

# Cycling Safely

CYCLING IS NOT, OF ITSELF, DANGEROUS. But we all owe a duty of care to others and we all need to obey the rules and be safe.

All those participating in a U3A ride do so at their own risk. Only members of the U3A are covered by U3A liability insurance.

Before taking part in a ride, please ensure that you have a safe, roadworthy machine.

Suitable clothing is recommended. Helmets are not obligatory. They are a personal choice.

Please carry a spare tube and/or a puncture outfit and a pump. It is recommended that lights are carried – just in case delays mean that you run out of daylight.

## Safe Cycling Guidance

- Ride safely, following the Highway Code at all times
- If you are riding in a group follow the instructions of the leader at all times. Do not pass the leader unless he/she agrees.
- If you become separated from the group, do not take any risks in catching up - the group will wait for you
- Riders should ride not more than two abreast. Often riding in a single file is safer. If there are a lot of riders (say 6 or more) in the line cycle in small groups (3 or 4) and leave gaps between groups to let overtaking traffic come in if necessary.
- Riders should not ride too close to others who may not be used to riding with you
- Shout warnings (e.g. “car behind!” or “horses ahead!” ) and signal riders if there is a danger in the road
- Let other riders know well in advance if you intend to stop – shout “Stopping” loudly
- Take care on all lanes, looking and listening for other users including walkers, horse riders and cars
- Take extra care at junctions and when crossing main roads, stopping to ensure that it is safe – make your own decision to proceed.

When you are out on a group ride:-

Make it clear that you are out for pleasure, neither in a race nor taking intensive exercise.

Always wait at the top of hills for those who are slow and give them a chance to catch their breath before carrying on. If you get spread out take care not to “drop” people when you turn left or right. Make certain that those behind know which way the ride has gone. Leave someone at the junction if necessary. If the group exceeds, say 6, riders always have a back marker. The back marker’s function is to ensure that no one gets left behind. Ideally, the back marker should be one of the more confident and competent riders. Mobile phones are very useful so that the back marker can contact the leader in case of need.