to make an emergency stop.

To perform an emergency stop, do the following.

- ➡ Squeeze both brake levers 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, move your body back by straightening your arms. You should come to a complete stop.

When you set off again, **remember to repeat the starting-off procedure**, checking carefully all round before starting off.



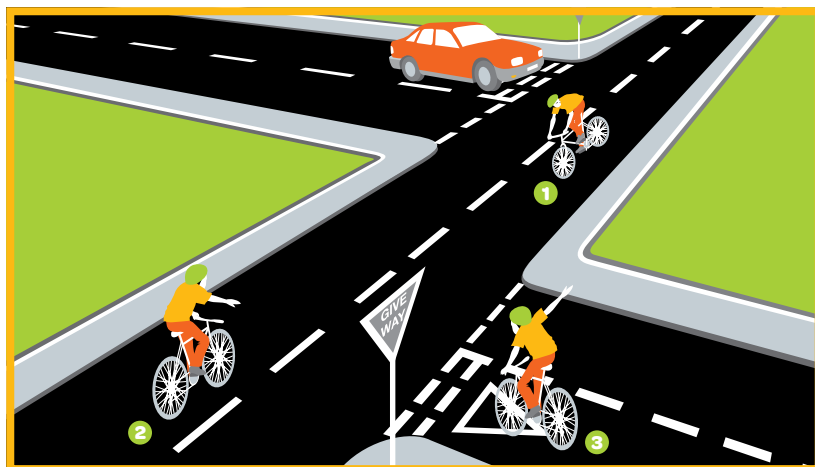
By looking ahead, watching for dangers and using your bell or shouting to other traffic and pedestrians when necessary you are more likely to avoid needing to make an emergency stop.



Road priorities

As you approach a junction, you must be looking ahead. 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 over those on the minor road, so they make their manoeuvre first. This is shown in the diagram below.



1 This cyclist is turning left from a major road to a minor road, without needing to cross the path of any traffic, and would turn first.

2 This cyclist is turning right from a major road to a minor road and would turn second.

3 This cyclist is turning from a minor road to a major road and would turn last.

Left turn – uncontrolled junction

This is the sort of junction where there are no lights or signs to control the flow of traffic. 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 (that is, 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 (arm

stretched straight out from the shoulder with your palm facing down and your fingers together).

- 3 Handlebars** – As you get close to the junction, put your left hand back on the handlebars and squeeze both brake levers gently.
- 4 Lifesaver** – Take a final look back over your right shoulder, just to make sure it's safe.
- 5 Manoeuvre** – If it's safe, turn left.



Remember, although you may have right of way because of your 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, do the following.

- 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 (arm stretched straight out from the shoulder with your palm facing down and your fingers together).
- 3 Handlebars** – As you get close to the junction, put your left hand back on the handlebars and squeeze both brake levers gently.

- 4 Lifesaver** – Take a 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 set off without warning
- ⇒ a driver or passenger might suddenly open a door
- ⇒ a pedestrian might step out unexpectedly.

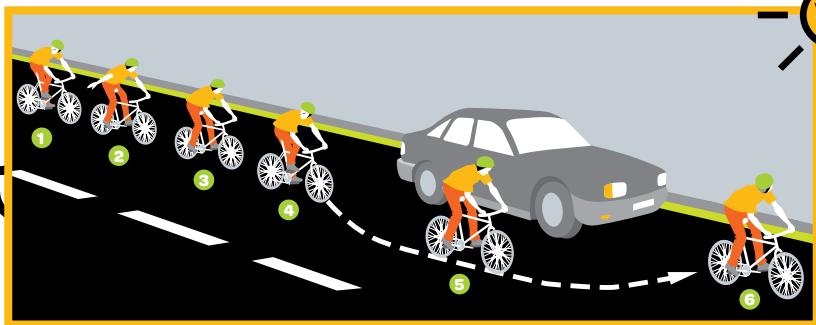
Look out for any signs of this. Look for any movements inside or beside the vehicle. Leave yourself room – do not get too close to the vehicle. Try to leave about 1 metre between you and the vehicle.

- 1 Look** – Check the road ahead and behind you. 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 stretched out to the side. Move gradually into the centre of the lane, still signalling. Keep watching for traffic all around you.

- 3 Handlebars** – As you get close to the parked car or obstacle, put your right hand back on the handlebars. Put your fingers over the brake levers.
- 4 Lifesaver** – Take a final look back over your right shoulder, just to make sure it's safe.

- 5 Manoeuvre** – Move out gradually. Leave a safe gap between you and the vehicle, allowing for the door, and be prepared to change your position. If you have to make an emergency stop, remember to squeeze both brakes firmly but smoothly.

- 6 Return to the correct position in the road** – After overtaking, move in to the safest 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

When you pass a side road you should continue riding as you are. As you approach the side road you must look into it for any vehicles that may be about to turn out and pedestrians who may be about to cross the road. You must also be looking out for vehicles coming in the opposite direction which 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 coming out of 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 of a cyclist passing a side road, showing his position clearly. Make notes to explain why he is riding in this position.



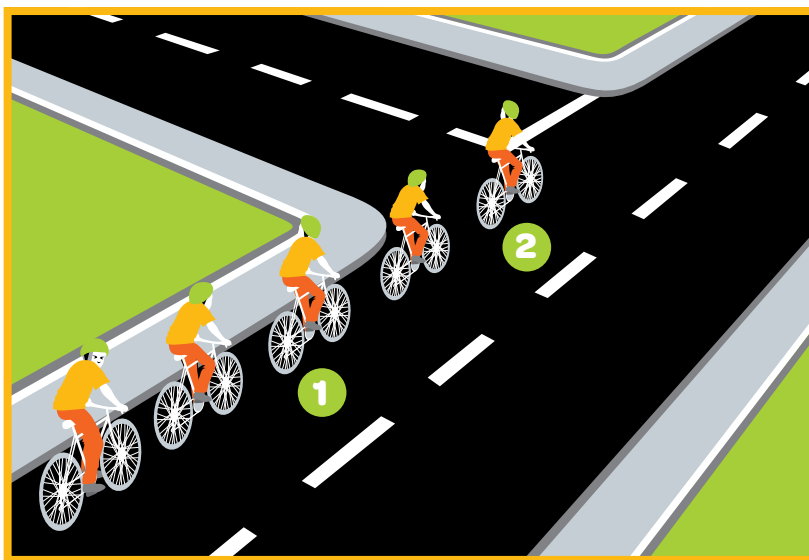
Passing side roads (continued)

When passing a side road, you should do the following.

1 Look – Check behind and in front, and into the side road. You should be protecting yourself by riding in the primary position if it is safe to do so. If you are not in

the primary position, move into it when it is safe to do so.

2 Manoeuvre – If it is safe to do so, pass the end of the road, continuing to observe everything around you and maintaining your position in the road.



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 your bike and cross the road with it.

Controlled junctions may be controlled by 'Stop' signs, 'Give Way' signs, traffic lights, traffic wardens or police.



- 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 stretched out. Move gradually into the centre of the road, still signalling. Keep watching for traffic all round you.
- 3 Handlebars** – As you get close to the junction, put your right hand back on the handlebars and squeeze both brake levers gently.
- 4 Lifesaver** – Take a final look back over your right shoulder, just to make sure it's safe. At a stop junction (as pictured) or where traffic lights are red, bring your

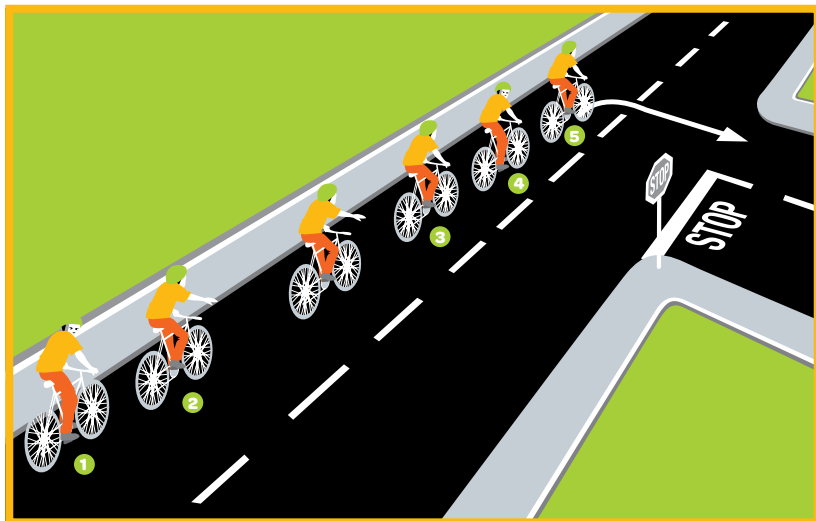
bike to a stop. Keep your left foot on the ground and the right pedal set at the 2 o'clock position. At a Give Way junction, make sure the junction is clear before continuing,

- 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 to the left-hand lane of the major road and remember not to cut the corner.

Right turn at an uncontrolled junction (major road to minor road)

This is the sort of junction where no lights or signs control the flow of traffic. 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 (that is, who should get to turn first). Remember, although you may have the right of way because of your position on the road, some motorists may not give way to a cyclist.



To make the right turn, do the following.

- 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 stretched out. Move gradually into the centre of the road, still signalling. Keep watching for traffic all around you.
- 3 Handlebars** – As you get close to the junction, put your right hand back on the handlebars and squeeze both brake levers gently. Look into the junction for vehicles which may pull out in front of you.

- 4 Lifesaver** – Look straight ahead for traffic coming towards you. Traffic coming towards you 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.

- 5 Manoeuvre** – If it is safe to turn, cycle into the minor road without cutting the corner. Look out for other road users (drivers, pedestrians and cyclists).



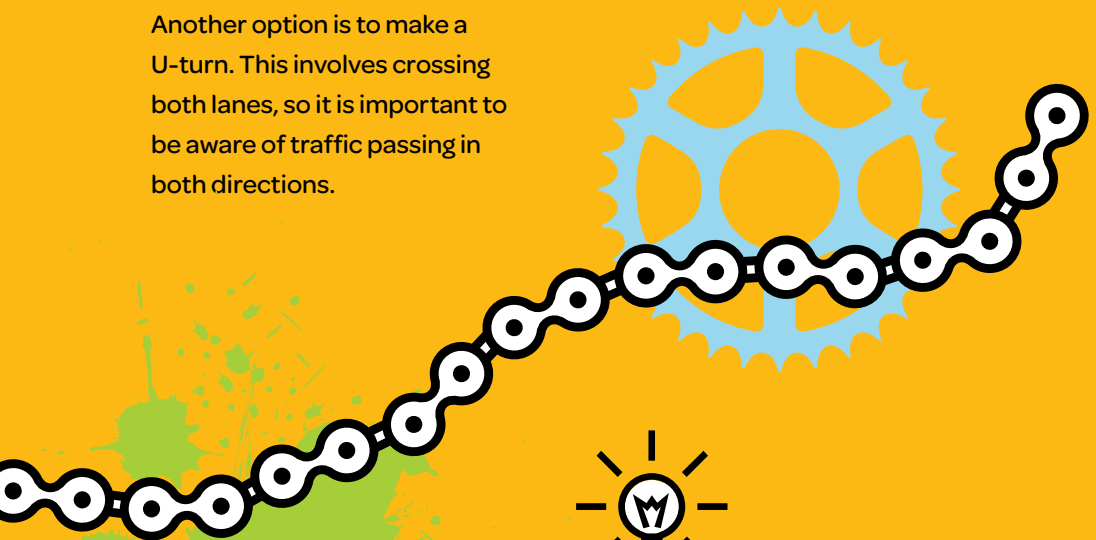
When cycling in traffic, it can sometimes be difficult to turn right. If the road is very busy or drivers do not give way to you, it may be better to get off your bike at the kerb and cross with it at a suitable crossing point. Remember to keep looking as you cross the road.

Making a U-turn

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

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

You should only do a U-turn when both lanes are clear of traffic and you can complete the manoeuvre without having to stop in the middle of the road. As you will only do this manoeuvre when there is no traffic, there is no need to signal.



Remember, it can be safer to carefully walk your bike across the road.

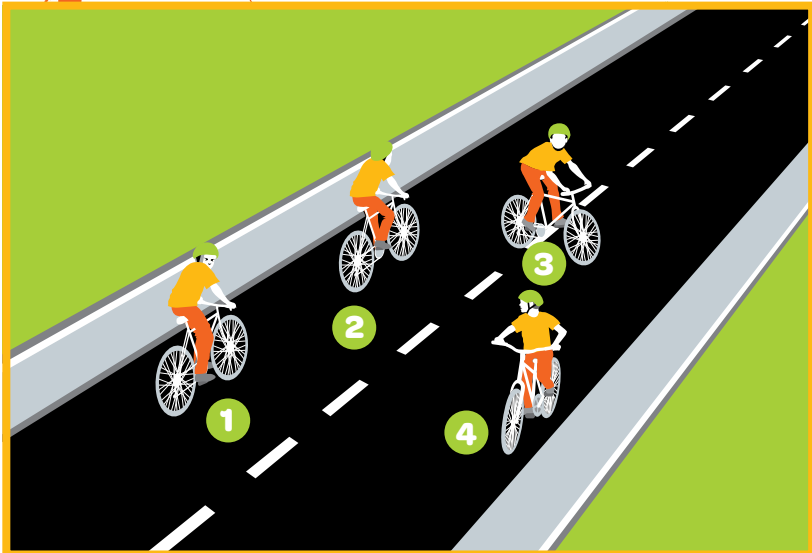
If you decide to do a U-turn, do the following.

1 Look – Check all around, looking back over your right shoulder to see if it's safe. Make sure you have checked for traffic in both directions.

2 Handlebars – Have both hands on the handlebars.

3 Manoeuvre – Start to turn and use the pedals and your brakes to control your speed. Keep checking for traffic in both directions. If both lanes are clear of traffic, complete the turn, slowing down if necessary. You must not leave the road whilst making your turn.

4 Lifesaver – Carry out a lifesaver check over your right shoulder before moving back to the primary position.



Different types of road

When you are on the road, you are responsible for deciding when it is safe to make a manoeuvre. That has to be your 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 your bike could also take less time!

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:


- ⇒ 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)

- ⇒ don't park or leave your bike in passing places.

Dual carriageways

Dual carriageways can be very busy roads with fast-moving traffic. Avoid them if you can by planning a different route.



Dual
carriageway
ahead

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 people on the pavement
- ⇨ give clear warnings that you are behind people
- ⇨ slow down when near people and animals
- ⇨ 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.

When you are pushing your bike on the pavement, bear in mind that it can be a clumsy machine and you must control it properly. Remember not to leave your bike lying on the pavement. This can be a danger, especially to elderly people, disabled people and people pushing prams.



Do not go through red lights.

Planning your route

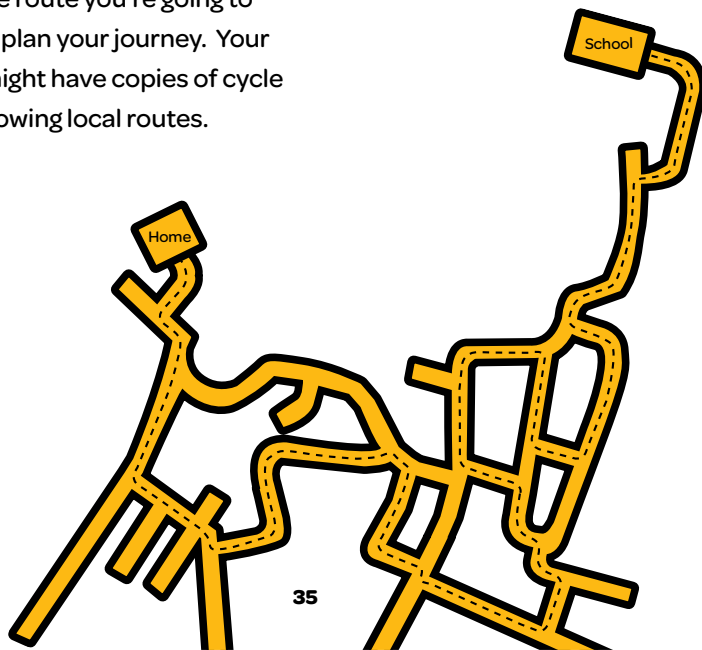
When you're planning a journey on your bike, even if it's just round the corner to your friends or to school, ask yourself the following.

- ⇒ Can I avoid busy roads?
- ⇒ Can I avoid dangerous junctions and large roundabouts?
- ⇒ Is there a safe cycle route I can use?

Remember the following.

- ⇒ You can walk with your bike across pedestrian crossings.
- ⇒ Find out about road signs for cyclists.
- ⇒ 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.

It's always a good idea to think about the route you're going to take and plan your journey. Your school might have copies of cycle maps showing local routes.



Extra skills

Here are some more skills which may be useful, depending on your local area.

It is important that you only use these skills if they have been taught by your parent or a qualified instructor as part of your Bikeability Scotland training.

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 you. If you are not already in the primary position, move into it when it is safe to do so.

As you approach the junction, start checking for traffic coming from both directions on the major road. Also check for traffic that may come from the minor

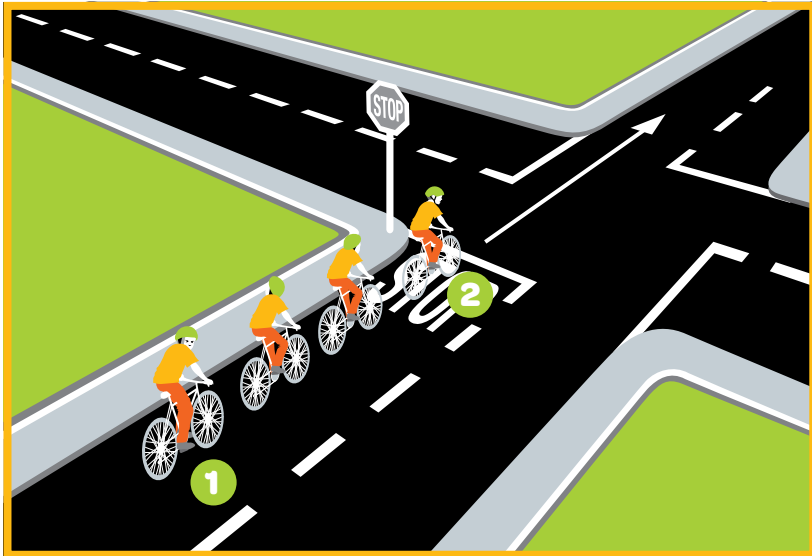
road ahead and be prepared to give way if necessary.

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

If the junction is a Give Way junction, 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 be a hazard. Using the primary position helps you to see, makes you more visible and allows you to move safely without any risk from vehicles overtaking you. If the road is busy and you're not comfortable with this manoeuvre, remember you can get off your bike and push it across the road.



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

Roundabouts

This guide covers mini-roundabouts and single-lane roundabouts. Bikeability level 3 covers more complicated road features such as multi-lane roundabouts, using slip roads, and multi-lane junctions. This guide does not ask you to practise using a full-size roundabout, as some roundabouts can be dangerous and confusing to new cyclists. If you are not confident or comfortable, remember you can always get off your bike and push

it across the road. Even better, why not plan a different route on quieter paths and roads.

Road designers often use mini-roundabouts and single-lane roundabouts to slow cars down on quiet roads. You might need to use a roundabout near your school or house. These do not present many difficulties, and if you remember COPS (control, observation, position and signal) you will be able to safely go round a roundabout.

Single-lane roundabouts

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

Good all-round 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' check over your left shoulder before you leave the roundabout in case there is any traffic on your left.

You can think of a single-lane roundabout as two left turns (controlled and uncontrolled).

1 Look – As you approach the roundabout, check behind. If you are not already in the primary position, move into it when it is safe to do so. As you approach the give-way line, check for traffic on the roundabout. If necessary, stop to give way to traffic on the roundabout.



2 Lifesaver – before entering the roundabout and setting off, carry out a lifesaver over both shoulders.

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

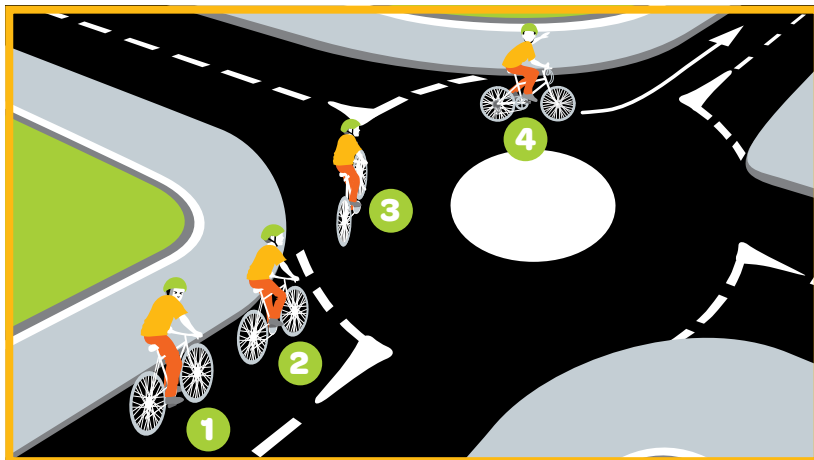
If you are taking the first exit, you should signal before entering the roundabout. If you are turning right, it can be courteous to other drivers to signal right, but only if you have good control of the bike.

On a single-lane roundabout, the safest position is usually the primary position so that you can see other vehicles and drivers can see you. You should stay in this position until you have safely left 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.

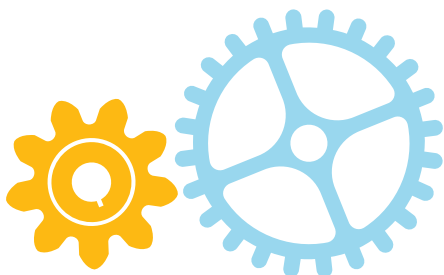


Mini-roundabouts

Mini-roundabouts are usually in quiet streets where the speed limit is no more than 30mph. You should approach mini-roundabouts in the same way you would a roundabout, making sure you look, signal, and manoeuvre safely.

Other things to be aware of with mini-roundabouts

- ⇒ Vehicles can go across the top of a mini-roundabout, so make sure you can be seen and can see properly.
- ⇒ Mini-roundabouts are often on very small roads so it is difficult to turn and signal at the same time. Always make sure you have control of the bike. If you cannot signal, try to make eye contact with any drivers.





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.

Brake Blocks

Fluorescent

Hazard

Manoeuvre

Observation

Primary position

Priority

Reflective

Secondary position

Vulnerable

a planned movement or action
that requires skill

reflects light

a lane position, no closer than
50cm to the edge of the road,
used to avoid causing
an inconvenience to drivers
behind you

at risk from danger

rubber stoppers to slow down a bike

glows in the dark

noticing what is around you

right of way

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 G2 4BG

t: 0141 229 5350

www.cyclingscotland.org



Scottish Cycling

Caledonia House

1 Redheughs Rigg

South Gyle

Edinburgh EH12 9DQ

t: 0131 317 9704

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



Sustrans

Safer Routes to School

Rosebery House

9 Haymarket Terrace

Edinburgh EH12 5EZ

t: 0131 539 8122

www.sustrans.org.uk

www.saferoutestoschool.org.uk

Other useful websites:



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

www.bikeclub.org.uk



Road Safety Scotland

www.roadsafetyscotland.org.uk



Route planning

www.cyclestreets.net



The Scottish Government –

promoting more sustainable travel choices

www.chooseanotherway.com



UK's National Cyclists' Organisation

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

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

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 often.

LIGHTS

- Loose
- Missing
- Dirty
- Not Working

SEAT

- Raise
- Lower
- Straighten

FRONT BRAKES

- Not Working
- Adjust
- Adjust Levers

BACK BRAKES

- Not Working
- Adjust
- Adjust Levers

HANDLEBARS

- Loose
- Not Straight
- Steering Slack

REFLECTOR

- Loose
- Missing
- Dirty

REFLECTOR

- Loose
- Missing
- Dirty

BACK TYRE

- Worn
- Soft
- Damaged
- Bald

FRONT TYRE

- Worn
- Soft
- Damaged
- Bald

CHAIN

- Loose

PEDALS

- Loose





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