

Safe Cycling E-book



Your Bike & Bike Security



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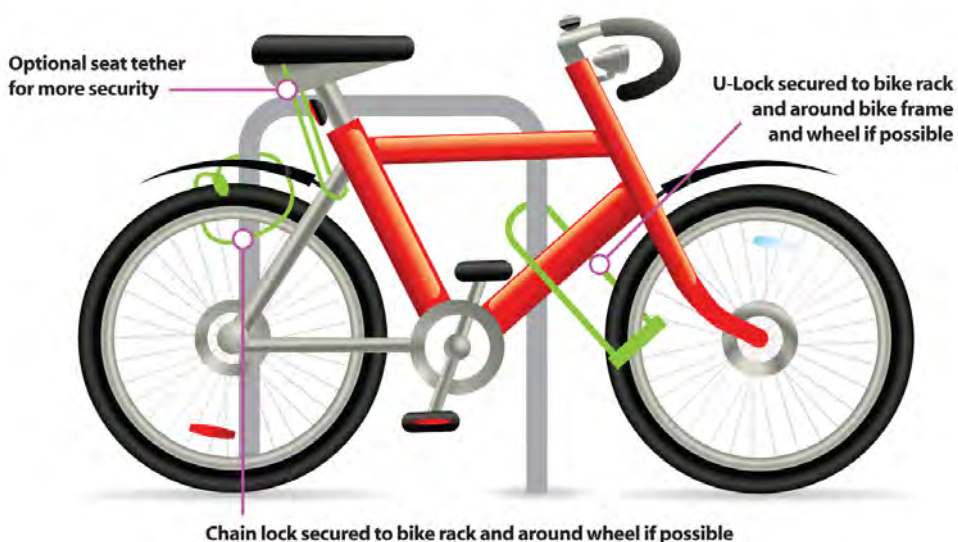
If you are going on a cycling course, ideally you should have a proper road riding bike. This means a proper sized bike that fits you, with gears that helps you to ride for a distance. BMX bikes are very popular at the moment, especially with boys. But remember they aren't really suitable for riding on the road.

If you're getting a new bike, it's always a good idea to talk to someone at a bike shop first, about what kind of cycling you are going to do on your bike.

Your bike should be cleaned and checked regularly for damage.

Bike Security

If you are going to leave your bike so you can't see it, you need to make sure you have a good bike lock with you to make sure someone doesn't try to steal it. If you have a bike where the wheels can be taken off without a spanner (these are known as 'quick release' wheels) you might need two locks. The lock needs to go through each tyre, the bike frame and a bike stand or secure rail or something similar. If the saddle doesn't need a spanner to remove it (known as a quick release saddle), you can buy a lock for this also.



Park your bike carefully so it can't fall down and people don't fall over your bike.

It's also a good idea to make sure your bike is registered, so if it is stolen, it can help the police to get your bike to you. Presently we recommend www.bikeregister.com. The States Police will provide marking kits FREE of charge and help you mark your bike. You will need to forward security details of your bike to bike register.

Some of the details you should know about and maybe keep safe at home about your bike are:

- Make & Model
- Frame number

- Frame size
- Frame colour
- Wheel size
- Gear make/model
- Accessories
- Any special features

There is also another web site you may wish to visit, that you can use to register other household items property you wish to protect. Just follow this link for information about how to register your property <https://www.immobilise.com/index.php>

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Cycle Maintenance

It's important you keep your bike well maintained. Don't try and fix things you don't know how to, this can be very dangerous. Take it to a bike shop and get a trained bike mechanic to do it for you.



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1 – Brakes

Check they work every time you start a journey. If your bike was bought in the United Kingdom, the back brake is on your left and the front brake is on your right on the handlebars. If your bike was bought on the continent, they will almost certainly be the other way around. To see if they work, roll the bike forward and put the front brake on, the back wheel should lift off the ground. Then roll your bike backward, put the back brake on and the front wheel should lift off the ground. Keep an eye on the brake blocks that they are in the correct position and not becoming worn. If you have disc brakes a cycle shop needs to check these for you for wear. **When you squeeze the brake levers, you should be able to get a finger between the brake lever and the handlebar.**

2 – Brake cables

At the beginning of a journey, check no one has disconnected the brake cables, perhaps as a joke, this is very dangerous. This can sometimes happen accidentally when getting a bike on and off a car bike rack. Check the brake cables occasionally that they are in good condition and not showing any signs of wear. As your bike gets older, the brake levers may begin to return to the 'off' position almost in slow motion. This probably means the brake cables are corroding on the inside and need replacing.

3 – Tyres

There are lots of different types of tyres that can be on a bike. Some thick, some thin, some with 'tread' or 'grip', some with no 'tread' or 'grip'. Make sure your tyres are well pumped up; really hard; always use a bike pump to do this. This helps make it easier to ride and more difficult to get a puncture. If your tyres have tread, get them changed when they are wearing out. If you like to skid on your bike, this will happen quickly. Check the rubber for lots of cracking, if this happens you will need to change the tyre.

4 – Wheels and spokes

Check for damage and the spokes are not loose by gently squeezing the spokes around the wheel. Spin the wheel and make sure the wheel has no buckle (bending) in it and it doesn't have any movement in it.

5 – Reflectors

If you ride on the road in the dark you must have a red reflector on the back of your bike and two pedal reflectors on each pedal. There should also be a white reflector at the front, and one reflector on each wheel.

6 – Steering

This can become loose and should be tightened. To check, put the front wheel between your legs and try turning the handle bars. If the bar moves, it needs tightening.

7 – Handlebars

Make sure they have good handle grips. The plugs in the side of the grips often come out. This can be very dangerous and they should be replaced as soon as possible. The handle bar should be lined up correctly.

8 – Frame

Check occasionally for cracks and bends and all nuts are tight.

9 – Pedals

Should have good grip and spin freely. If you hold the peddal shaft and try and move the peddal from side to side, there should be no movement. Oil the moving parts regularly.

10 – Saddle

Should be set at the correct height and tight (see section: Does Your Bike Fit You?)

11 – Chain

Should be oiled regularly with a 'bike oil' NOT WD40 or similar. There should be no sign of rust.

12 – Gears

Make sure they are adjusted and they all work. It is usually best to take this to the bike shop if they need adjustment, it is a skilled job.

13 – Mudguards

They aren't very popular at the moment, but in the winter they will stop you getting dirty when the roads are wet. Make sure they don't catch on any of the moving parts.

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Does Your Bike Fit You?



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Your bike needs to fit you. A bike that is too big or too small can be dangerous. It will be more difficult for you to control your bike, more likely you will wobble as well as it being more difficult to signal.

Below is some advice to help you understand how to fit your bike, but the most important thing is that you should feel safe and comfortable.



The height of your saddle is important for the most comfortable position and safe riding style. When you sit on the saddle, both feet should reach the floor and the balls of your feet should be touching the ground. If your feet are flat on the ground the saddle is too low and needs raising, and if your toes are just touching the ground right on your tip toes, either your bike is too big for you or the saddle is too high.

The handle bars on your bike should ideally be in line with your saddle or slightly above the saddle. You should be able to comfortably reach the handlebars and your fingers should comfortably be able to cover and work the brakes. It is very important that your fingers can 'cover' the brake levers and you should ride with your fingers covering the levers at all times in case you need to stop suddenly.



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Are You Ready to Ride?



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Make Sure You are Wearing the Right Kind of Clothes

- Bright clothes that help you to be seen are great. Wear fluorescent accessories if you have them by day, reflective helps you at night.
- If it's cold, wear warm clothes.
- If it looks like rain, make sure you have clothes to keep you dry and warm.
- Make sure any cords that are dangling are tied up and out of the way of any of the moving parts of your bike like the wheels for instance.
- Wear cycle clips or use something like a slap band if you are wearing long trousers that are loose and might get caught in the chain or maybe tuck them into your sock.
- Make sure your shoes have good grip for the pedals so your feet don't slip off and they cover your feet and give you good protection. Make sure laces are tied up and tucked out of the way so they don't get caught in the chain. Flip flops are a definite **NO**.
- Cycling glasses are great for protecting your eyes. If you are cycling down hill for instance, they may stop a fly getting in your eye.
- Fingerless cycling gloves to help protect the palms of your hands if you have a fall.
- Wear an approved cycle helmet that is in good condition. If the plastic outside of the helmet is cracked, this isn't really a problem as long as you can't cut your finger on it, but if the polystyrene is cracked, the helmet needs replacing. It needs to have at least one of the following approved safety standards; BSEN 1078: 1997; SNELL B-95; AS/NZS 2063 and displays the CE mark.

How to Fit Your Cycle Helmet

- The helmet should fit your head snugly, not loose or too tight. There is an adjuster that you can use to help fit make sure it fits properly. On some helmets, they have small sponges provided that are used to stick on the inside of the helmet to get the best fit.
- It should sit on your head so that it is straight and not sitting on the back of your head for instance.
- The straps coming from the helmet, there should be one to the front of your ears and one behind and they should be tight.
- There is a plastic 'toggle' on the straps, that should be adjusted so the rest just under the ear lobes to keep the straps tight to the front and back of the ears.
- The strap should be done up under the chin and adjusted so it is secure, not too tight, but not too loose. You should be able to put your finger between your chin and the helmet strap.



The Law

To ride on the road on your bike you **MUST HAVE**:

- A working set of brakes that work.
- A working bell.
- At night have lights on your bike, a white light at the front and a red one at the back.
- At night you must have a red reflector at the back of your bike, pedal reflectors and additionally you should have a white reflector at the front and one on each wheel.
- You cannot give someone a lift on your bike unless it is designed for two people, such as a tandem.
- You must not ride on a pavement unless there is a sign saying you can.
- You should not ride through a red traffic light.
- You must not ride more than two abreast (more than two cyclists next to each other) on a main road.
- You should not ride the wrong way up a 'No Entry' unless there is a sign saying you can, and then make sure you do this very carefully.
- You must obey all traffic signs in the Highway Code.
- You must not ride carelessly or dangerously.
- You cannot ride an **electric bike** until you are 14 years old.
- The motor on an electric bike should not be able to propel you at more than 15mph.
- Adults can be prosecuted for riding a bike under the influence of alcohol or drugs.
- You must follow the rules set out in the Highway Code.

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Signs & Markings



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Cyclist Hand Signals

Your signals should always be clear, given in good time and long enough for others to see them. You **MUST** be able to ride in a straight line whilst signalling. There is no need to signal if there is no one else around. Always have a good look all around (to your front and behind) before you do a hand signal, just to make sure it is safe to carry out whatever turn you want to make.



Road Signs

Signs with the red circles are things you **MUST NOT DO**:



Signs with a blue background are things you **MUST DO**:



Triangular signs, with the point upwards with red edging are signs that give **WARNINGS**:



Warning uneven road



Warning steep hill downwards



Warning slippery road



Warning roundabout ahead



Warning road works



Warning road narrows from the left



Warning road narrows from the right



Warning two way traffic



Warning pedestrian crossing



Warning cyclists



Warning crossroads



Warning two way traffic

Signs that are different shape to all the others **MUST BE OBEYED**.



Stop



No vehicles except bicycles being pushed



No through road/dead end



No entry

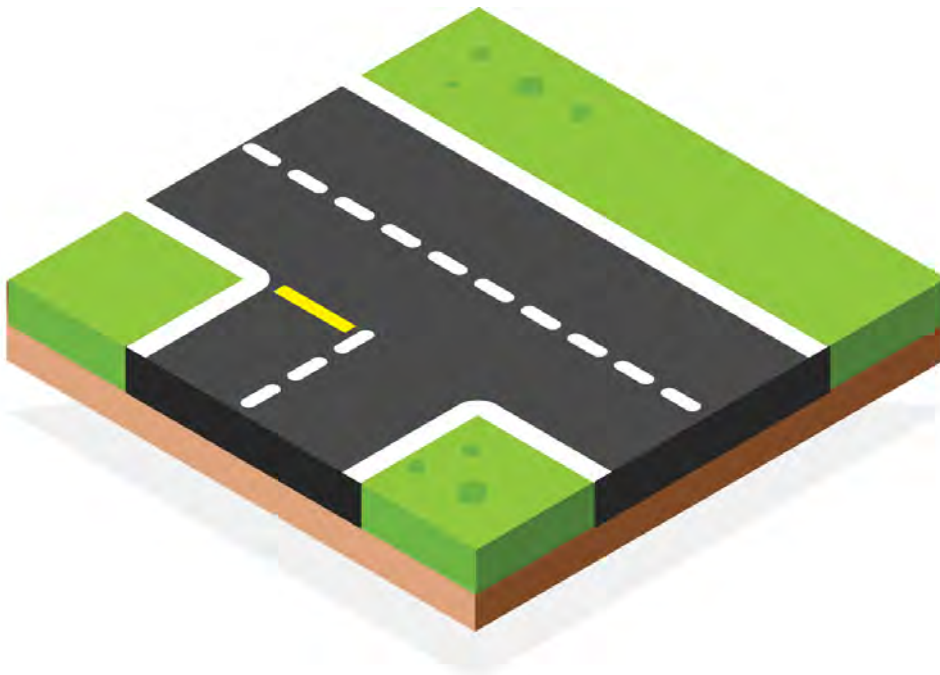


Give Way

Road Markings

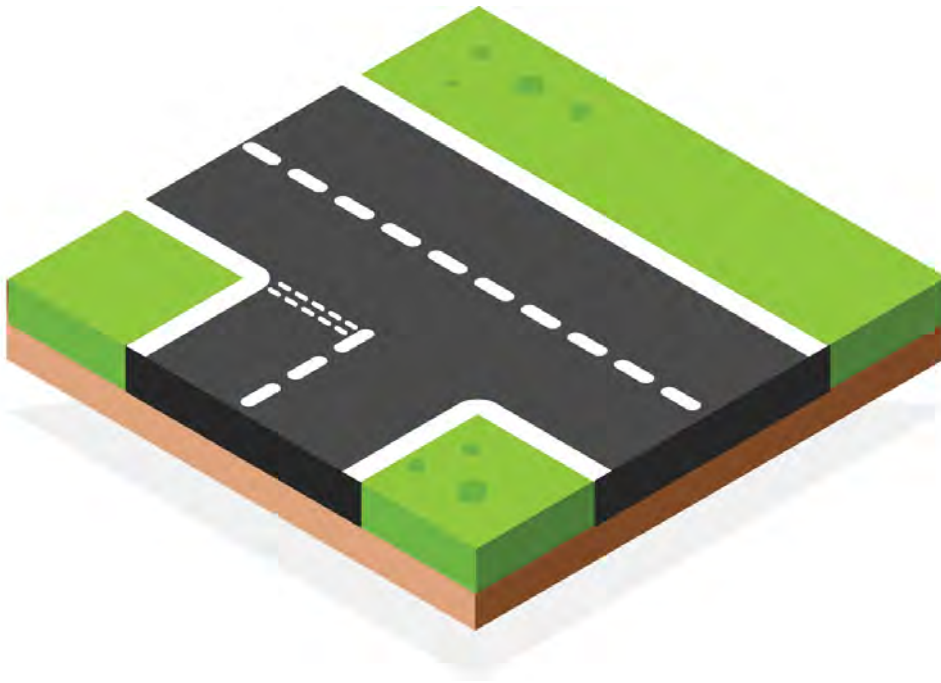
A junction is where two or more roads come together, like a 'T' junction, a roundabout or cross roads. All junctions are dangerous and you are more likely to have an accident here than on a straight piece of road. Take lots of care at a junction.

Give Way Line in Jersey



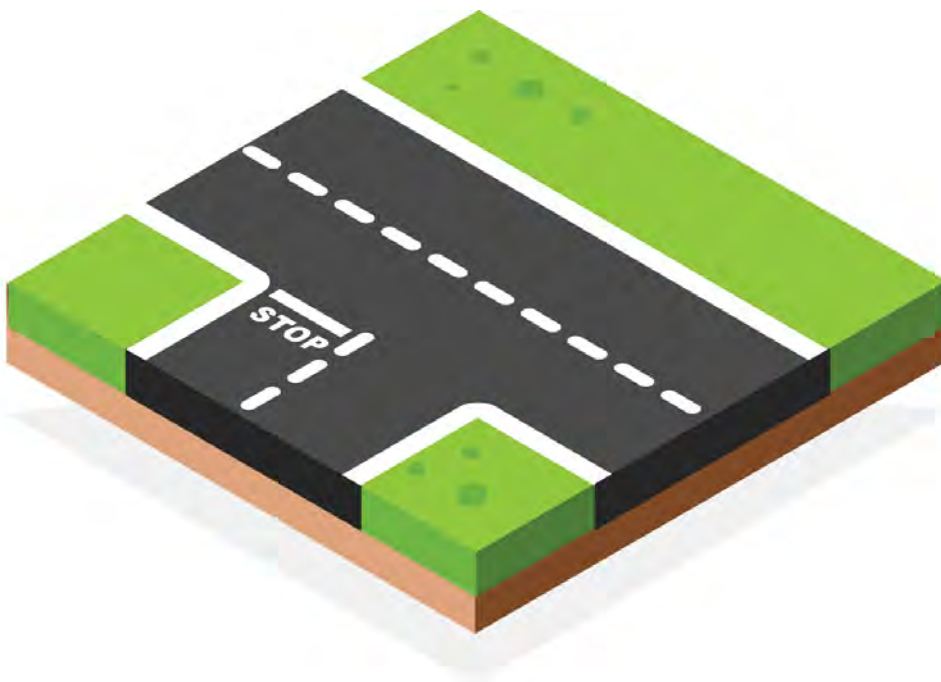
In Jersey, we use a yellow coloured line to instruct people to 'give way' to traffic on the main road. If as you approach a give way line, you can clearly see the road is clear, you may ride straight out onto the road.

Give Way Line in UK



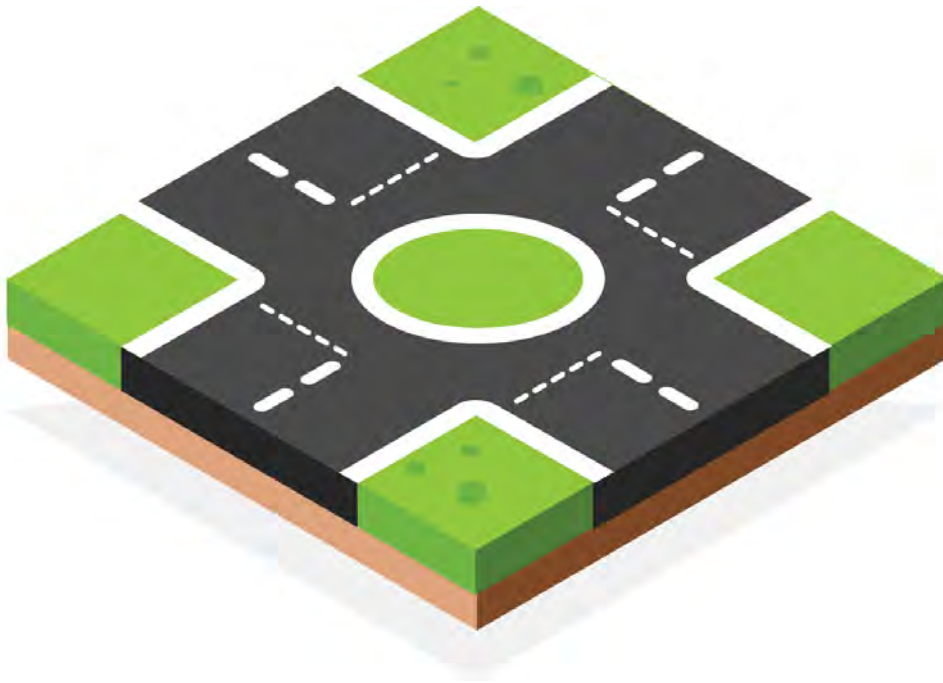
If you are riding in the United Kingdom, they use a double white dotted line as above to show you must give way at the junction.

Stop Line in Jersey & UK



This is a stop line that you will find at some junctions. When you approach one of these lines, you **MUST** stop and check the road before riding out into the road. At junctions where you find these road signs, the junction is dangerous and you need to take extra care.

Give Way Line at a Roundabout Jersey & UK

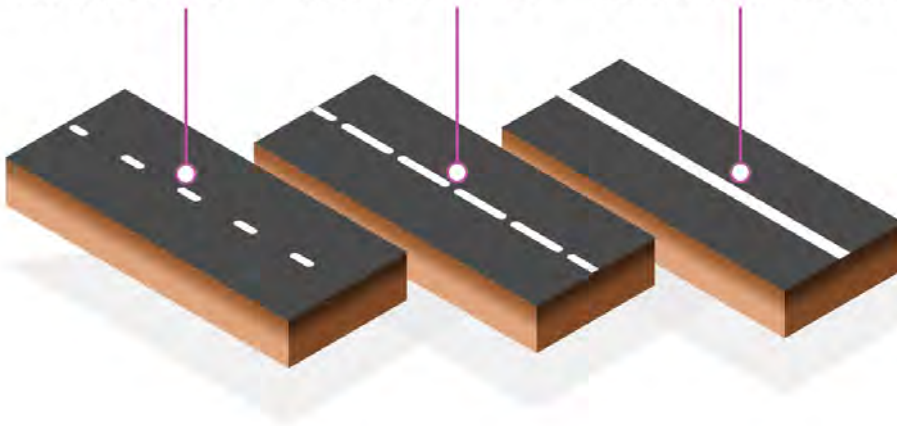


When you approach a major roundabout, you will find one of these white lines that means 'give way to your right' in Jersey or the United Kingdom and give way to your left on the continent.

Centre line

Hazard line

Solid white line



Centre line

This is a centre line that divides the road in half.

Hazard line

When the white line lengthens and the gaps get smaller, it means the road is more dangerous.

Solid white lines

Very dangerous road. Do not cross the solid white line.

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Lights & Signals



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Jersey Traffic Lights (The order in which they change and what they mean)



**Red:
Stop**



**Green:
Go**



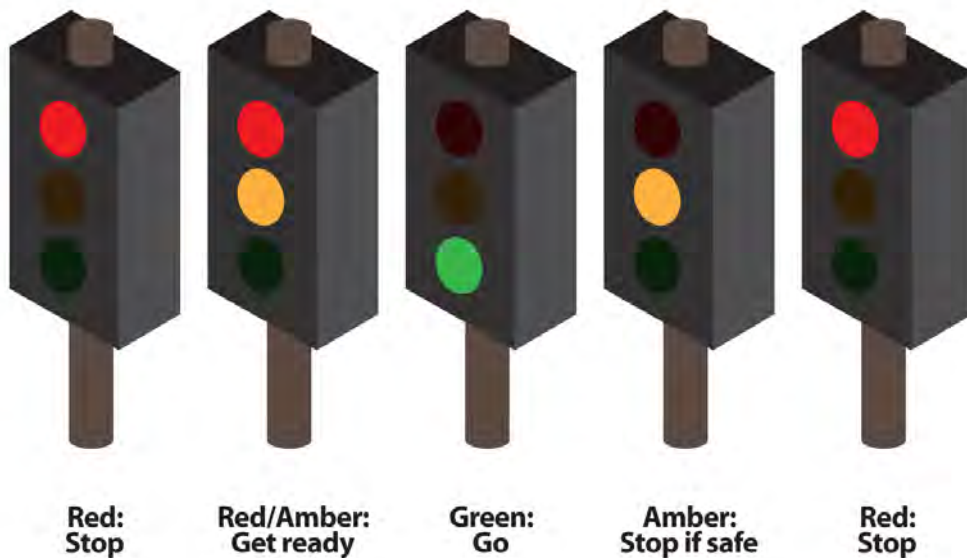
**Amber:
Stop if safe**



**Red:
Stop**

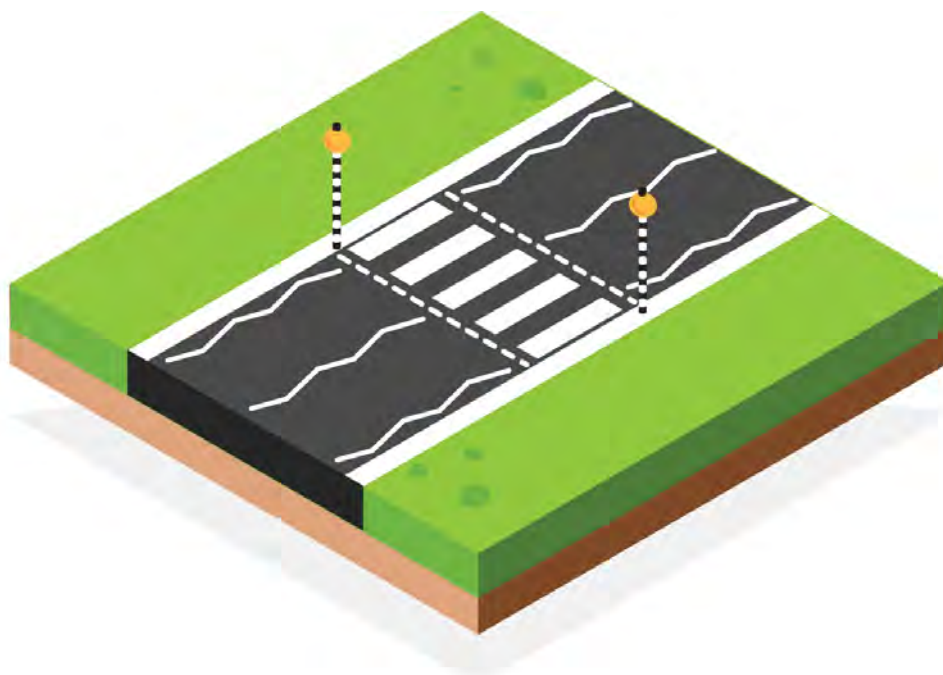
From the Red light (stop) , is goes straight to the Green light (go). From the Green light, it goes to Amber (yellow) (stop if safe) and then Red (stop).

UK traffic lights. (The order in which they change and what they mean)



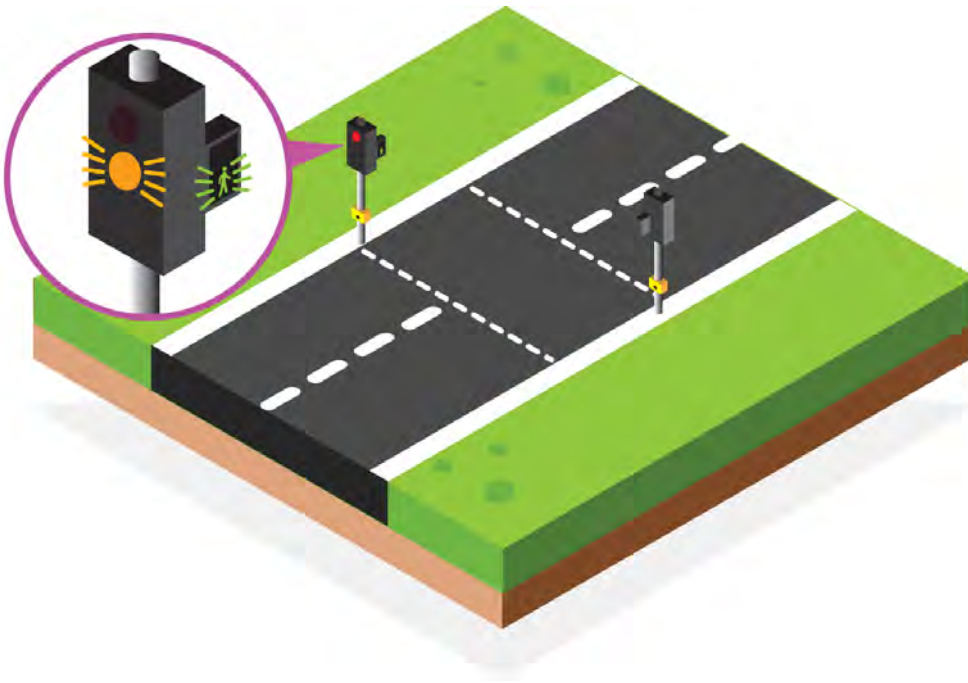
From the Red light (Stop), the Red light stays on and it stays on at the same time as the Amber (yellow) light (get ready). Then, the Red and Amber (yellow) lights go out and the Green light (go) comes on. From Green it goes to Amber (yellow) and then to Red.

Zebra Crossings



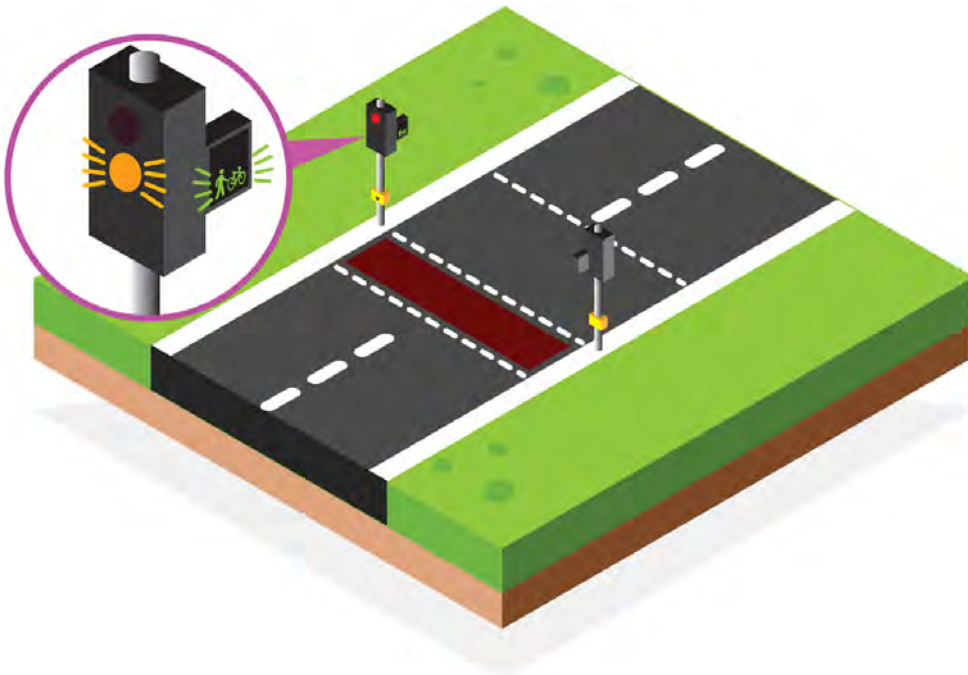
Approach zebra crossings with care. Check back and move from the secondary riding position to the primary riding position to block the road. If you see someone who wants to cross at the zebra crossing, come to a controlled stop to let the pedestrian cross the road. Be careful when approaching crossings in busy areas as pedestrians often cross without warning or looking. Remember, they probably won't hear you coming!

Pelican Crossings



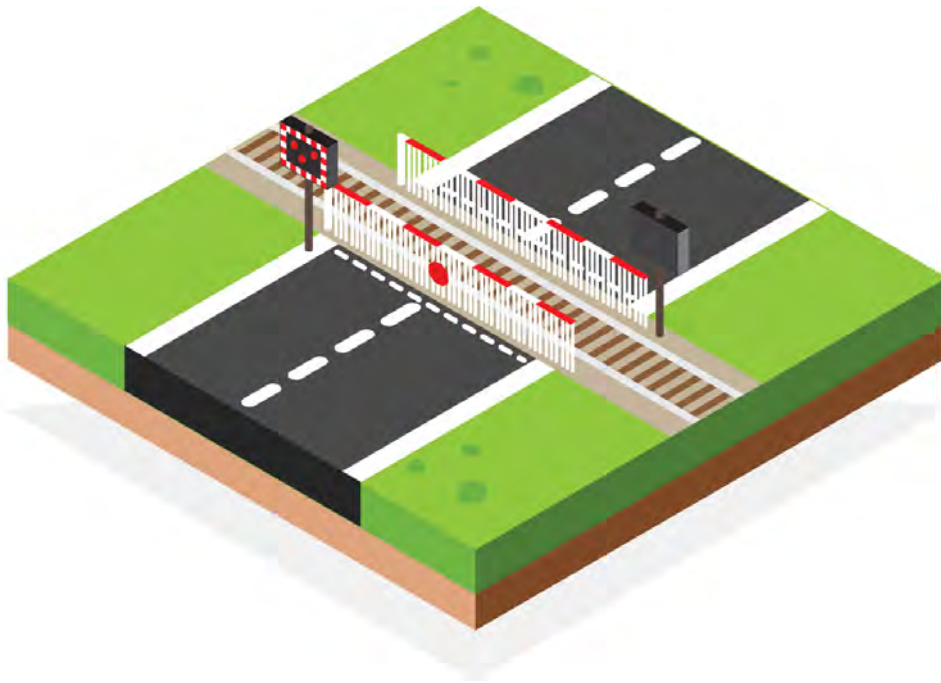
At pelican crossings, when someone presses the button to stop traffic, as the traffic light turns to red you must stop to let people cross the road. When the traffic light changes from red to a 'FLASHING' amber/yellow light, if there is no one crossing the road you may go. If people are still crossing the road you must wait until the road is clear of people.

Toucan Crossings



This is the only traffic light that you are legally allowed to 'ride' your bike across the road. At all other pedestrian crossings, if you want to cross the road, you must push your bike across the road as a pedestrian.

Level Crossings



We don't have any level crossings in Jersey. You will find them in the UK and continent. You should **NEVER** try to cross at one of these places when the barriers are down and the red lights are flashing.

Police Hand Signals

STOP!



Stop. From front and behind.



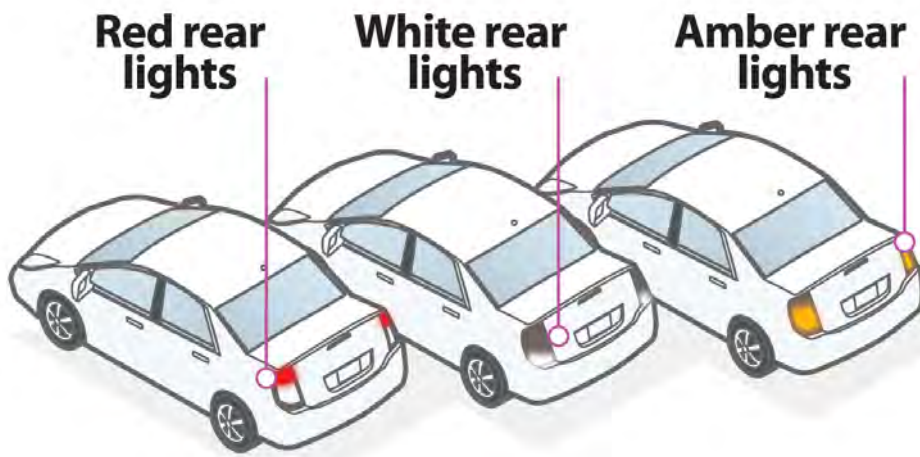
Stop. From front.

GO!



You can go.

Lights on Cars, Trucks and Vans (vehicles)



Red Rear Lights

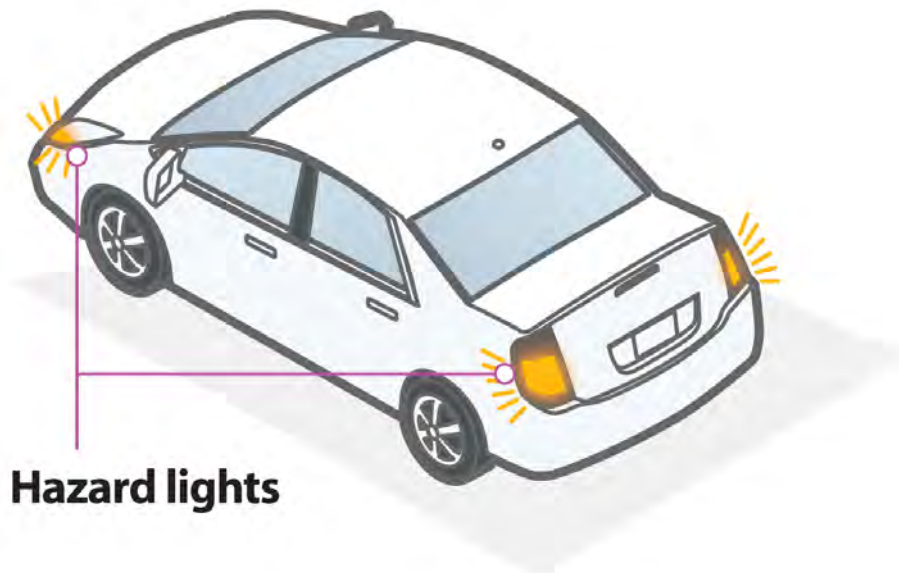
Red lights at the back mean the car is coming to a stop.

White Rear Lights

One or two white lights coming on at the back of a car mean it is about to reverse. When a van or lorry reverses, you may also hear a beeping sound as well as seeing the white lights.

Amber (yellow) Rear lights

An amber (yellow colour) light flashing on the right side, means the driver wants to turn right. An amber light flashing on the left side, means the driver wants to turn left. These lights are at the front and back of the car.



Amber (yellow) Lights

When the lights flash at the same time, these are called 'Hazard Warning Lights' and the driver is telling you they might be a hazard to you.

How to Use Your Gears



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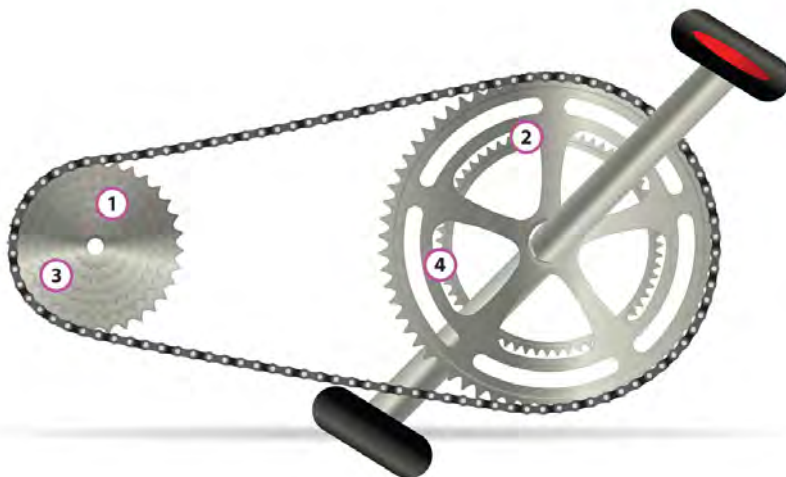
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Not all bikes have gears. But, if you are wanting to ride on the road, it makes cycling so much easier if you have lots of gears to use and choose from, especially when you need to go up and down hills. Most modern bikes have two sets of gears to choose from. To change them there are usually two levers to work them, one on the right and one on the left side of your handle bars. If there is only one set of gears to choose from, the lever will be on the right.

When you move those levers, you keep pedalling and this moves the chain to different 'cogs'. These are the circular jagged metal pieces the chain sits on.

The lever on the right side moves the chain on the back wheel. When the chain is on the largest cog on the back wheel, you will find it easiest to pedal. When it is on the smallest cog on the back wheel, it is much harder to pedal.

The lever on the left moves the chain at the front next to the pedals (Not all bikes have this second set of gears to choose from). There will either be two or three 'cogs' at the front. This time however, when your chain is on the smallest cog by the pedals, it will be really easy to pedal, so you might chose this setting when you are cycling up hill. When the chain is on the biggest cog by the pedals, it is hardest to pedal. You will probably use this most for going downhill.



1 – We suggest that your chain on the back wheel should normally be somewhere in the middle of your gears. So for example, if you have seven gears to choose from on the back wheel, set it somewhere around number four.

2 – Now, depending on the road you are about to cycle on, helps you decide which 'cog' to choose at the front. If you are about to ride up hill, you would set your front gear to the smallest cog, downhill the biggest cog, on a road that is pretty flat, probably the middle one.

3 – Once you get going, you then 'fine tune' your chosen gears, by adjusting the gear at the back so it feels comfortable to ride.

4 – If you get to a set of traffic lights or a stop line, if you are in a 'high' gear, it can be quite hard to cycle away again. Rather than trying to change the gears on the back wheel, which can take a bit of time, to quickly change down, change to the gear at the front from the big cog to the middle for instance or the middle to the smallest one. If you do this, it will be much easier to cycle away when it is safe to do so.

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Starting a Journey



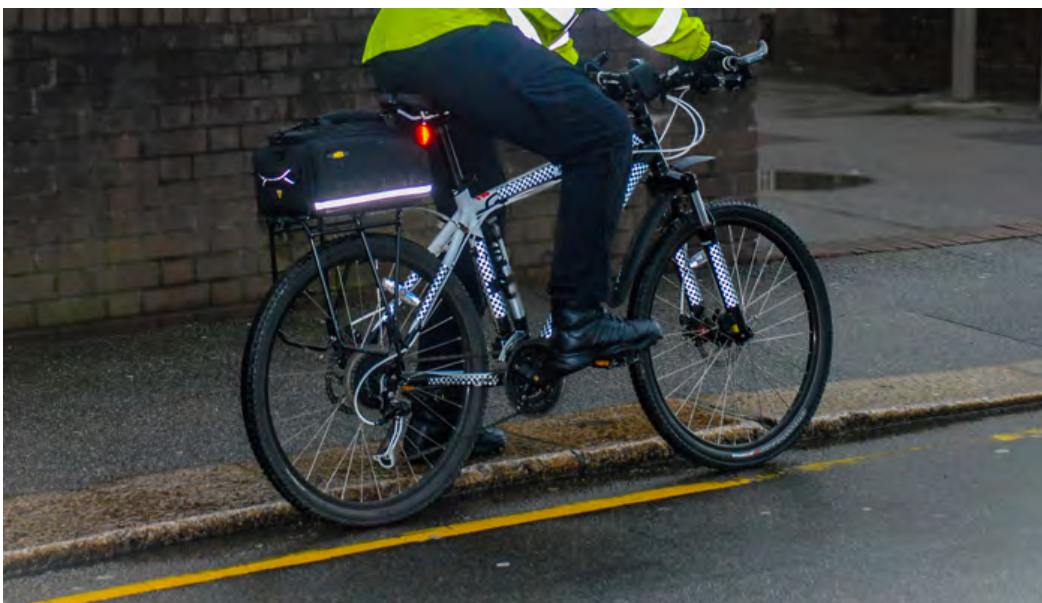
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Wheel your bike carefully to the left side of the road, where you have good visibility, near the kerb. When it is safe put your bike in the road. If you are cycling in a country where the traffic is on the opposite side of the road, you would go to the right side of the road to set off.



When safe, apply your brakes so your bike doesn't move and then sit on your bike. Keep your left foot on the pavement and kick your right pedal up to the 2 o'clock position. If you imagine the face of a clock, the pedal should point to where the number two would be).



The traffic from behind has 'right of way'. This means you must wait until it is safe before cycling away. Before setting off, look all around and when it's safe push down on the pedal and cycle away.

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Road Positioning, Look Backs & Signalling



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How Far to Ride Out into the Road (road positioning)

One of the most important things to remember when cycling on the road, is to make sure you can be seen. Wearing bright or fluorescent reflective clothing really helps, but where you position yourself on the road is also really important.

There are two road riding positions to know about:

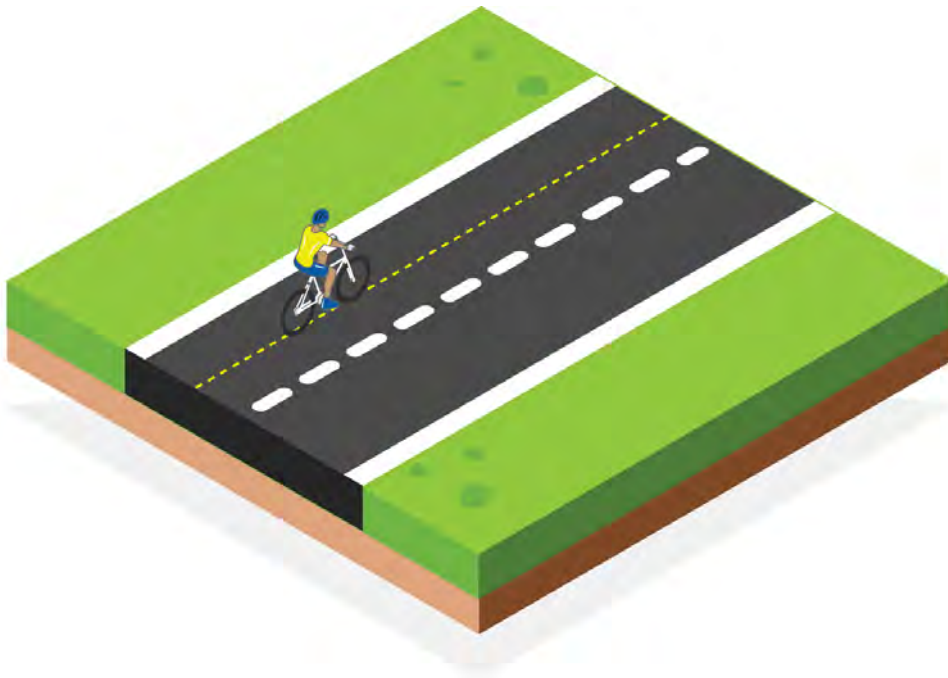
Secondary Road Position

This is when you are riding along the road and you are about 60cm (two ruler lengths) away from the pavement. This helps make sure you are away from gutters, potholes and rubbish in the road and that you don't hit any people walking on the pavement with your handlebars. It is also far enough out, that if a car's wing mirror brushes against you when they overtake you, you have room to wobble without hitting the pavement. You are also far enough out into the road to stop drivers trying to 'squeeze' between you and a car coming towards them.



Primary Road Position

This is where the cyclist cycles further out into the road and blocks the road to stop traffic overtaking them; they will be positioned in the middle of their half of the road. Being so far out into the road helps to control the traffic behind you and also makes it much easier for drivers to see you.



When do you Move into the Primary Position?

You take up this position:

- When you want to make a left or right hand turn
- When you are approaching a junction
- When you don't want traffic to overtake you because it would place you in danger if they try to.

If you always rode in the 'primary' position, drivers might feel angry with you, so you should always look for an opportunity to move to 'the 'secondary position' to make it easier for traffic to get past you, when it is safe to do so.

Look Backs

Obviously you should always keep a good look out for what's going on in front of you. However, look backs are really important too. You should be skilled enough on your bike to be able to look back over both of your shoulders and be able to ride in a straight line so that you can see what is happening behind you.

There are three types of look back:

- **A glance.** This is done regularly to keep an eye out what is going on behind you.
- **Longer look.** If you need a more detailed picture of what is going on before you change your road position or make a turn for instance.
- **Making eye contact.** If you're not sure if a driver has seen you, trying to make eye contact with them will give you important information about whether it is safe for you to make a turn for instance.

ALWAYS look back before you signal.

ALWAYS look back before you change your road position.

ALWAYS look back before starting or stopping.

If you are not sure if it is safe to turn or change your road position then don't, carry on and come to a stop when it is safe to do so. If you had wanted to turn right for instance, after stopping, consider pushing your bike across the road as a pedestrian instead of riding the turn.

Car drivers are taught mirror, signal, manoeuvre. It's exactly the same on a bike.

Signalling

Always have a careful look behind you before signalling to make sure it is safe for you to turn or change your road position. If it is safe give a good clear hand signal, with your arm horizontal. Make sure it is long enough for everyone to see your signal. If there is no one around to see you signal, there is no need to signal.

Stopping, Overtaking & Side Roads



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Stopping and Emergency Stops

You should be able to sit comfortably on your bike and be able to reach the handlebars without leaning too far forward and your fingers should easily cover and work the brakes. It is very important that your fingers can 'cover' the brake levers and you should ride with your fingers covering the levers at all times in case you need to stop suddenly.

Whenever you decide to stop, make sure you look back first to make sure it is safe to do so. Pick somewhere out of the way of traffic or pedestrians if you can. If you need to, make a signal to let traffic know what you intend to do.

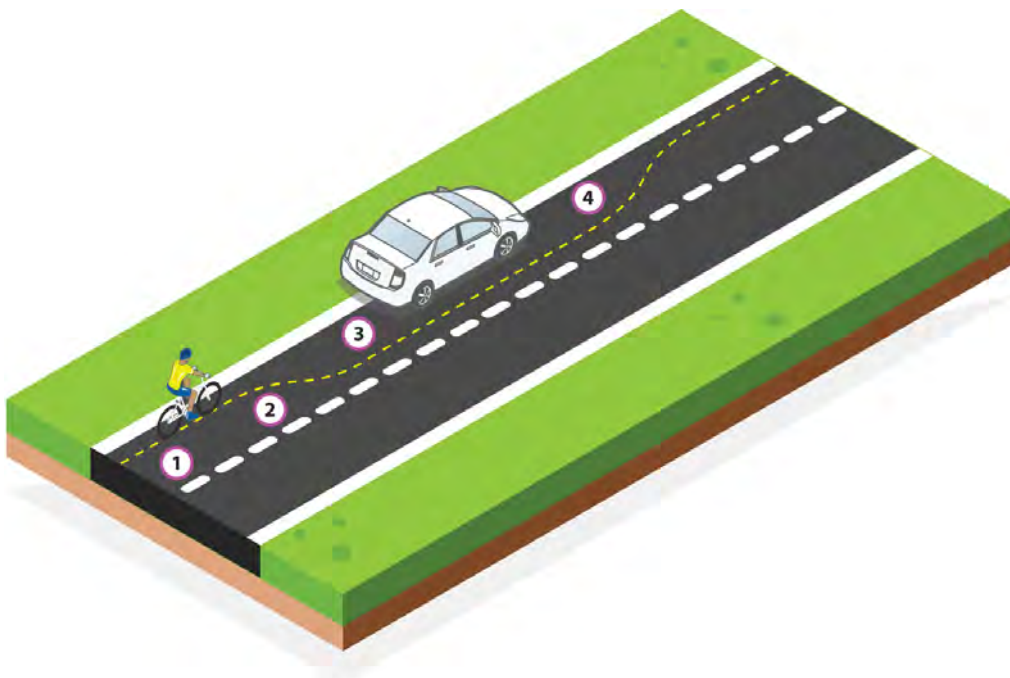
Use both brakes to stop. You should apply your back brake before your front brake. Use your back brake to slow you down and gently apply the front brake to bring you to a stop to ensure you aren't thrown over the handlebars.

If your bike was bought in Jersey or the United Kingdom, your back brake is on your left and the front brake on the right. However, if your bike was bought on the continent, your brakes will almost certainly work the other way around.

Sometimes it is necessary to apply your front brake only when you are showing a left hand signal. This can be quite tricky and so you should practise 'feathering' the brake to control the speed of your bike while signalling. Feathering is just gently applying one of the brakes to control your speed.

You should practise emergency stops away from traffic and people. Apply your back brake first. Take care not to apply so much pressure on either brake to skid or lose control.

Overtaking Parked Cars



1. Well before you need to overtake, look all around ahead and behind to make sure it's safe to overtake. If clear, gradually move out into the primary position so you can be easily seen. Do this early enough you shouldn't need to signal.
2. Decide whether it is safe to overtake. If it's clear ahead, gradually pull out to overtake. Signal if there is traffic around and you need to let them know what you are doing. If there is no traffic, there is no need to signal. If you can keep to

the left of the white centre line, do so. This can be difficult on many of our smaller roads in Jersey where they are quite narrow. When it is like this, you must make absolutely sure there is a big enough gap to get passed the car. If it isn't safe to overtake, you will need to stop behind the car. Make sure you are far enough out and far enough back from the parked car so drivers can see you and you can see them. Remember, if it's dangerous to overtake, there is no shame in stopping and getting off your bike and pushing to somewhere safer.

3. Overtake leaving plenty of room between you and the parked car.
4. Once past the car, check over your left shoulder to make sure it's safe before moving back to the secondary position.

Dangers when Overtaking

- If someone is sitting in the car on the driver's side, they may not see you and open the door in front of you.
- If the engine starts or is already running, they may pull out in front of you or reverse into you.
- Unseen children or animals may run out in front of the parked car.
- Traffic coming toward you.
- If there are more parked cars ahead of you and there is a short gap in between them, it is normally safer to stay out in the road where you can be seen and it is easier for you to see what is going on. However, if there is a car coming toward you and it is not safe to stay out in the road, you must pull in as the car coming toward you will have the 'right of way'.

Overtaking Queuing Traffic

You may find yourself queuing in traffic waiting for traffic lights for instance. It is very tempting to overtake and go to the front of the queue.

As a new rider in Jersey, NEVER be tempted to do this, it can be **VERY** dangerous, especially on our busy narrow roads in Jersey. In the United Kingdom and in Europe, because many of their roads are much wider than ours, special cycle lanes and 'advanced stop lines' are sometimes available to help you get passed stationary or slow moving traffic.

NEVER EVER try to overtake any queuing or slow moving traffic on the side next to the pavement. People have been killed or seriously hurt doing this.

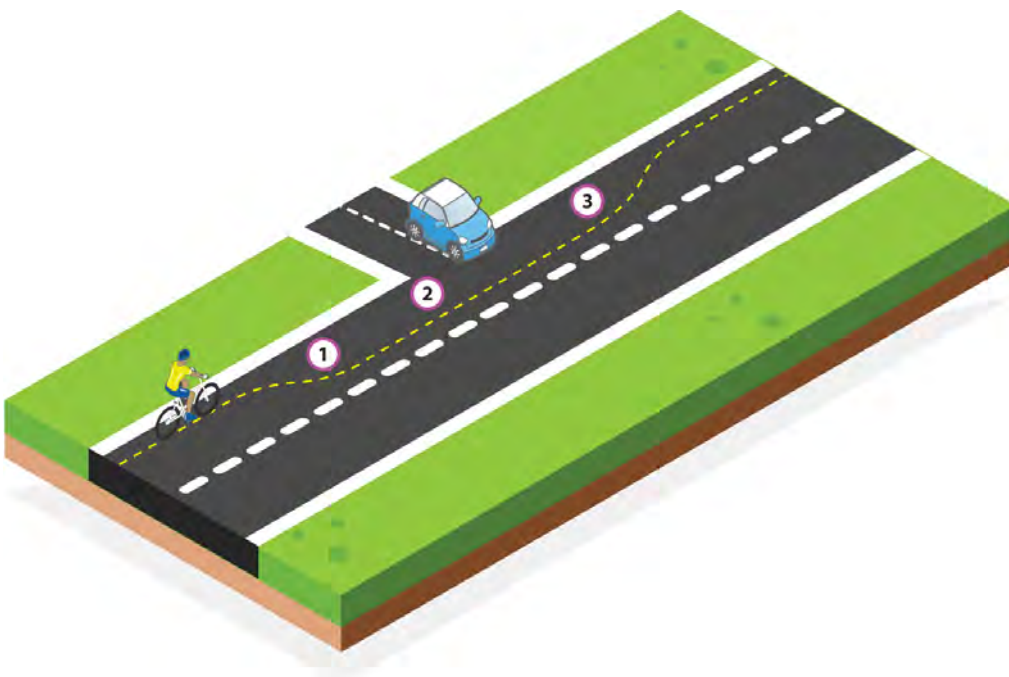
NEVER overtake at a junction (where two roads come together), drivers will often turn in front of you without warning or indicating, or they may possibly let waiting traffic at side roads out as you try to overtake.

It is much safer to check around and when safe get off your bike and push it to the next road.

If you are queuing behind a lorry or van, where the driver cannot see behind them, because they have no windows to see through at the back of their lorry or van, then make sure you stop well back and that you are positioned so you can see the drivers 'wing mirror'. If you can see the drivers wing mirror, the driver will be able to see you.

Dealing with Side Roads

When approaching a side road, cars often overshoot the stop or give way lines. Unfortunately, traffic coming out of side roads do sometimes hit cyclists because they find it difficult to see them. It is therefore very important to move away from the secondary riding position and move to the primary riding position so it is easier for them to see you and leaves a bigger gap between you and the driver at the junction. You need to do it early, never leave it until the last moment.



1. Look back and make sure it's safe to move into the primary position. If safe to do so, gradually move to the primary position.
 2. As you pass the side road keep a good eye out for traffic turning right into the side road (you have the right of way, ride confidently, just be careful) and traffic coming out of the side road. Get eye contact if you can.
 3. Once you are past the side road, look back over both shoulders and gradually return to the secondary riding position.
-

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Left & Right Hand Turning



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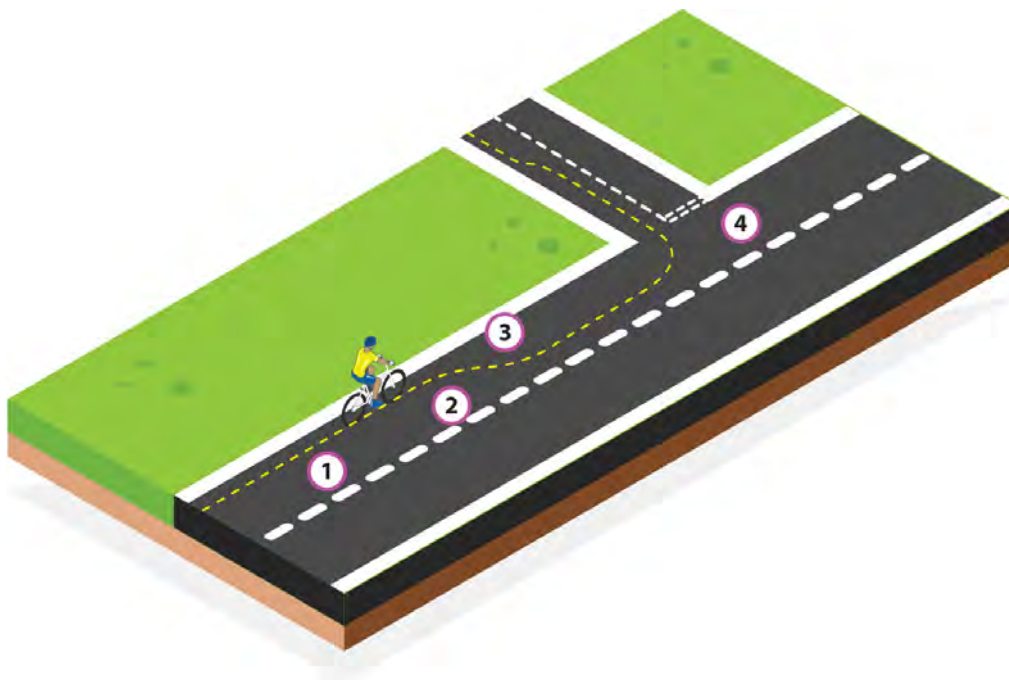
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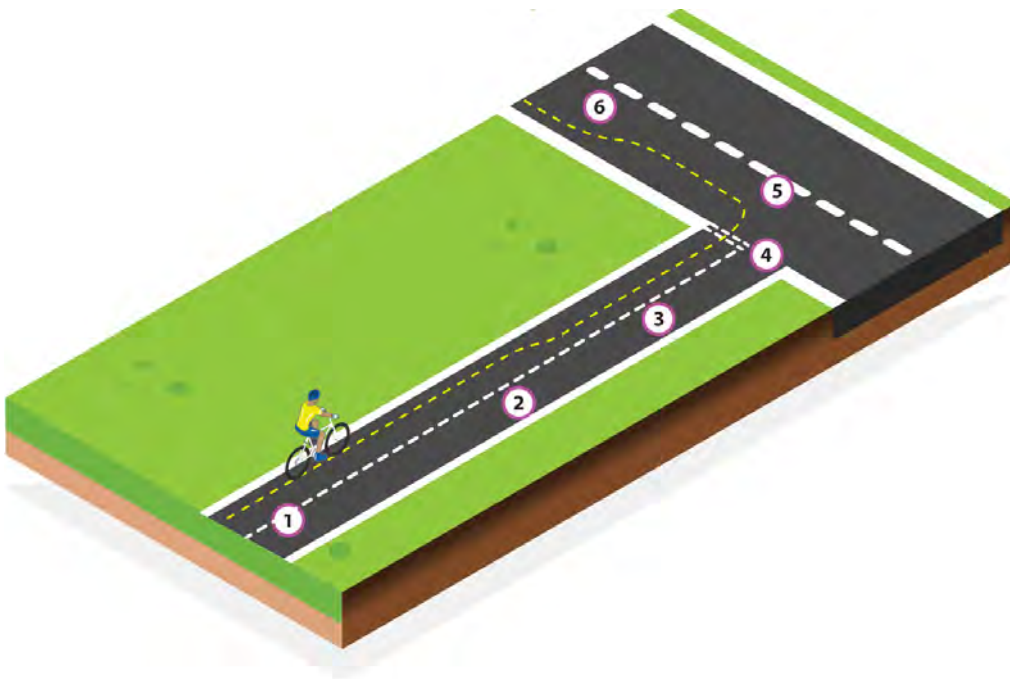
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Left Hand Turn from a Main Road to a Side Road



1. Well before the turn; check all around to make sure it is safe to carry out the turn.
2. If safe, move from the secondary riding position to the primary riding position to block your lane and control traffic.
3. Give a good left hand signal if you need to let other road users know what you are doing. It should be long enough to make sure people see the signal. Adjust your speed if you need to.
4. Make sure both hands are back on the handlebars for the turn, fingers covering both brakes. Check back over your left shoulder to make sure it is safe to make the turn, if safe, make a controlled turn.
5. As you turn into the minor road, stay in the primary position until it is safe to return to the secondary position.

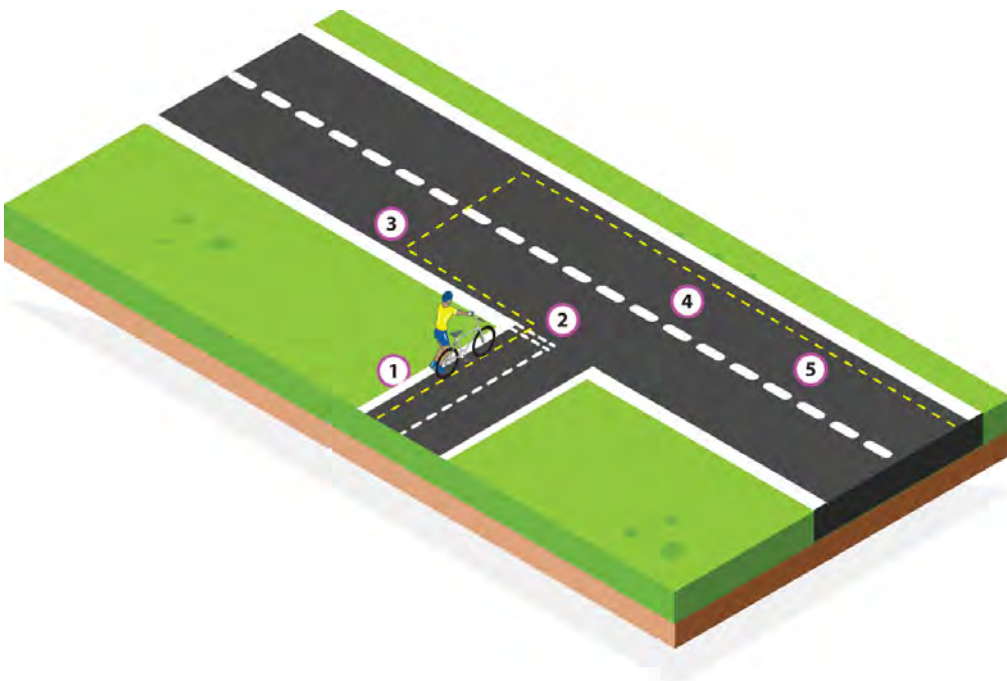
Left Turn from a Side Road to a Main Road



1. Look all around to make sure it is safe to carry out the turn.
2. Move from the secondary riding position to the primary riding position if safe to do so.
3. Signal left if you need to. The signal should be long enough, so that other road users have a good chance of seeing the signal. Make sure both hands are back on the handlebars with your fingers covering the brake levers well before the junction.
4. Begin slowing down. Keep an eye out for traffic that may be turning in to your road, in case they try to **'cut the corner'** and put you in danger. Be prepared to move back to the secondary position or emergency stop if necessary. If it is a 'give way' line (a solid continuous yellow line in Jersey a double white dotted line in the UK) at the end of the side road and you are able to easily see if it is safe to make the turn safely, there is no need to stop. If traffic is coming and it would be dangerous to turn, come to a controlled stop in good time behind the give way line. If there is a STOP line (a continuous solid white line across the road) at the end of the side road, you must stop to check the road for safety. Set your pedal to the 2 o'clock position and when safe ride out into the road.
5. Ride into the primary riding position on the main road.
6. When safe return to the secondary position.

Right Hand Turn Side Road to a Main Road (On foot)

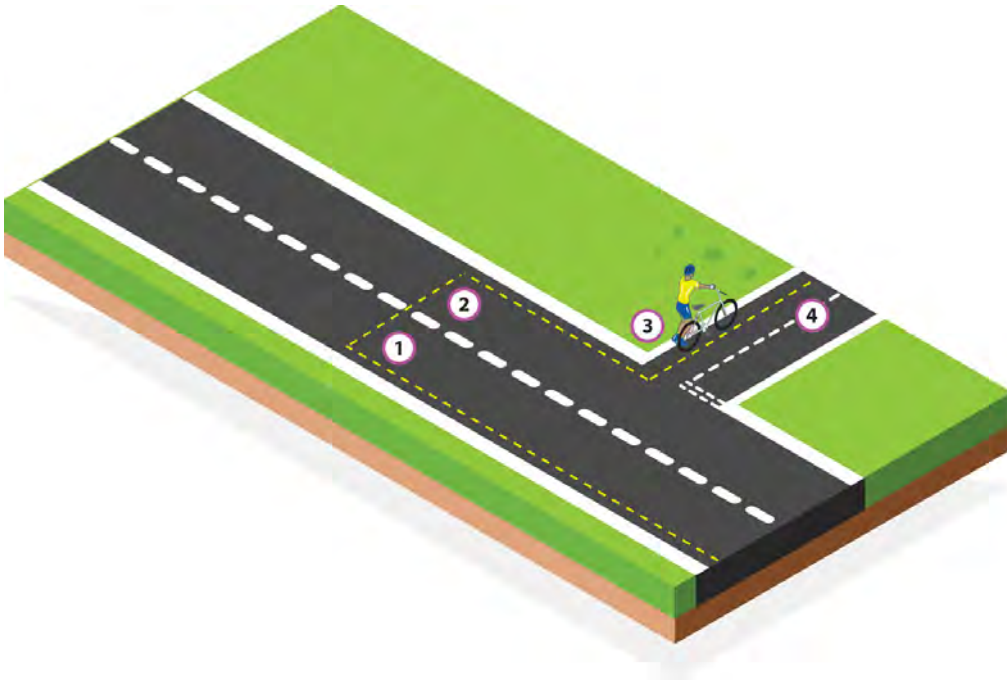
The right hand turns can be dangerous and difficult even for experienced cyclists. If the road seems too dangerous for you to ride the right hand turn, there is no shame in coming to a stop and pushing your bike across the road. Below is the safest way of doing it. When getting on and off your bike or wheeling your bike, make sure you do this on the pavement. Never stand in the road to do this.



1. Well before you get to the junction, carry out the stopping procedure and dismount so you are not in the way of turning traffic.

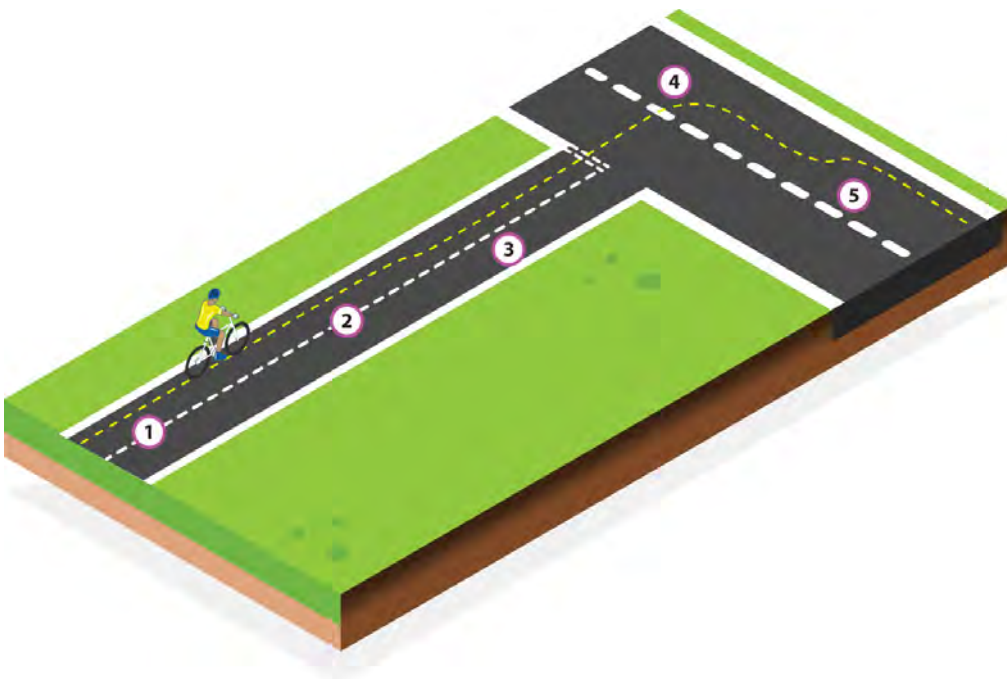
2. Wheel your bike down the pavement and turn left into the main road.
3. Walk along the pavement to a safe place not too close to the junction. Using the Green Cross Code, cross the road to the other side.
4. Once across the road, wheel your bike back past the junction to a safe place.
5. Get back on your bike and carry out the starting procedure.

Right Hand Turn Main Road to a Side Road (On foot)



1. Ride well past the junction to a safe place and carry out the stopping procedure. Get off your bike onto the pavement.
2. Find a safe place to cross the road and use the Green Cross Code to cross the road safely to the other side.
3. Wheel your bike along the pavement and turn into the side road.
4. When you are a safe distance away from the junction, get back on your bike and carry out the starting procedure.

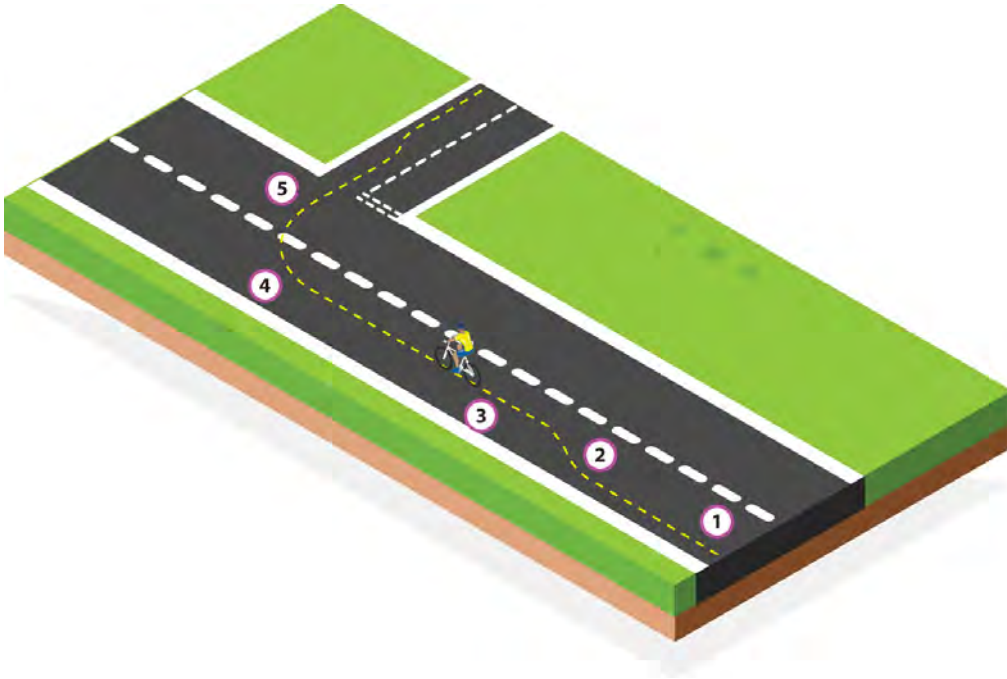
Right Turn Side Road to a Main Road (Riding)



1. Well before the junction look back to see if it's safe to carry out this turn.
2. If it looks safe and you need to, give a clear right hand signal. Look back again to ensure it is still safe.

3. With your arm still out (if you needed to signal), gradually move from the secondary position to the primary position. Put your hand back on the handle bars, fingers covering the brake levers and begin to slow down. Keep an eye out for traffic that may 'cut the corner' when turning into your road.
4. With this turn, even if it is a 'give way' line, you should come to a stop to check if it is safe to turn into the road. Set your pedal ready to go.
5. Have a good look around, when it is safe, ride 'straight' out into the road. Make sure you don't cut the corner, if you do, it places you in danger for longer. Begin the turn when you get to the opposite side of the road. Take up the primary position and when safe gradually move to the secondary position.

Right Turn Main Road to Side Road (Riding)



This turn is probably the most dangerous of the turns you are learning at level two. If you have any doubt, if it seems too dangerous to carry out this turn, then don't do it. Use the alternative method of walking with your bike.

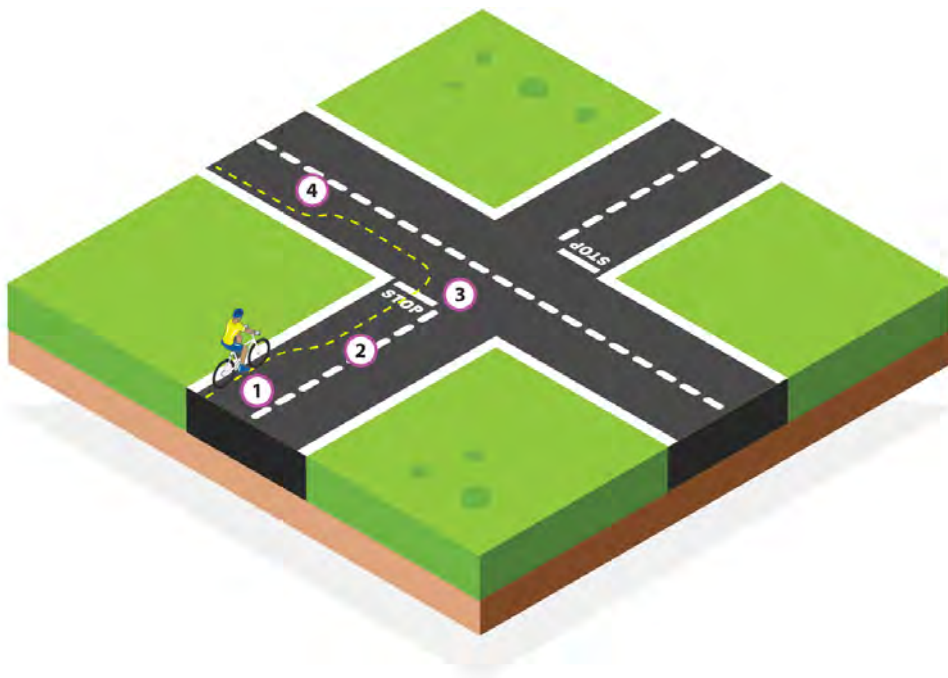
1. Well before the junction look back to see if it's safe to carry out this turn.
2. If it looks safe and you need to, give a clear right hand signal. Look back again to ensure it is still safe.
3. If you needed to signal, keep signalling and gradually move from the secondary position to the primary position. Then put your hand back on the handle bars, fingers covering the brake levers and begin to slow down.
4. Well before you get to the side road; start to look ahead for any traffic coming toward you. If there is traffic coming toward you, you have to make a decision whether it is safe for you to turn in front of the traffic or whether you will have to stop to let them go. This can be very difficult judging a cars speed and how far away they are. If you are in doubt, play it safe and stop. If you do have to stop, you should stop in the primary position, do not try and go back to the pavement, this can be very dangerous.
5. Whether you have to stop to let traffic pass or you keep going because it is safe, before making your turn, have a final look over your right shoulder (this is called the 'lifesaver look') to make sure traffic is not trying to overtake you. Take care not to 'cut the corner' when you turn, take up the primary position on the side road and when safe move back to the secondary position.



Crossroads (Level 3)



Crossroads can be quite tricky to cycle through as traffic could be coming from three different directions at the same time and you may have the added pressure of cars behind you being impatient for you to move.



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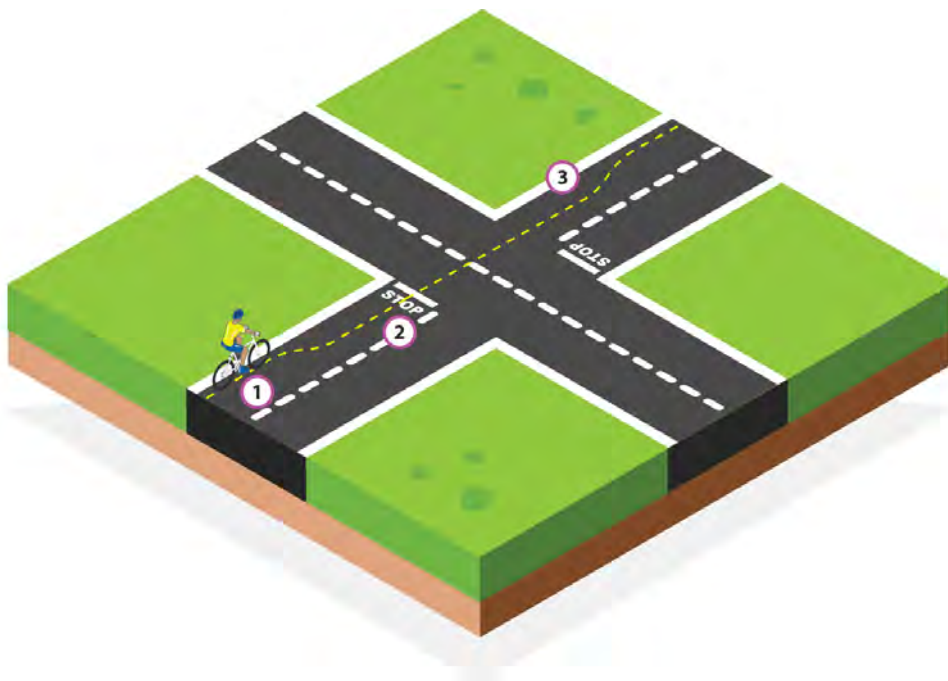
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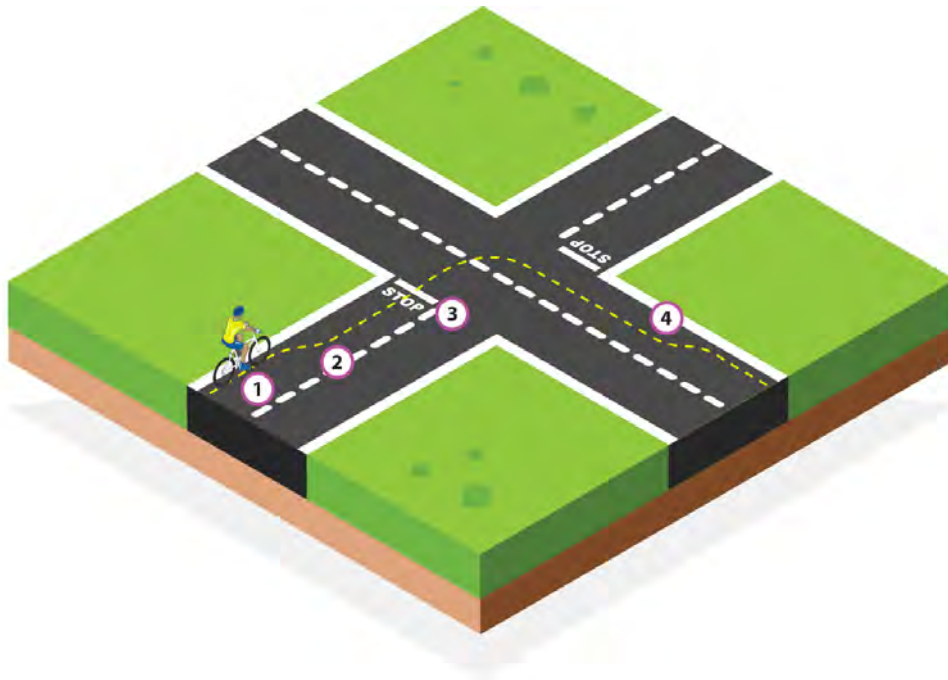
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1. Well before the junction check back and if safe gradually move to the primary riding position to block the lane
2. If necessary, give a clear left hand signal.
3. If you are approaching a solid white **STOP** line you must stop to check for traffic. If you are approaching a give way line, slow down, and if you have a good clear view of the road as you approach, you may make the turn if safe. If there is traffic coming you must stop. Set your pedal to the 2 o'clock position.
4. When safe, turn left and take up the primary riding position until it is safe and then return to the secondary riding position. Be very careful if you have traffic wanting to turn right from the road ahead of you, you have the right to turn before them, but make sure they are clear about what you are going to do.



1. Well before the junction check back and when safe move to the primary riding position to block the lane.
2. Slow down and come to a stop if approaching a solid white STOP line. If approaching a give way line, it is not always necessary to stop if you can see the road is clear. Keep a good look out for any traffic turning into your road that may be cutting the corner.
3. Ride across the road and continue in the primary riding position until it is safe to move to the secondary position.

Remember there is no signal to show others you want to go straight ahead. Taking up the primary position will help others know that this is what you want to do. If there is traffic on the opposite side of the road preparing to turn right, be very careful as they may turn in front of you.



Only attempt this turn at very quiet crossroads or where there is a set of traffic lights to help you, as this can be very tricky even for experienced cyclists. Not only do you have to check for traffic from the sides but work out what traffic ahead of you might do. If this traffic intends to go straight ahead or turn right in front of you, this can place you in great danger.

1. Well before the junction check back and if safe gradually move to the primary riding position to block the lane
2. If necessary, give a clear right hand signal.
3. If you are approaching a solid white STOP line you must stop to check for traffic. If you are approaching a give way line, slow down, and if you have a good clear view of the road as you approach, you may make the turn if safe. If there is traffic coming you must stop. Set your pedal to the 2 o'clock position.
4. When safe, turn right and take up the primary riding position until it is safe and then return to the secondary riding position.

Traffic Islands & Lights (Level 3)



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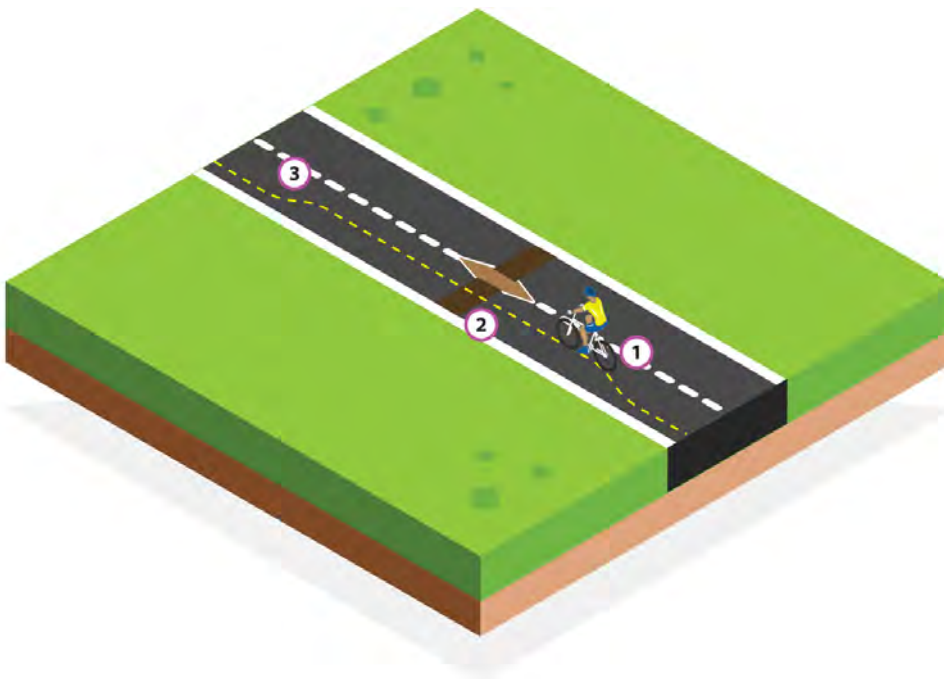
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Traffic Islands

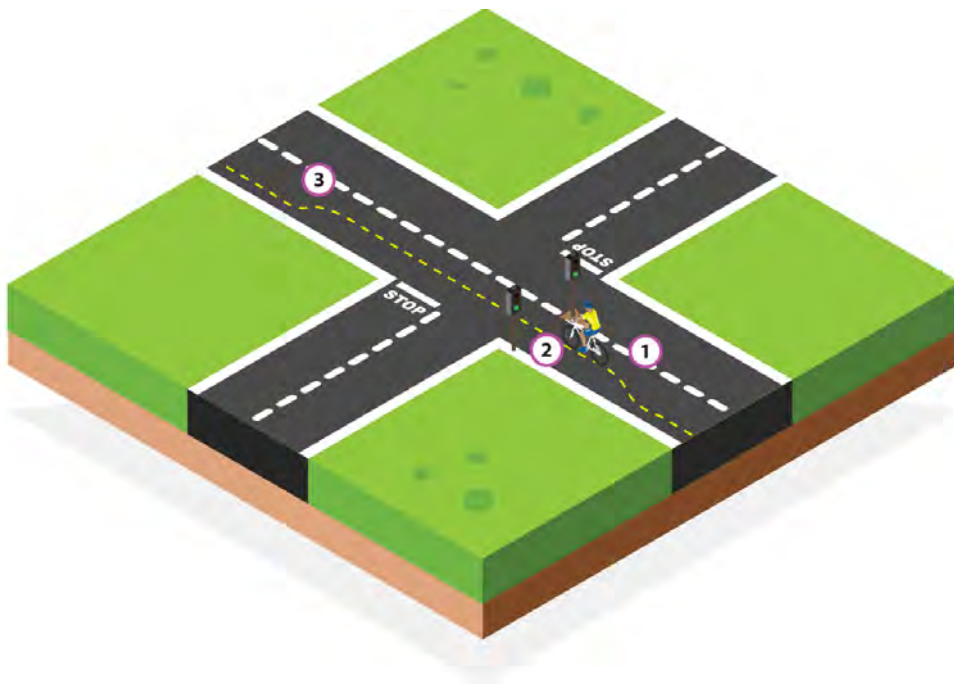
Traffic islands help pedestrians to cross the road by splitting it into two parts. They are also sometimes used to help slow traffic down by making the gap they have to drive through quite small. The main danger for you as a cyclist as you ride up to a traffic island with a small gap, is if traffic tries to overtake you at the island. To keep yourself safe, follow this plan.



1. Well before the traffic island, check back and move into the primary position so as to block your lane.
2. As you approach the traffic island, take care as pedestrians may step off the pavement without looking. They probably won't hear you coming, so make sure you have covered your brake levers to stop quickly or slow down if you have to. Also be ready to ring your bell to warn them.
3. Once you have ridden through the island and you feel it is safe, move back to the secondary riding position.

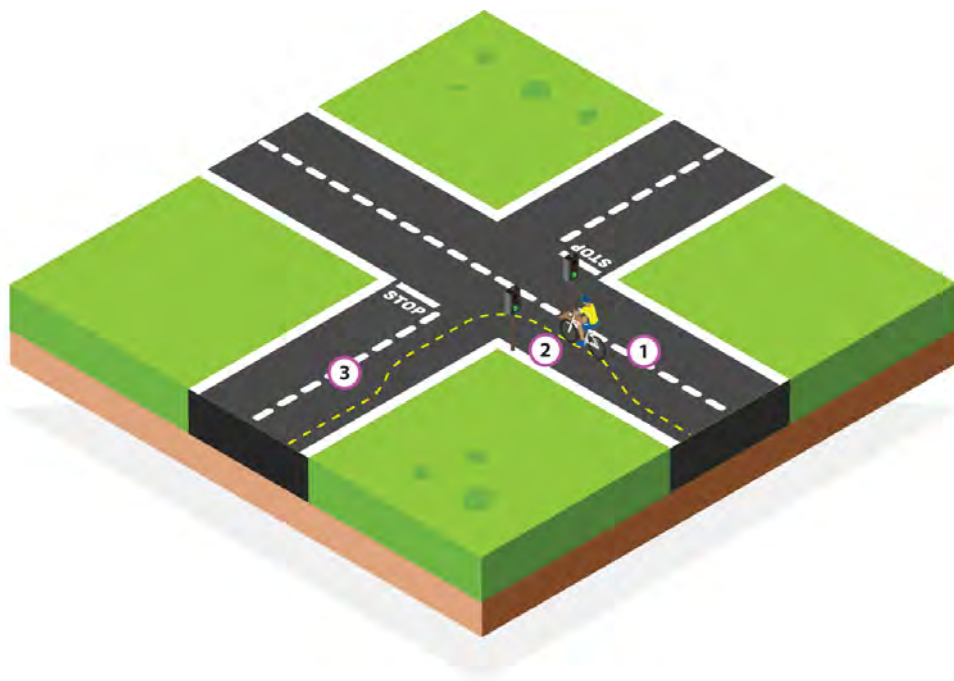
Traffic lights

- When approaching traffic lights, think about whether you may need to change the gear you are in should the lights change unexpectedly.
- Make sure you have your brake levers covered with your fingers in case a pedestrian unexpectedly walks out in front of you and you have to brake quickly.
- There may be more than one lane for you to move into at crossroads and roundabouts. There are normally white arrows painted on the road to help you know which lane to choose.



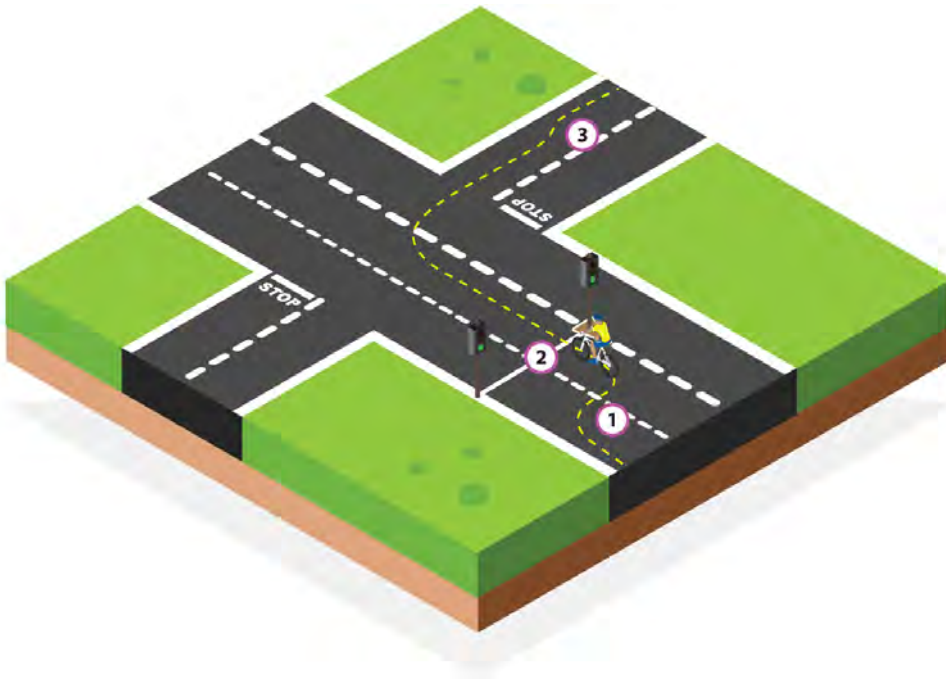
1. Well before you get to the traffic lights, check back and move into the primary riding position to block the lane and stop traffic getting past you. (If there are lanes to choose from, make your decision and move into the lane, taking up a primary position in that lane).
2. Maintain the position until you are through the junction.
3. When you think it is safe, check back over your left shoulder and move back to the secondary position.

Turning Left at Traffic Lights



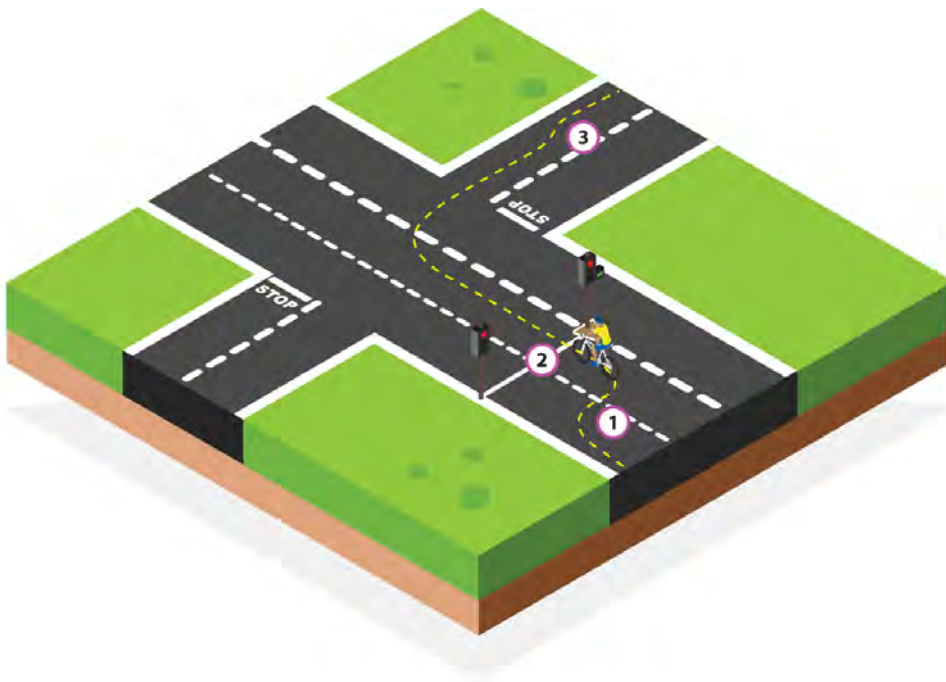
1. Well before you get to the traffic lights, check back and move into the primary riding position to block the lane and stop traffic getting passed you. (If there are lanes to choose from, make your decision and move into the lane, taking up a primary position in that lane).
2. Give a clear left signal should you need to do so, make sure your hand is back on the handlebar for your turn.
3. Turn left, stay in the primary position until it is safe to go back to the secondary riding position.

Turning Right at Traffic Lights

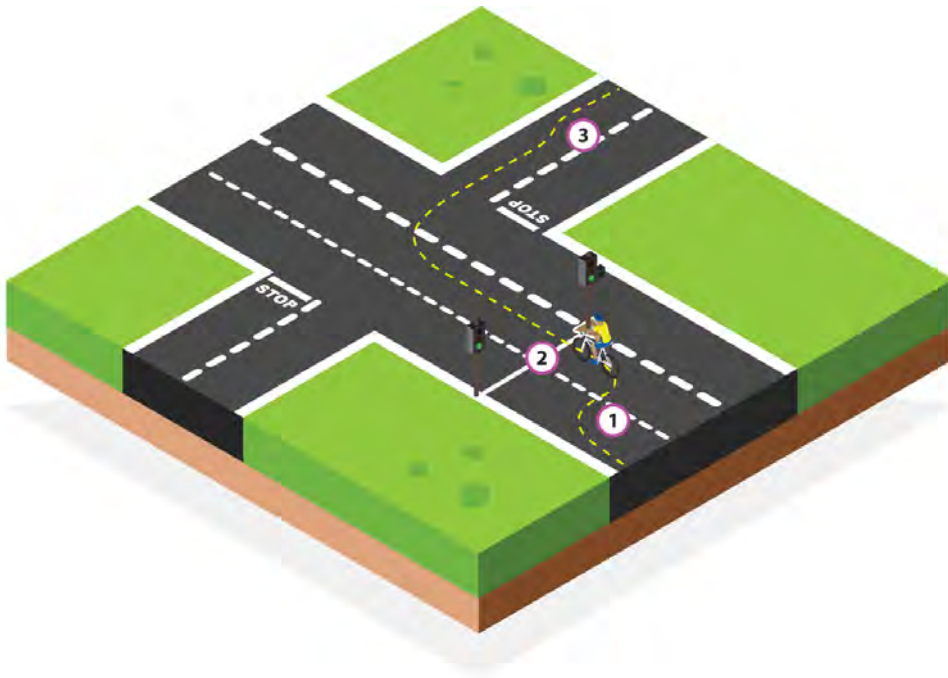


1. Well before you get to the traffic lights, check back and move to the primary riding position to block the lane and stop traffic getting passed you.
2. Choose the right lane, if you are approaching a two lane junction, check back and signal if necessary to move into the right lane, take up the primary riding position.
3. If the traffic light is green, and the road ahead of you is clear of traffic, make your turn without cutting the corner taking up the primary riding position until it is safe to move back to the secondary riding position.

Turning Right with a Green Arrow at the Traffic Light



- When the green arrow is on, you can 'carefully' make the right turn. Traffic in the opposite road 'should' stop as their traffic light will be red. Always remember, people do make mistakes and may not see the red traffic light, so be careful.



- If the green arrow is not on, but the main green light is on, wait at the stop line until the green arrow comes on.

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Roundabouts & Lane Changing (Level 3)



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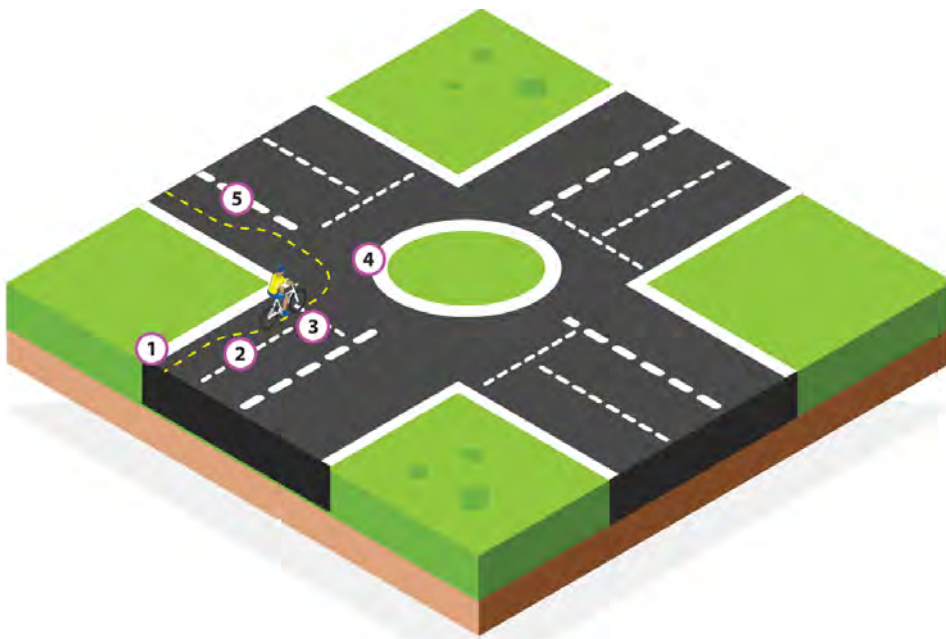
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Major roundabouts are busy dangerous places for cyclists. Level two cyclists are taught how to turn left on a major roundabout, however going straight ahead or turning right are level three skills. If you are approaching a major roundabout and you have any doubt whether you can cope, or you are a young inexperienced rider, come to a stop, get off your bike and walk around as a pedestrian.

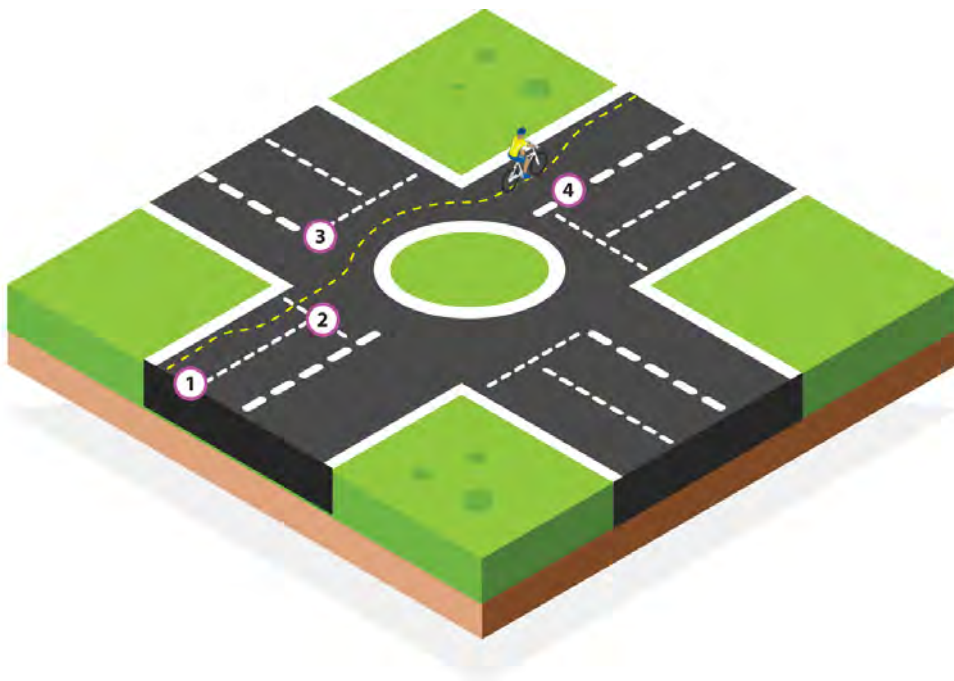
As with all cycling, being seen is the key thing to make sure of; this is vital on a roundabout. Drivers have lots to think about and lots to look out for. Make sure you can be seen.

In Jersey and the United Kingdom, you must give way to traffic on your right. If you are riding on the continent or in a country where they drive on the right, you must give way to your left.



For a left hand turn, use the left lane as you approach. Make sure that your fingers are covering your brake levers in case you need to stop quickly.

1. Well before you get to the junction, check back and if safe move to the primary riding position for your lane, block the lane so traffic cannot overtake you. Give a clear left hand signal.
2. Return your hand back to the handlebar and slow down.
3. Before you get to the give way line, look to your right and assess if it is safe to ride onto the roundabout. If it is safe, ride onto the roundabout. If there is traffic coming, stop behind the give way line, set your pedal to the 2 o'clock position and wait until it is safe to go.
4. Ride onto the roundabout. Keep to the left lane, but ride in the primary riding position. Riding here will help you to be seen.
5. Signal left as you approach your exit, turn into your exit. Stay in the primary riding position until you think it is safe enough to return to the secondary riding position.



When you are intending to ride straight on use the left hand lane.

1. Well before the junction, check back and move to the primary riding position in the left lane, block the lane so traffic cannot overtake you.
2. As you approach the junction, begin to decide if it is safe to ride onto the roundabout, if it is safe, ride onto the roundabout and take up the primary riding position in the left lane. If it isn't safe, wait behind the give way line. Set your pedal to the 2 o'clock position and wait until it is safe.
3. As you approach a lane of traffic waiting to drive onto the roundabout, try and get eye contact with them, if you think it necessary, give a clear right hand signal so that they know you are continuing around.
4. Signal left as you approach your exit, turn into your exit. Stay in the primary riding position until you think it is safe enough to return to the secondary riding position.

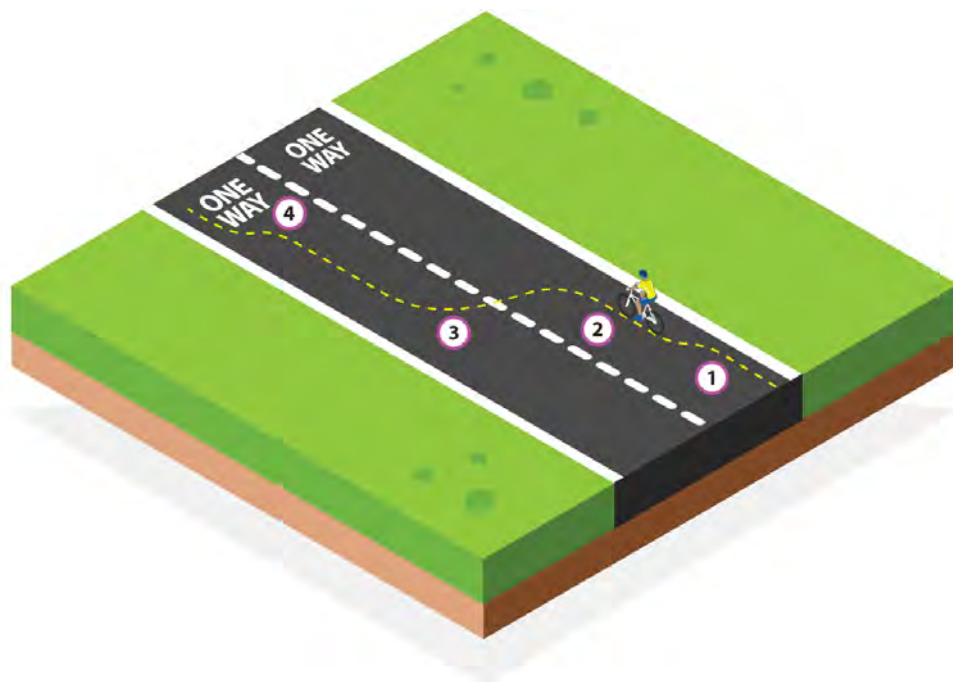


For a right hand turn, use the right lane as you approach. Make sure that your fingers are covering your brake levers in case you need to stop quickly.

1. Well before the junction, check back and move to the primary riding position in the right lane, give a clear right hand signal right and block the lane so traffic cannot overtake you.
2. As you approach the junction, begin to decide if it is safe to ride onto the roundabout, if it is safe, ride onto the roundabout and take up the primary riding position in the right lane. If it isn't safe, wait behind the give way line. Set your pedal to the 2 o'clock position and wait until it is safe.
3. As you cycle around the roundabout in the right lane, stay in the primary riding position.

4. As you are approaching your exit, check back over your left shoulder, give a clear left hand signal and exit the roundabout.
5. Stay in the primary riding position until you think it is safe and then return to the secondary riding position.

Lane changing



In this example the cyclist is in a one way road and cycling in the right hand lane. The cyclist would like to change to the left lane.

1. Check back over your left shoulder and if safe take up the primary riding position.
2. Check back over your left shoulder again and give a clear left hand signal.
3. If safe, return your hand back to the handlebar and move to the primary riding position in the left lane.
4. Stay in the primary riding position until you think it is safe and then return to the secondary riding position.

< [Traffic Islands & Lights \(Level 3\)](#) | [Riding in Groups, Cycle Routes & Facilities](#) >

Riding in Groups, Cycle Routes & Facilities



Riding in Groups

- You must not ride more than two abreast (more than two riders beside each other) on a main road and single file (one behind the other) in small country lanes
- Keep a good distance from the bike in front of you, so if the bike stops without warning, you can come to a safe stop.
- When you are riding on the main road with a group of friends, you must be very careful and it is best to not have more than six of you riding together two abreast, so that drivers have a good chance to overtake if they wish.
- Telling other riders what you are going to do really helps to. If you do something no one expects and you haven't told them or given a clear signal, you are much more likely to have an accident.

Cycle Routes and Facilities

Jersey has many cycle routes and these are being continuously improved and developed. Some of these take you off road, but even then, you still have to be careful when using these routes, as many people get hurt when using them. You still need to wear a cycle helmet and ride with care and be considerate of others who may be walking or cycling.

Green Lanes and Tourist Areas

There are also some suggested leisure routes that have been developed by Jersey Tourism, many lead through our 'green lane' system where vehicles are not meant to drive at more than 15mph. Unfortunately, many vehicles do drive at speeds greater than this, so you still have to be very careful when using these lanes.

Cycle lanes

We do now have some cycle lanes painted on the road. They have white edging and a white picture of a cycle, green paint may be used to help them to be seen by road users. These should not be confused with the cycling signs used to help guide tourists in St Helier. Although this has been marked especially for cyclists, you still have to be fully aware of what is going on, and follow the 'rule of the road'.

Paths & Tracks

Most of our cycle paths & tracks are shared with pedestrians, many of whom may have a dog with them that might not be on a lead or children who may be running free as well as some in buggies. On our railway walk, there may additionally be pot holes and pine cones to keep out of the way of. Ride very carefully in these areas, never ride too fast where it would be difficult for you to stop quickly.

Pavements

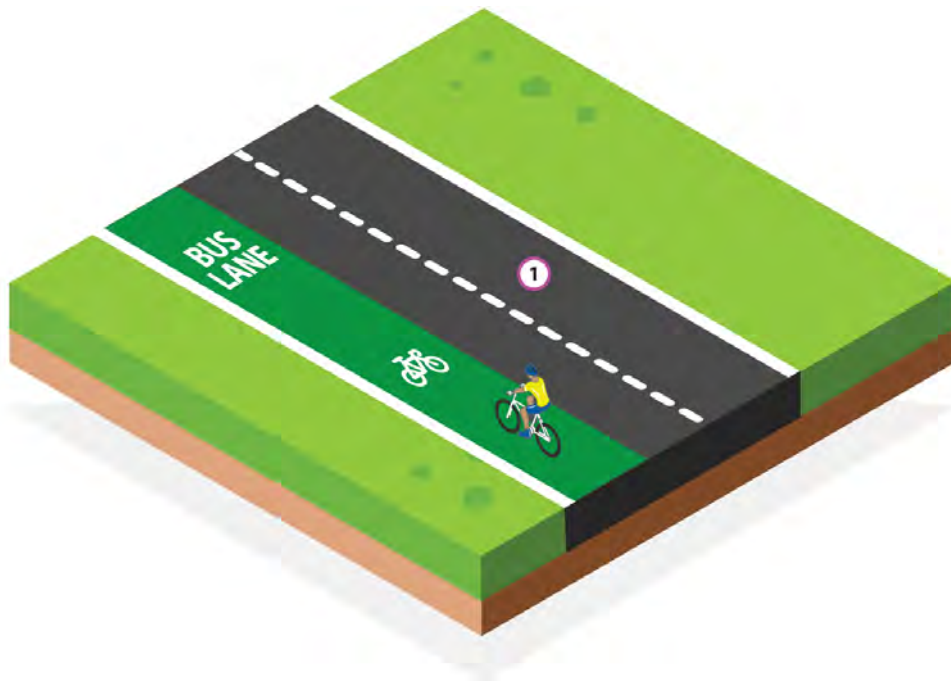
You are not allowed to ride your bike on a pavement unless there is a sign allowing you to. Some of our routes take you along pavements, be careful to do this slowly as you will come across pedestrians also using the pavement who will need you to avoid them. Sometimes you will have to cross the road from one pavement to another. If you are coming up behind pedestrians on any of these facilities, sound a warning with your bell.

Bus lanes

We don't have bus lanes in Jersey, but of course you may end up riding somewhere else in the United Kingdom or the Continent where you can.

Cycling E-book Contents

- [Safe Cycling E-book](#)
- [Ch.1 Your Bike & Bike Security](#)
- [Ch.2 Cycle Maintenance](#)
- [Ch.3 Does Your Bike Fit You?](#)
- [Ch.4 Are You Ready to Ride?](#)
- [Ch.5 Signs & Markings](#)
- [Ch.6 Lights & Signals](#)
- [Ch.7 How to Use Your Gears](#)
- [Ch.8 Starting a Journey](#)
- [Ch.9 Road Positioning & Signalling](#)
- [Ch.10 Stopping, Overtaking & Side Roads](#)
- [Ch.11 Left & Right Hand Turning](#)
- [Ch.12 Crossroads \(Level 3\)](#)
- [Ch.13 Traffic Islands & Lights \(Level 3\)](#)
- [Ch.14 Roundabouts & Lane Change \(Level 3\)](#)
- [Ch.15 Riding in Groups, Routes & Facilities](#)



You may use a bus lane provided that there is a picture of a bike with the bus. If there isn't a picture saying you are allowed to, then you aren't allowed to. In busy cities or towns, this can improve your safety and help you progress through traffic. Remember though, if you have to overtake a stationary bus picking up or dropping off pass them very carefully as you may have to stray into the next lane that could be very dangerous.

Riding downhill

This can be very dangerous. It is very tempting to ride very fast downhill, but lots of accidents and serious injuries happen when people do this. Make sure you **NEVER** ride at a speed where you can't easily stop under control if something happens that you don't expect to happen. Make sure you ride in the correct gear with your fingers covering the brakes at all times, using your back brake to help control your speed.

Sharp bends you can't see around

As you approach a bend on the road that you cannot see around, always make sure you have moved to the primary riding position and always reduce your speed, so if there is a queue of traffic that has stopped around that bend, or a car has broken down for instance, you are able to easily stop safely without hitting anything.

[< Roundabouts & Lane Changing \(Level 3\) | Safe Cycling E-book >](#)