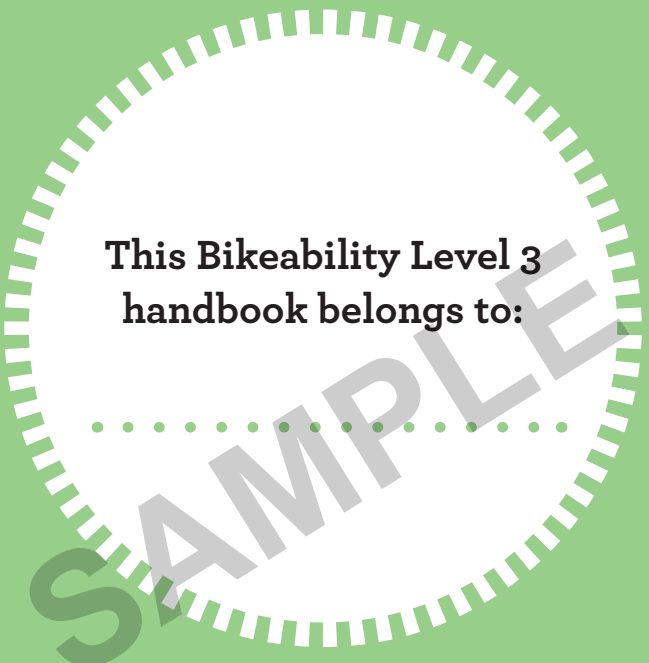


Bikeability Level 3 Handbook

Cycling on multi-lane roads
and using complex junctions



**This Bikeability Level 3
handbook belongs to:**

.....

This handbook has been designed to support
practical Bikeability training with
a qualified instructor.

It contains key training and safety points to help
you remember what you've learnt.



Bikeability Level 3 training develops skills for cycling on complex, busy or fast roads and junctions sometimes with heavy traffic and includes the core functions for safe and responsible cycling:

- Making good and frequent observations
- Choosing and maintaining the most suitable riding position
- Communicating intentions clearly to others
- Understanding priorities on the road, particularly at junctions

Get ready

Bikeability Level 3 builds on Bikeability Levels 1 and 2.

Bikeability Level 1 teaches you the skills to ride your bike with excellent control and prepares you for riding on the road.

At Bikeability Level 2 the following skills are practised on single-lane roads and simple junctions with mostly moderate traffic flows:

- Identify and respond to hazards
- Start and stop on-road journeys
- Maintain suitable riding positions
- Comply with signals, signs and road markings
- Communicate with other road users
- Negotiate junctions

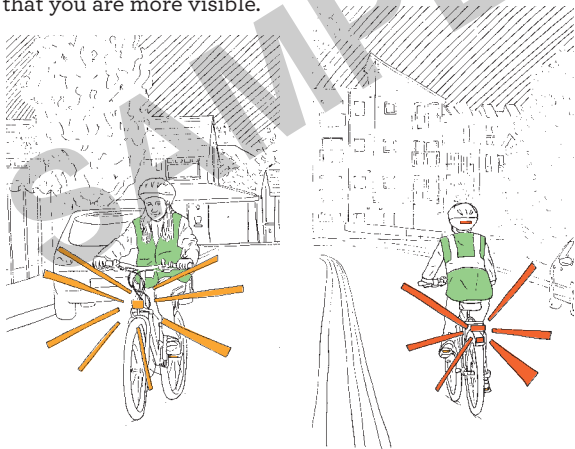


Preparing for a journey

Before setting off you should have planned the route to your destination. Do you need to take a map? You should also think about weather conditions and the time of day. What clothes or accessories do you need?

Cycling in the dark

At night you must have good front and rear lights and reflectors on your bike. A white front light, red rear light, amber pedal reflectors and red rear reflector is the minimum. It's a good idea to wear reflective clothing so that you are more visible.



Position and passing

Can you use advanced road positioning and pass queuing traffic?

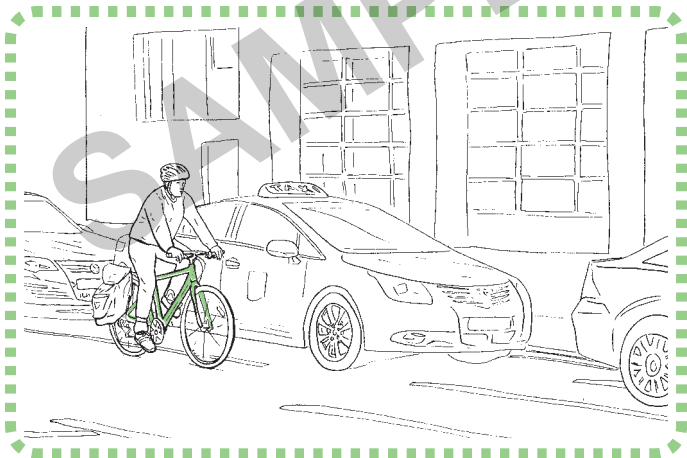
You must be confident using the primary position, the default road position for cycling on busy roads and complex junctions.

Primary position – taking the middle of the lane – gives you the greatest control of your road space. It offers most options for avoiding hazards and gives you and other road users the best visibility.



When passing queuing traffic, you should

- Pass to the right if there is room – you will be more visible and drivers expect to be passed on the right
- Check for a gap and re-join the stream of traffic so you pass through the junction in primary position
- Be prepared to stop quickly to avoid hazards, such as passenger doors opening, and vehicles from side roads pulling into your lane
- The best way to communicate in queuing traffic is with eye contact, to make sure you have been seen



Hazards

Do you have the skills to deal with hazards?

Three questions will help you deal with hazards effectively

1. **Where am I going?** What is ahead? What course is needed to avoid hazards and make manoeuvres?
2. **What do I need to know?** Could other road users obstruct my course? Do they need me to signal my intentions?
3. **What do I need to do?** Stop, signal, take up a different road position, carry out a manoeuvre?

Driver blind spots

Drivers of large vehicles are unable to see you if you are positioned immediately in front or close to the left of the vehicle (e.g. riding up the inside of the vehicle). When waiting in queuing traffic, you must position yourself where you can see and be seen by the driver. Stay further back and slightly to the right in order to catch the driver's eye in their mirror.

Give large vehicles plenty of room particularly when they are moving slowly, stationary at junctions or manoeuvring.



Check before coming to the front of a queue, from where you can be seen.

Road surfaces

Hazardous road surfaces include slippery roads, potholes, wet road metal, uneven or poorly maintained surfaces, broken glass or other obstacles, level crossings and tramlines, and speed bumps.



When cycling over a hazardous surface, reduce your speed on approach, address the hazard square on, steer as straight as possible, lift your weight off the saddle and release the brakes. On slippery surfaces avoid sudden braking and turning.

On the road

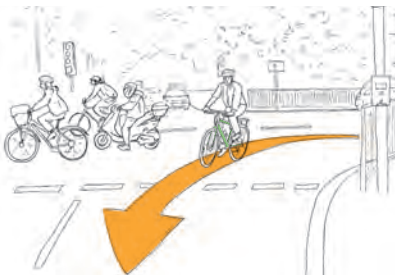
Are you confident using multi-lane roads and junctions?

All complex junctions are negotiated using the same sequence.

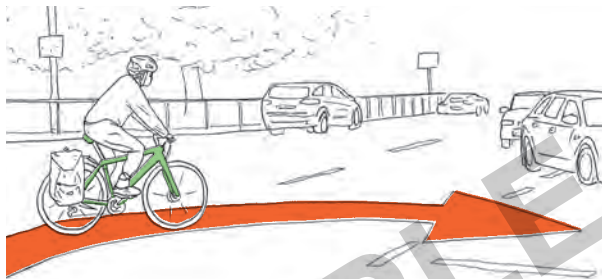
1. **Look** behind and ahead, note priorities, judge time and space
2. **Communicate** by indicating your intentions if other road users are present
3. **Position** – when time and space permit
 - approach the junction in primary position
 - hold primary position through to the junction exit
 - select primary or secondary position to continue the journey

When turning left

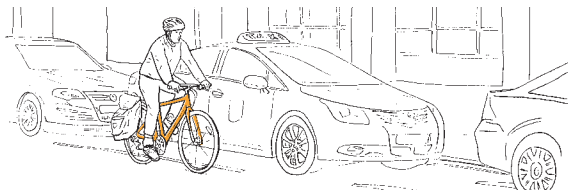
You must check over your left shoulder for undertaking traffic, including people on bicycles, before completing the turn.



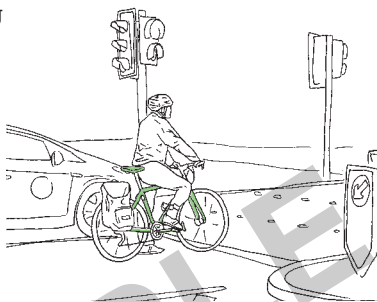
When turning right You must check over your right shoulder for overtaking traffic, including people on bicycles, before completing the turn.



Queuing at traffic lights Using junctions controlled by traffic lights may involve queuing traffic. You may choose to wait in the queue or pass (ideally on the right) to get to the head of the queue. You must stop at red lights. Should the queuing traffic begin to move as you pass, communicate with drivers before returning to the primary position.



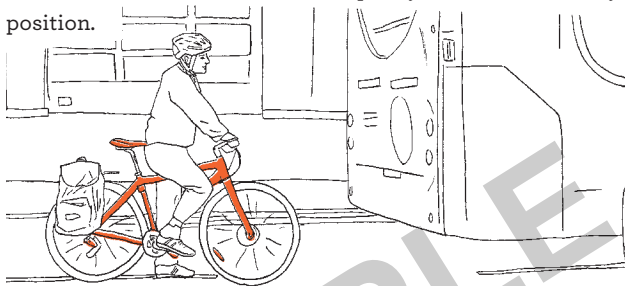
Multi-lane junctions Using junctions with multi-lane roads requires the primary position and where possible matching the speed of the moving traffic or ensuring the driver waits behind using eye contact. It may involve moving across lanes in order to select the most appropriate lane for continuing the journey.



Cycle facilities You may choose to use cycle facilities if they give an advantage but it is not compulsory. Staying in the normal flow of traffic is a valid choice.

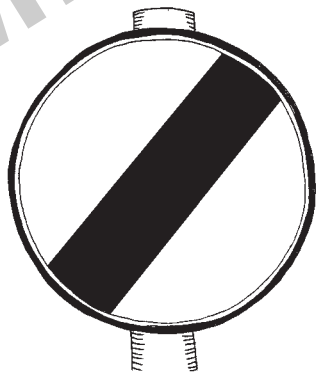


Cycling in bus lanes When cycling in bus lanes (where permitted) you should adopt the primary position unless there is room for other vehicles to pass you in the secondary position.



Cycling on faster roads

More time and space is needed to judge speed and distance when cycling on roads with a speed limit above 30 mph.



Your bike

ABC check
before every
ride

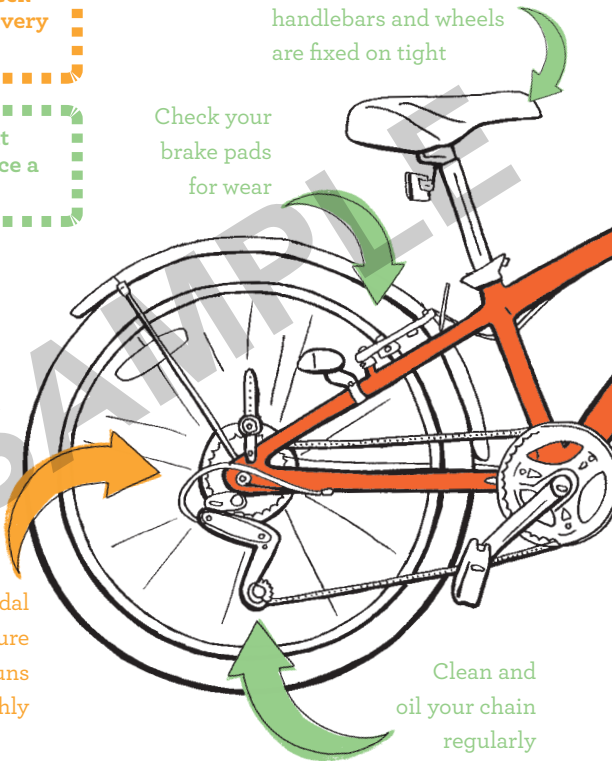
Check at
least once a
month

Make sure your saddle,
handlebars and wheels
are fixed on tight

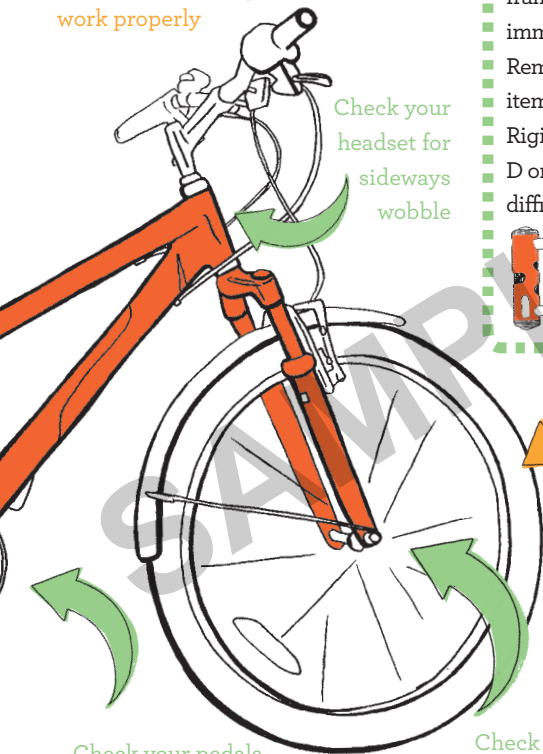
Check your
brake pads
for wear

C. Back pedal
to make sure
the chain runs
smoothly

Clean and
oil your chain
regularly



B. Ensure both your front and rear brakes work properly



Check your headset for sideways wobble

Lock your bike securely ensuring the frame is locked to an immovable object. Remove detachable items (e.g. lights). Rigid steel locks in a D or U shape are more difficult to break open.



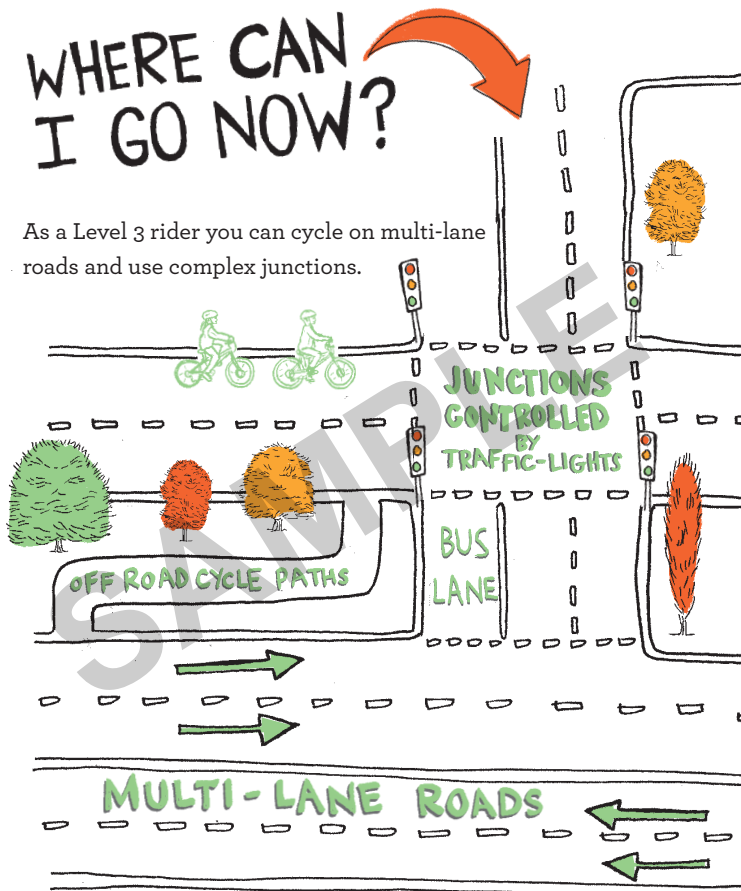
A. Check your tyres are pumped up

Check your pedals and cranks for sideways wobble

Check your hub bearings for sideways wobble

WHERE CAN I GO NOW?

As a Level 3 rider you can cycle on multi-lane roads and use complex junctions.





THE NATIONAL STANDARD FOR CYCLE TRAINING

Bikeability is based on the Government's National Standard for cycle training. It has been developed by over 20 expert bodies including national and local government and road safety and cycling organisations. The National Standard exists to help people of different ages and abilities make independent cycle journeys. Full details are available here:

<https://gov.uk/government/publications/national-standard-for-cycle-training>

The National Standard provides assessment criteria for every level of Bikeability training:

Bikeability Level 1 assessment criteria are drawn from National Standard Roles 1 and 2 which focus on preparing for a journey and riding with control. Training is delivered in motor traffic-free environments.

Bikeability Level 2 assessment criteria are drawn from National Standard Roles 1 to 4, which focus on riding with control and in accordance with the Highway Code as well as riding safely and responsibly. Training is delivered on single-lane roads and simple junctions with mostly moderate motor traffic flows.

Bikeability Level 3 assessment criteria are drawn from National Standard Roles 1 to 4, training is delivered on more complex, often busier or faster roads and junctions and prepares riders for cycling assertively in diverse road environments.

At Bikeability Level 3 the following skills are practised on complex, busy or fast roads and junctions sometimes with heavy traffic:

- Plan a journey
- Ride assertively
- Pass queuing traffic*
- Use junctions controlled by traffic lights*
- Use multi-lane roads and roundabouts*
- Use cycle infrastructure*
- Use bus lanes*
- Avoid driver blind spots*
- Negotiate vehicles that pull in ahead*
- Ride with other cyclists*
- Ride on roads with a speed limit above 30 mph*

* if present



Visit the **Bikeability Club** for inspiration, advice and support to continue your cycling journey. Register to receive newsletters, special offers and enter competitions:

www.bikeability.org.uk