



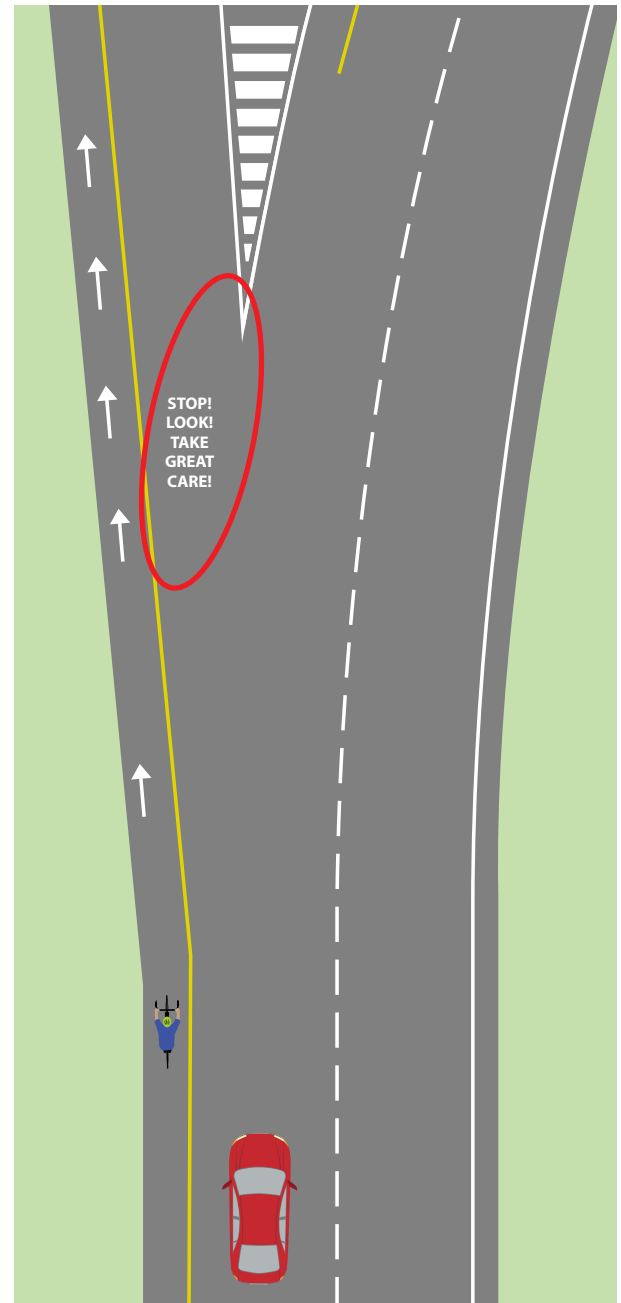
CYCLE RIGHT TRAINING FOR ADULTS

CYCLE RIGHT Training for Adults provides information on the risks associated with particular scenarios and situations and the importance of awareness in the interest of self-preservation.

The programme acknowledges that the environment and infrastructure may not, in some cases, support comfortable, safe cycling for all and that the cyclist as a vulnerable road user may suffer disproportionately as a result of this and the behaviour of others.

CYCLE RIGHT Training for Adults will focus on the following scenarios and situations:

1. **Slip roads off larger roads** – a cyclist cycling on the hard shoulder of a major road needs to be aware that the hard shoulder goes with the slip, leaving the cyclist at risk if crossing in front of the exit, to pick up the hard shoulder again past the slip road. This will be compounded by the speed of traffic on the road which can often be in excess of 80-100kph. The options in this scenario will be;
 - a. **Follow the hard shoulder** with the slip, up and over the exit
 - b. Very carefully check for traffic approaching from behind and carefully cross past the slip – bearing in mind the difficulty in judging the speed of this traffic, and that drivers travelling at speed may not be aware of cyclists in time to adjust THEIR speed to allow for a cyclist crossing the slip – **IT IS RECOMMENDED THAT IF TRAFFIC IS APPROACHING FROM THE REAR, A CYCLIST MAY BE BEST TO STOP AND WAIT UNTIL IT HAS PASSED OR LEFT VIA THE SLIP**
 - c. Consider alternative routing to avoid these roads





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2. Hard shoulders – on roads in Ireland **Hard Shoulders** are regarded as areas for cycling – but the quality and width of these can vary greatly. They can have other road markings such as stop lines from side roads encroaching into them – **THEREFORE A CYCLIST SHOULD USE THEM WITH GREAT CARE and AT A SPEED THAT ALLOWS FOR THE UNEXPECTED**

3. Passing on the left – while the law allows for cyclists to pass on the left, there are specific directions on this, including;

- The **traffic** being passed must be **stopped or moving at a slower speed** than the cyclist
- Cyclists should give way to passengers exiting** other vehicles to the left
- Cyclists should give way to traffic** in line which is **ahead** of a cyclist, and has **indicated to turn to the left**

4. Cycling two abreast – as outlined in the Rules of the Road, **cyclists MAY cycle two abreast**, but only where they are **NOT causing inconvenience** to other road users. While acknowledging that cycling two abreast can shorten overtaking lines where there are groups of cyclists, and that cycling two abreast can also give greater visibility of those cyclists, it is recommended that cyclists ahead of overtaking traffic should;

- Move into **single file** and cycle consistently 50cm – 1m from the edge of the road
- Break a group into subgroups** of no more than 6 riders with an overtaking gap (100m or more) between to facilitate traffic overtaking in sections

5. Positioning – experienced cyclists should be aware of **PRIMARY** and **SECONDARY positioning** and should use these to **enhance safety and their own visibility** to other road users by;

- Moving into **primary position** in the middle of the lane they are travelling in when **in traffic moving at the same speed**
- Taking up **secondary position when other traffic is travelling faster** – 50 kph or more – on roads that **allow traffic to overtake safely**
- Always** taking up a position that gives **no less than 50cm-1m clear space to the edge of the road** and allows **steady, predictable cycling**. Cycling **too close to the edge of the road**, or **on the verge side of a yellow line** can cause risks, especially on roads the cyclist is not familiar with
- Taking up **primary position** on approach to a **pinch point** or a **roundabout as part of the general traffic**
- Shoulder check** and take up **primary position** on approaching a **left-hand side road, if safe to do so**, to enhance vision of that road and **visibility** to those road users

6. Lighting and visibility – appropriate **lighting is critical to safety** and serves two purposes, allowing a cyclist **to see**, and allowing them **to be seen**

- By law, when cycling outside daylight hours, a cyclist must have a **strong white light to the front** to see with and to be seen by approaching traffic, and a **strong red light to the rear** so that other road users are aware of a cyclist from behind, and in addition, a **rear reflector**
- Flashing lights attract attention**, but can make it hard to judge distance and speed – at night, a good compromise is two lights, one steady and one flashing, to allow maximum visibility and attention-grabbing impact
- A cyclist should always **cycle well within the limits of their vision** – this means slowing into corners, allowing for poor weather such as fog, mist and rain, and slowing down at night where vision and visibility may be compromised

7. Appropriate speed and all-round awareness and scanning

- Appropriate speed **changes all the time** and is effected by the road environment, weather and other traffic and road users – it is always **advisable** to travel at a speed that allows for the mistakes of others and the unexpected
- All-around awareness** is aided by **scanning** which is **continuous checking of all the lines of approach of other traffic** and foot traffic, as well as off-road entrances and driveways

