



STAGE 2

CYCLING ON THE ROAD

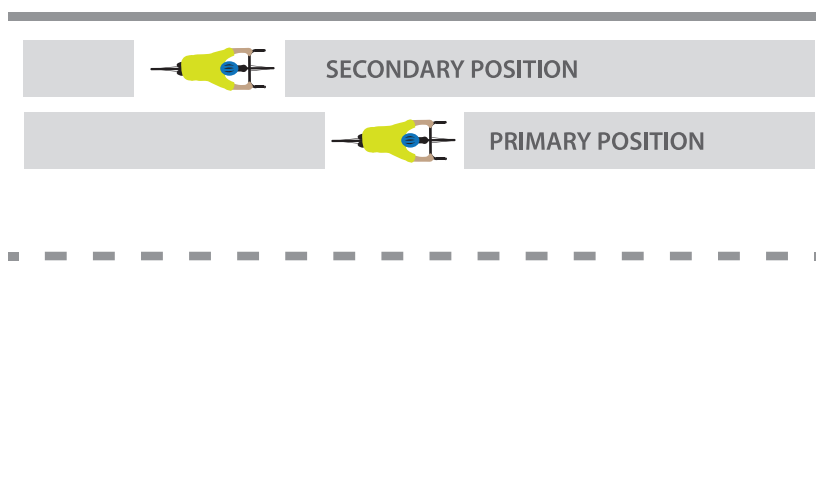
Positioning

Positioning refers to where a road user is on the road, relative to other users. In the context of safety for cyclists, correct positioning will allow a cyclist to move competently and confidently on the road network

- **PRIMARY POSITION** is in the **middle of the active travel lane** as part of the general flow of traffic:
 - gives a cyclist the **best view** of the **road ahead** and **side roads** on approach.
 - heightens their **visibility to approaching traffic** and traffic coming out of **side roads**:
 - ~ especially where a driver's view of the road may be partially blocked.
- **PRIMARY POSITION** can be appropriate:
 - when **turning to the left** where a cyclist needs **greater sight** of traffic in the road to be entered, or wishes to be **more visible to traffic** in that road.
 - when **turning to the right** in order to promote **maximum personal safety and visibility** for the cyclist..
 - when **passing side roads** or entrances to enhance line of sight and visibility.
 - on **narrow roads** approaching **bends**, in order to **give maximum visibility of the cyclist to traffic behind and approaching**.
 - where **lanes are marked out** (junctions, roundabouts, major roads) and if the rider keeps riding in secondary position other vehicles may try to overtake unsafely.
 - when going **straight across uncontrolled crossroads**, minor to minor road.



NOTE: SAFE CYCLISTS ARE FULLY CONVERSANT WITH THE RULES OF THE ROAD AND USE THIS KNOWLEDGE TO MAXIMISE THEIR SAFETY, AND THE ROAD SAFETY OF OTHERS WHILE CYCLING





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Heavier Traffic

Right-hand Turns

- Turning to the right at the same time as another vehicle from the opposite direction
 - pass each other right side to right side then turn
 - sometimes road markings will direct such a turn be made left side to left side without passing
- If there is a queue of vehicles waiting to turn, inch out very carefully

Controlled Junctions

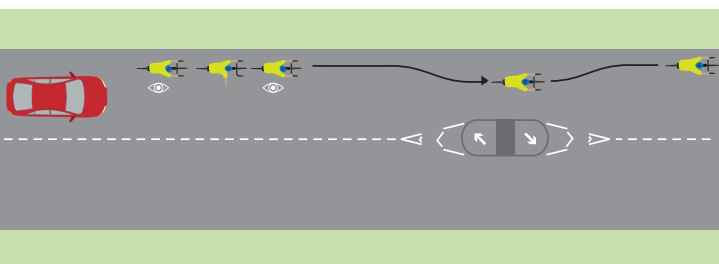
- For traffic lights
 - take up secondary position for a left turn
 - take up primary position for a right turn
 - keep watch when turning with the lights for any vehicle breaking them from another direction
- Watch for filter signals
 - don't use a filter lane unless turning in the designated direction
 - with a filter light favouring the cyclist, be on the left side of the traffic turning right, leaving the cyclist closest to the path after turning
- If there is an Advance Stop Line at the traffic lights take up the same position in the box
- When traffic is heavy, there may not be space to enter an Advanced Stop Box
 - positioning safely to be visible to other drivers may mean taking up the primary position within the traffic queue

Passing Stationary and Slow-moving Traffic

- It is generally safer to take up the primary position within the traffic queue
- If passing a queue of stationary traffic, watch out for
 - vehicles in the queue that may turn across them
 - doors opening in queuing cars so that passengers can get out
 - oncoming traffic that drivers in the queue allow to turn right through a gap in the queue
 - vehicles from the left pulling out of side roads or driveways etc.
- When passing vehicles stationary in traffic keep watching for movement in the traffic stream
 - being between the path and a moving car is risky
 - if the traffic starts to move look for a safe gap to enter back into the stream, taking the primary position
 - If a vehicle starts to move as a cyclist is overtaking, it is best to slip back in behind the vehicle
 - It is usually safer to be patient and wait if passing the queue does not help the journey
- A cyclist does not have to give way to a vehicle trying to pull out into their lane or road space, but must be really careful that the driver has seen them before passing the vehicles

Multi-lane Roads

- Positioning on a multi-lane road will depend on the width of the traffic lanes
- Ride in the primary position when
 - there is a need to be most visible to traffic
 - when cycling speed matches the speed of the traffic stream
 - ~ in this position, a cyclist can be seen earlier and see further
 - Plan moves well in advance for faster-moving traffic signalling your intention early
- When waiting in the middle of a multi-lane road at the central median strip, turn the bike to an angle, so it is more visible to approaching traffic

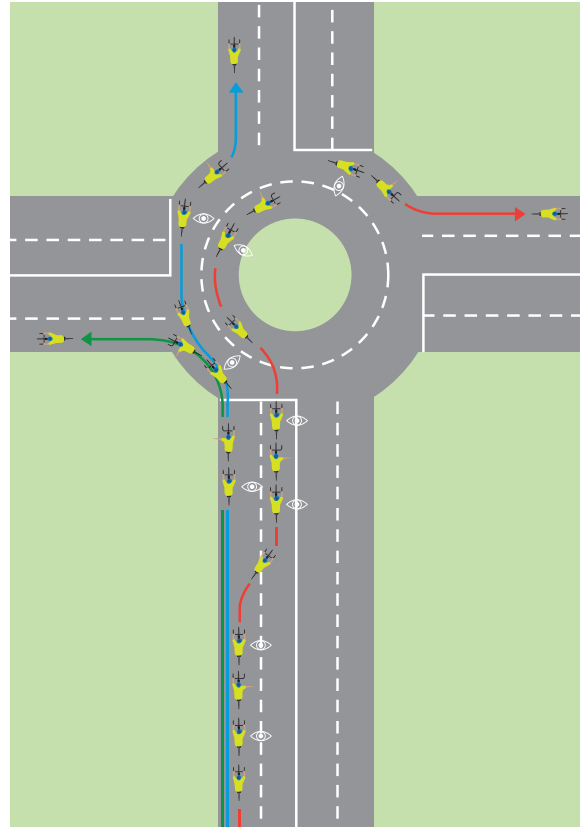




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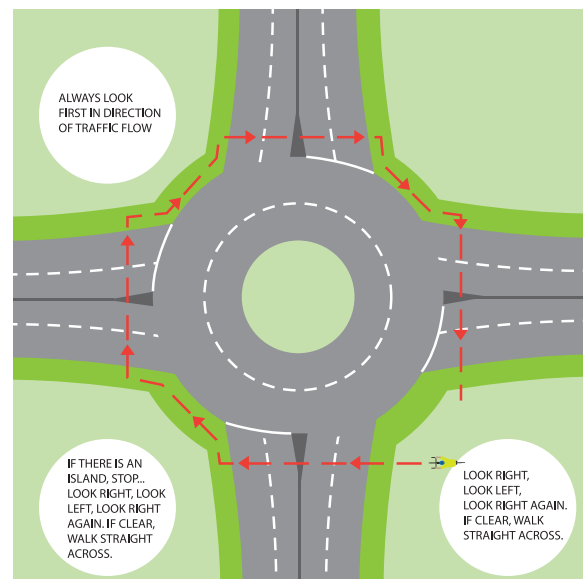
Roundabouts

- Cyclists need to be very aware when negotiating roundabouts as vulnerable road users have a lot to watch out for
- An **island** leading in to a roundabout can act as dangerous **squeeze point** if a driver overtakes
- **Appropriate positioning** for the intended destination is extremely important at a roundabout
- **Keep away from the outer edge** of a roundabout:
 - it is very **difficult to be seen by drivers**.
 - drivers turning left **may cut across** at risk to cyclists.
- **Turning left**
 - **LOOK behind.**
 - **Signal to the left.**
 - **LOOK for traffic on the roundabout, especially approaching from the right.**
 - **GIVE WAY** to traffic from the **right**.
 - **LOOK again.**
 - **ENTER to the left.**
 - **LOOK behind before exit.**
 - **SIGNAL to the left again.**
 - **Stay left** when exiting the roundabout.
- **Going straight**
 - **LOOK behind.**
 - Ensure you are in the **correct lane**, ideally in the **primary position** which will be **safest**.
 - **GIVE WAY** to traffic from the **right**.
 - **LOOK again.**
 - Enter the roundabout travelling at a **controlled speed** to allow for anything unexpected such as a slippery surface.
 - **LOOK behind** when just past the exit before the intended exit.
 - **SIGNAL to the left.**
 - **Stay left** when exiting the roundabout.
- **Turning right**
 - **LOOK behind.**
 - Ensure you are in the **correct lane**, ideally in the **primary position** which will be **safest**.
 - **SIGNAL** to the right and wait for a safe gap.
 - **CHECK BEHIND again.**
 - **GIVE WAY** to traffic approaching from the **right**.
 - **LOOK again.**
 - **Stay in the primary position moving round the roundabout.**
 - **LOOK again, SIGNAL to the left and move to the secondary position**
 - **LOOK again and stay left** when exiting the roundabout.



Give way to traffic coming from the right.

Walking a roundabout



See text overleaf



STAGE 2

Roundabouts contd.

Walking a Roundabout

(Diagram on previous page)

- At busy roundabouts, **it can be best to get off and walk** on the path, carefully crossing each road segment
 - **LOOK behind (SHOULDER CHECK)**, signal to the left and **pull in to the path** if safe, a distance before the roundabout (8-10m).
 - **Walk along** the path with the bike to the next road off the roundabout.
 - If there is a crossing (Zebra, Toucan etc.) use it.
 - If not, positioned **8-10m from the roundabout entrance**, look right and left to be sure it is safe and then **cross**.
 - **Repeat until the target road** is reached.
 - Position 8-10m into the destination road.
 - **LOOK**.
 - Place the **bike on the edge** beside the path.
 - **LOOK again**.
 - **Mount** on the left hand side of the bicycle, if safe to do so.
 - **LOOK**.
 - **Move the right pedal to the 2 O'Clock position**.
 - **SIGNAL** if necessary (if traffic approaching).
 - **LOOK again**.
 - **Pull away** when safe (traffic clear).

With Other Cyclists in Traffic

- Be **aware of other riders** on the road
 - **position** appropriately with regard to them.
 - **communicate** effectively with them (word, eye contact or signal).
 - **don't overtake on the kerbside**.
 - don't overtake in **corners**.
 - **look and signal before overtaking**.
 - only overtake when safe to do so.
 - ~ drivers may not expect a cyclist to move out of the cycle lane to overtake so scan first to be sure it is safe.
- **Shoulder check**.
 - to the **left**, for other **cyclists who may pass on the inside**.
 - to the **right**, where the **general traffic** flow will be situated.

Carrying Baggage Safely when Cycling

- **Carry baggage**
 - where it **cannot get caught** in the bike.
 - where it **cannot obstruct** the rider's cycling action.
- **Carry goods**
 - in a **backpack** strapped on the shoulders.
 - in a **basket**.
 - ~ be sure things **can't fall out** of the basket.
 - ~ and that a **back pack or bag** in a basket is **not too big** (at least two thirds of the bag should fit in the basket).
 - Ensure a bag is **secured in place** on a carrier (bungee cords may be needed)
 - ~ Make sure any **straps** from the bag are **tidied away** and **can't get caught** in the moving bike parts.
 - Consider **panniers** which are bags purpose-made to attach to the carrier
 - ~ these **sit low** on the bike which makes them **easier to carry**.
 - Look to a **bike trailer**, which usually attaches to the saddle stem and rolls along behind the bike, for **larger quantities**.

Keeping a Bike Safe from Theft

- **Lock** a bike at **busy, overlooked cycle parking**.
- Lock a bike with **both wheels and the frame locked to each other and the stand**.
- Lock a bike with a **strong lock and chain** which reaches all the removable parts – steel alloy, kryptonite and titanium are the metals of choice.
- Look for **purpose-made, public storage options**.
- **ALWAYS** lock a bike or put it away securely, bike theft takes only moments.
- Take note of a bicycle's **unique serial number** – in the case of theft, this will help identify a bicycle found as yours. This number is **engraved** onto the bicycle and is often found under the bottom bracket.