CYCLE RIGHT

CYCLING ON THE ROAD - ADULTS WITH CHILDREN

One hour-long session for parents with children, yard-based, skill-focused One hour-long road-based session, quiet urban based (Pre-Risk-Assessed)

Pre-requisites - Trainees

Before taking trainees on to a road environment trainers need to assess each participant for skill levels appropriate to that environment:

Core Bike Handling Skills: Balancing, Braking, Cornering, Gearing, Group Cycling, Pedalling, Shoulder-Checking and Signalling.

Road Positioning and Infrastructure: Left Hand Turns, Right Hand Turns, Roundabouts, awareness and understanding of road markings, signs and cycling infrastructure.

Revision

Pre-cycle checks (Helmet, Clothing, Bike and Conditions).

Aims & Outcomes

The aim of these sessions is to develop the core bike- handling skills of adults cycling with children, to give them the techniques to support a child to become a confident, competent cyclist.

Over the course of one or two sessions, adult trainees will initially train alone focusing on core skills and positioning. They will then be joined by child trainees to focus on positioning between the two, particularly at junctions.

The final phase will be on road in a quiet environment focusing on concepts of two-way traffic, group cycling and positioning between adult and child.

By the end of the ADULT AND CHILD training module adult trainees will be able to:

PRIMARY OUTCOMES

- Recognise critical spaces on the road and how these may change.
- Identify risks associated with tracks, tramlines and kerbs and outline how they might be treated or avoided.

By the end of the ADULT AND CHILD training module adult trainees will be able to:

PRIMARY OUTCOMES

- Demonstrate predictability and visibility on the part of the cyclist on the road.
- Demonstrate decision making and safe riding strategy over the course of a journey.
- Demonstrate an effective riding position while riding in a straight line or riding through a corner in two-way traffic.
- Demonstrate correct approach and progress through any crossings encountered (zebra, toucan, pedestrian, signal-controlled, non-controlled etc.).
- Demonstrate awareness of pedestrians on and off (text missing here?
- Demonstrate correct observation and positioning whilst passing a side road.
- Demonstrate correct observation, signalling and position for left turns Minor to Major and Major to Minor.
- Demonstrate correct observation, signalling and position for right turns Minor to Major and Major to Minor.
- Demonstrate correct observation and positioning to go straight on from minor to minor roads at a crossroads.
- Demonstrate correct observation, signalling and positioning for a mini-roundabout and single-lane roundabout.
- Demonstrate correct observation, signalling and positioning for a signal-controlled junction.
- Assess when it is appropriate to employ cycling or walking right hand turn and demonstrate correct application of both.

Delivery Method

The sessions will take place initially in a yard environment, then on the road, which will take the form of a trainer-led cycle on routes which have been pre-risk assessed by the trainer for appropriateness to the skill level of the trainees.

The route will provide trainees with the opportunity to experience previously learned manoeuvres in the general road environment. The first part of the route should take a left-hand orientation, allowing trainees to experience the easier turns first. Trainers should demonstrate the correct way to negotiate various common junction types and should then get participants to practise these while being observed.

The second part of the route should take a right-hand orientation, with the harder right-hand turns. Trainers should try to incorporate as many elements as possible – roundabouts, bike lanes, bike paths, kerbs etc.

It should be remembered at all times that the process of a journey is hugely valuable in helping participants bring skills learned in a controlled off-road environment to the unpredictable and uncontrolled environment that is the road system.

Checks

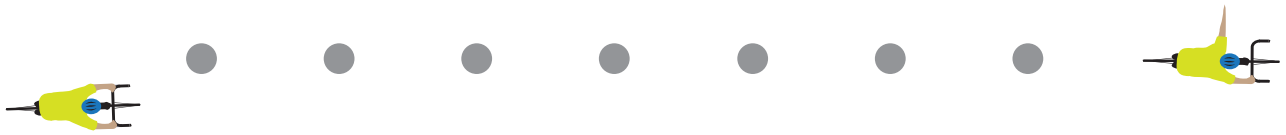
Checks continue to be a key component of countering risks prior to setting out on a journey on the bike.

Pre-checks

- ✔ Bicycle Check
- ✔ Helmet Check
- ✔ Clothes Check
- ✔ Conditions Check

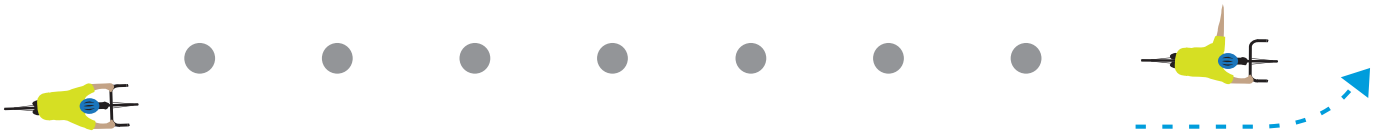
Moving Groups on Road

Turning Left, Major to Minor



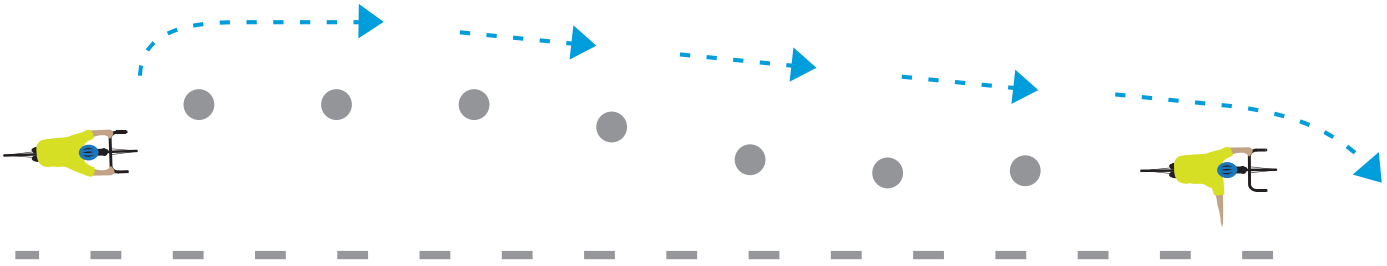
Rear leader stays to rear in extended position.

Turning Left, Minor to Major



Rear leader moves up on RIGHT side of group to reach head of junction before front leader and group START TO TURN.

Turning Right



Rear leader moves initially to the right to protect the group. Once the group, STARTING with the front leader, moves to the right, the rear leader moves up the LEFT side of the group to reach the head of the junction.

Suggested Practices

Over the duration of the Adult and Child training module, the trainers will bring the trainees through a series of manoeuvres which will focus in turn on the outcomes listed:

- Trainees will each perform a helmet, clothing and bicycle check. After this, the group of trainees will assess the conditions – weather and working surface – and highlight any areas which might cause risk.
- The first phase of training will be with adult trainees in an off-road area focusing on their core bike-handling skills and active knowledge of the content of CYCLE RIGHT Stage One, including positioning and behaviour at various junction types.
- The second phase of training will bring children, who have ideally completed Stage One training, to the yard environment with the adults, focusing on positioning between them for general cycling and on approach to and through various junction types.
- The trainer should outline the route to trainees and should establish, through a short discussion, their knowledge of how they will need to react to the road signs encountered, and how they will tell who has right of way.
- If deemed necessary, either of the trainers may call the group to pull in off the road and stop, either for safety reasons, or to discuss a particular point of interest, though generally, a degree of continuous cycling and fluidity on the journey should be the goal.
- Back at base when the journey is completed, the trainers should debrief with the group, assess any issues encountered on the way.

CYCLING ON THE ROAD - ADULTS WITH CHILDREN

POSITIONING

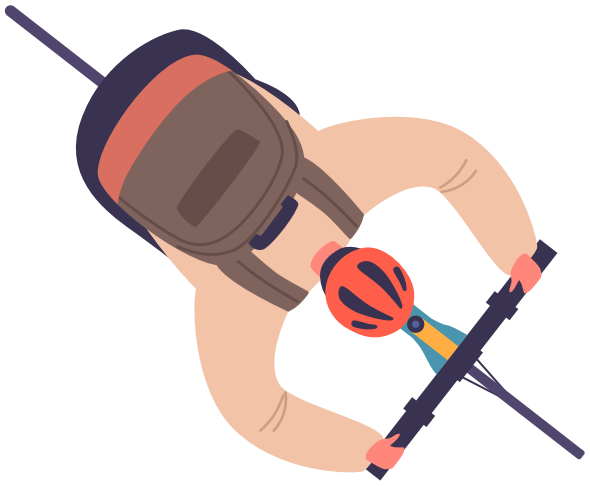
Positioning refers to where a road user is on the road, relative to other users. In the context of safety for cyclists, it is critical, and correct position for each scenario will allow a cyclist to move with confidence on the road network.

GENERAL POSITIONING

- **Traffic on the road**
  - usually **two flows of traffic.**
    1. travelling in the **same direction** as the cyclist.
    2. travelling in the **opposite direction.**
- Always cycle in the same direction as the traffic.
- Occupy a position in the road to **see and be seen.**
- **SECONDARY POSITION**, also regarded as the (text missing?)
- **STANDARD POSITION,** is the default to the **left side of road or lane:** -Approximately **one metre from the edge of the road.**
- **ADULTS CYCLING WITH CHILDREN** should generally cycle in the secondary position ensuring the child is approximately one metre from the edge of road, while taking a position themselves behind the child and a further half metre out from the edge positioned to offer some protection from traffic approaching from the rear as well as to be able to communicate clearly with the child.
- **PRIMARY POSITION** is in the middle of the lane as part of the general flow of traffic.

POSITIONING FOR CORNERS

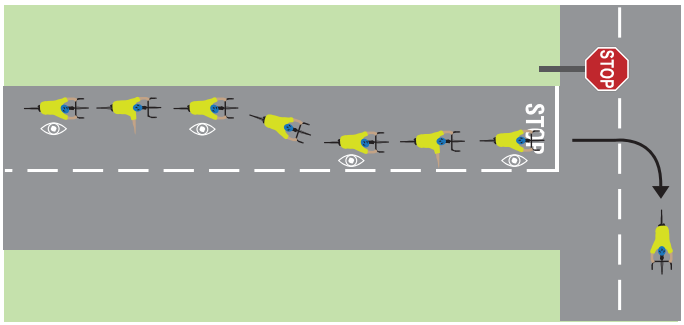
- Keep to the **correct lane.**
- On the **correct side** of the road.
- Watch out for others travelling in the **opposite direction** who may:
  - **cut in** or **swing out** in corners
- When a vehicle is making a right-hand turn, stay behind or pass the right-turning vehicle on the left, if it is safe:
  - **never** pass a right-turning vehicle **on the right.**
- **Avoid moving between** a line of **waiting** cars and a row of **parked** cars:
- Where there is a possibility of being **hidden** from other road users by turning or busy traffic, ride with hands over the brakes prepared to brake or stop in any eventuality.
- **Follow** the directions of **road markings and signs**, but always be aware that **others may act differently.**
- Watch out for **vehicles joining, leaving or crossing the flows of traffic.**



LEFT HAND TURNS

- For a left-hand turn, the accompanying adult should move up on the RIGHT side of the child at the head of the junction, if safe to do so, and should follow the sequence.
- Generally from a **SECONDARY POSITION**
  - **cycle steadily** in sight of all traffic about one metre from the edge of the road.
  - **look forward.**
  - **LOOK behind over the right shoulder** (where traffic will be).
  - **SIGNAL** clearly for three to four seconds.
  - return hand to the **handlebars.**
  - **CHECK behind again**
  - **slow down** as necessary.
  - bring the **inside knee up and turn.**
  - **LOOK out for:**
    - traffic travelling in the **opposite direction** cutting across.
    - traffic travelling in the **same direction** cutting in front in the turn.
    - traffic on the **road being entered.**
    - traffic leaving the road being entered, **cutting the corner.**
    - **pedestrians** crossing that road.

Turning Right, Minor to Major



RIGHT HAND TURNS

- For a right-hand turn, the accompanying adult should move behind to the REAR and LEFT side of the child on the move to middle of the road, moving up to the LEFT side of the child at the head of the junction, if safe to do so.
- A **complex manoeuvre** on the road, crossing **two flows** of traffic:
  - **vehicles travelling in the same direction** as the cyclist.
  - then those travelling in the **opposite direction.**
  - complexity is greatest if the junction is a **crossroads** with all roads having equal priority, as the cyclist must watch for vehicles from all directions.
- Starting from a **secondary position:**
  - **cycle steadily** in sight of all traffic about one metre from the edge of the road.
  - **look forward.**
  - **LOOK behind over the right shoulder** (where traffic will be).
  - **SIGNAL** clearly for three to four seconds.
  - return hand to the **handlebars.**
  - **CHECK behind again.**
  - move to a position an arm length from the **middle of the road.**
  - take up POSITION past the middle of the destination road and aligned with the lane to be turned into.
  - **LOOK behind again.**
  - **SIGNAL again** for three to four seconds.
  - **slow down** as necessary.
  - bring the **inside knee up** to prepare to turn.
  - **CHECK behind a final time**– this is the "life-saver" look to detect traffic overtaking from behind.
  - **Never** attempt to **turn right directly from a bike lane** at the **left side** of the road.

POSITIONING FOR SIMPLE ROUNDABOUTS

- Depending on the exit being taken, left, straight, or right, the adult accompanying a child should take the following position;

  For a left-hand turn or to move straight through the roundabout, the accompanying adult should move up on the RIGHT side of the child at the head of the junction, if safe to do so, and should follow the sequence

  For a right-hand turn, the accompanying adult should move behind to the REAR and LEFT side of the child on the move to middle of the road, moving up to the LEFT side of the child at the head of the junction, if safe to do so, and should follow the sequence - when moving into position on the new road, the adult should revert to take up position on the RIGHT and REAR of the child by moving behind as part of a continuous movement at the conclusion of the turn.

- **Appropriate positioning** for the destination is extremely important at a roundabout.

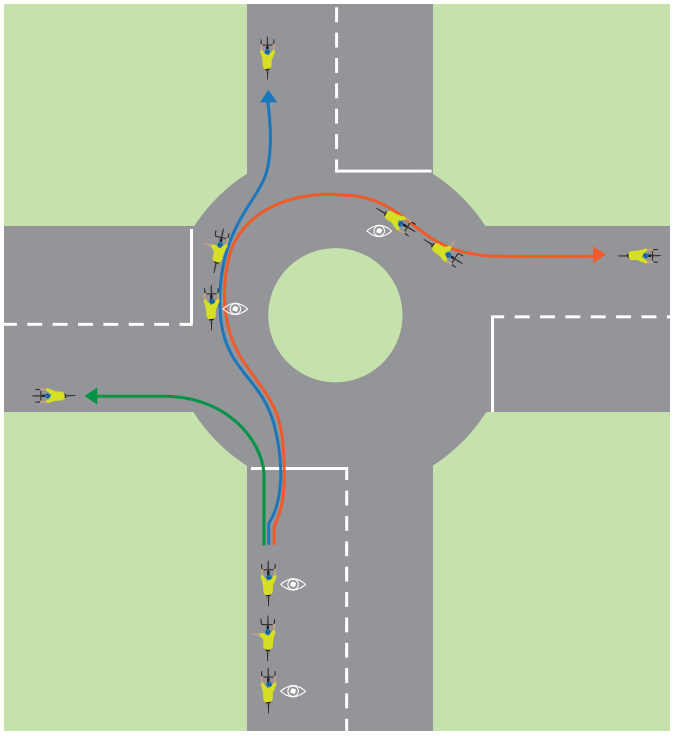
- **Keep away from the outer edge** of a roundabout:
  - it is very difficult to be seen by drivers.
  - drivers turning left **may cut across** at risk to cyclists.

- Turning left
  - **LOOK behind.**
  - **SIGNAL to the left.**
  - **look for traffic on the roundabout, especially to the right.**
  - **GIVE WAY** to traffic from the right.
  - **LOOK again.**
  - **ENTER** to the left.
  - **LOOK behind before exit.**
  - **SIGNAL, LOOK and stay left** when exiting the roundabout.

- **Going straight**
  - **LOOK behind.**
  - **GIVE WAY** to traffic from the right.
  - **LOOK** again.
  - **LOOK** behind prior to the exit of choice.
  - **SIGNAL and EXIT** the roundabout.

- **Turning right**
  - **LOOK behind.**
  - **SIGNAL** and wait for a safe gap.
  - CHECK BEHIND again and move to the middle of the lane.
  - **GIVE WAY** to traffic from the right .
  - **LOOK again.**
  - **stay to the middle of the lane moving round** the roundabout.
  - **LOOK, SIGNAL, LOOK again and move to the left before EXITING the roundabout.**

Positioning for Simple Roundabouts



POSITIONING FOR JUNCTIONS

Right of Way: Who Goes?

Rider 1 is not crossing anyone else's road space and is on the main road with first right of way.

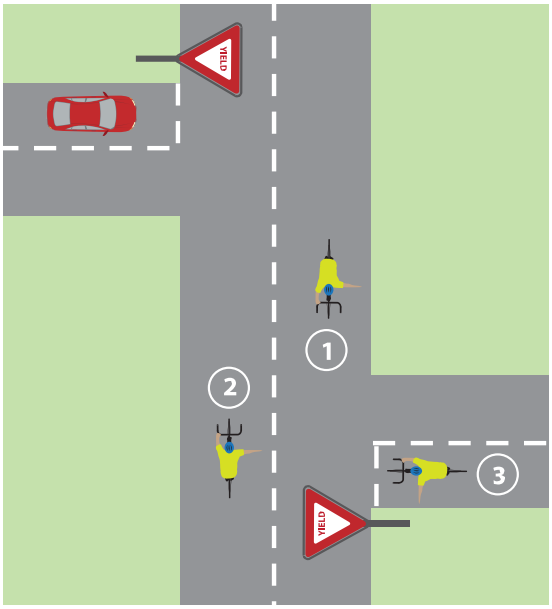
Rider 2 is crossing rider 1's road space and must wait until that rider turns or moves on.

Rider 3 is crossing the road space of both riders 1 and 2 and must wait until the turn or move on.

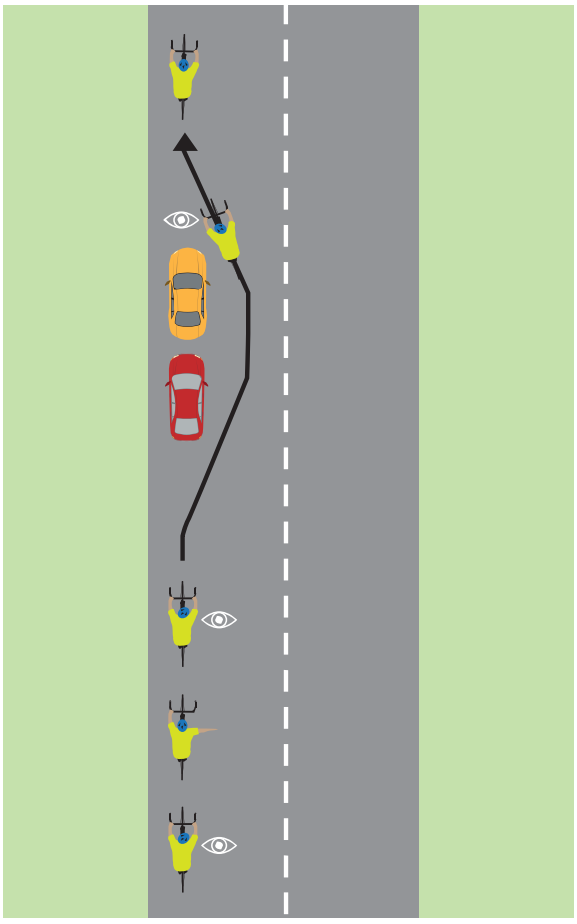
POSITIONING FOR OVERTAKING PARKED, SLOW-MOVING VEHICLES, OTHER OBJECTS

- **LOOK behind** over the right shoulder to check for traffic coming from behind.
- **SIGNAL** to move over to the right.
- Return the right hand to the handlebar and gradually move into **POSITION** towards the back roadside corner of the vehicle if clear to do so.
- **CHECK behind again** –
  - if there is traffic, the rider should either **stop** and wheel the bicycle **along the path until past** the cars.
  - or **wait** back from the rear roadside corner of the vehicle in the start position until a **suitable gap** in the traffic appears.
- **Pull out** into the position if it is **safe to do so** and cycle past:
  - **steady, straight line of progress.**
  - **door-width away from cars** (approx. 1 metre).
- **LOOK behind** to make sure it is safe to pull in – someone in the driver's seat could mean the vehicle is about to move.
- **Move back to the left hand side** of the road –**SECONDARY POSITION.**

Right of Way



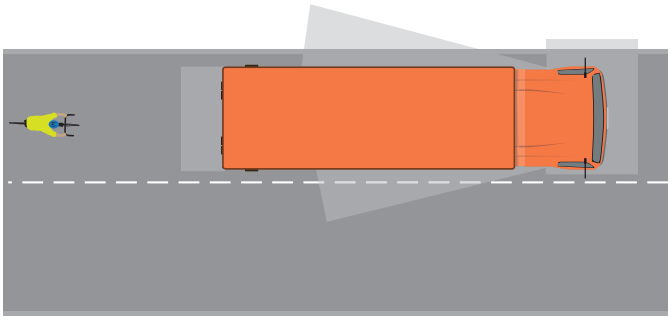
Positioning for Overtaking Parked, Slow-Moving Vehicles, Other Objects



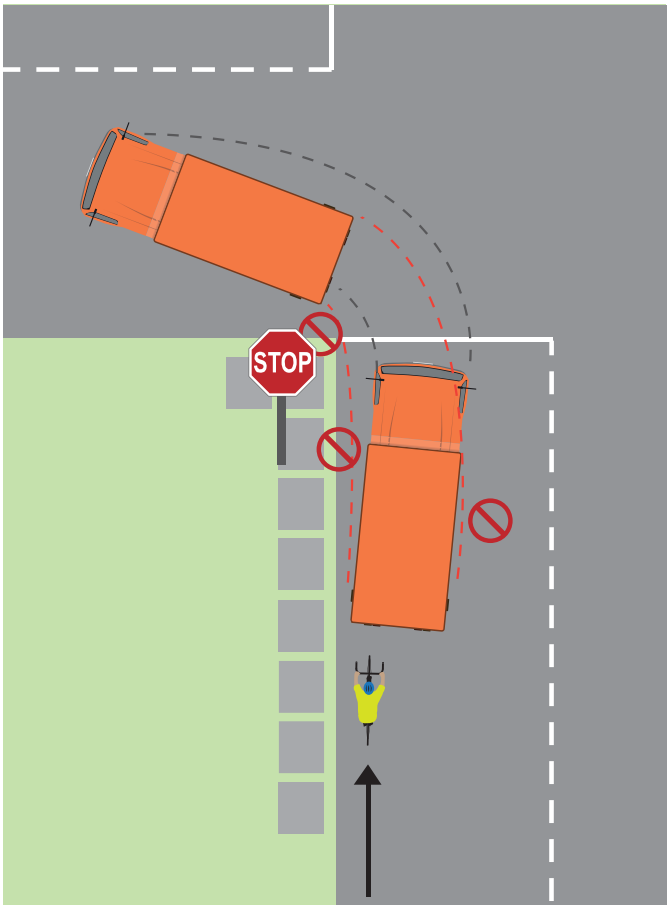
POSITIONING FOR PASSING LARGE VEHICLES

- **Leave extra room** when STOPPED behind a truck to **avoid a "roll-back" collision.**
- Always be sure to **SIGNAL early** to a large vehicle behind **before STOPPING**, as large vehicles need a lot of time and space to stop.
- Watch out for large vehicle **BLIND ZONES:**
  - remember a driver will not be able to see a cyclist **behind or directly in front of the cab of the vehicle.**
  - remember that the further a cyclist is **along the sides** of a large vehicle, the more they are in the blind zones.
- Stop pedalling and concentrate on keeping the front wheel straight when a **large vehicle is coming alongside, as a powerful draft** capable of knocking a rider from a bike can be created.
- **NEVER PASS A LARGE VEHICLE ON THE LEFT SIDE.**
- NEVER edge forward along either side of a long vehicle at a junction or in a queue.
- **Take care** when leaving a road into which a **long vehicle is turning** in the opposite direction, in case it **swings over** to the cyclist's side of the road.
- **Take care** when a large vehicle is turning **left.**

Large Vehicle Blind Zones



Large Vehicle Turning Lines



POSITIONING FOR ADVANCED BICYCLE AREAS

- **Advanced Stop Lines** set the point where drivers are supposed to stop before an Advanced Stop Box - an **Advanced Stop Box** is an area at a junction before the general traffic stop line which is designated for cyclists.
  - this area is usually coloured **red.**
  - it is designed to allow **cyclists move to the head of the traffic** queue.
  - when traffic lights turn red, b**ikes may move carefully** along beside or through the traffic to **position in the Advanced Stop Box.**
  - always **look, signal** and only **move when it is safe.**
- Advanced Stop Boxes are found at **signal or sign controlled** junctions.

POSITIONING WITH OTHER CYCLISTS

- Be aware of the **position of the other riders** you are travelling with.
- Keep a **safe distance** from other cyclists in a group
- Cycle in **single file to allow faster traffic** to pass where it can do so safely.
- When roads are not busy cycling **two abreast** is allowed, but always be **ready to single out** to facilitate the flow of traffic.
- When riding in a group, **never go up the inside**(path side) of other riders.

Feedback and Evaluation

Over the course of the session the trainer should continuously monitor trainees for progress towards the target outcomes. Trainees should demonstrate on the journey that they understand road signs by their actions. After the journey, the trainer should give both group and individual feedback to trainees, as appropriate, to help improve technique.

The trainer should use questions to remind trainees of the scenarios encountered on the road and to help them analyse their and the group's actions and if there were other courses of action that could have been taken.

Trainees should be asked to explain the decisions they make while on the journey, showing understanding of safe riding strategy.

At the end of each session the trainer should review to gauge whether the content delivery has been successful and whether trainees have achieved the required outcomes. To help analyse this, the trainer can pose questions to him/herself, samples of which follow. Trainers can also rephrase these questions directly to the trainees to prompt their knowledge on the topics.