

Principles, rules and recommendations for safe cycling.

1. I know the rules and principles of safe driving.

I know the traffic rules and other regulations which apply to me when I am riding a bicycle. I know and understand the principles of safe driving in urban traffic.

2. I can evaluate my riding skills

I ride on such roads and in such traffic on what I dare. If I am a beginner I will avoid:

- multi-lane communications in one direction
- inclusion in the second lane,
- overtaking cars in the right columns.

3. I am not driving without the front and rear lights and fully operating brakes.

The white front light in perfect quality is as important as the red backlight. The oncoming cars which can turn left and cross my way as well as the cars coming from the side and from the back can see me when I am using it. Clothing in light colors with reflective elements is perfect. I take the lights, the "flashing lights", the reflective elements, even though I plan to return during the day time, I could be returning later than I planned to. In the high season, when I use the lights, I will have a second source of light as a backup. Sufficient visibility of the rider and of the bike is the first Safe driving condition. I have two working brakes on my bike.

4. I am using a bell.

Bell is the best tool for informing pedestrians about my presence. I use the beep sound early enough before I go into a situation where people needs to know about me. I can prepare all people in my surroundings to react in advance in that way.

5. I am not driving in the absolute edge of the road and to close to the parked cars. Although, I have to drive on the right side of the road, but I do not endanger myself unnecessarily. Close to the edge are sewage drains and other obstacles, as pebbles, gravel or parked cars which can open their doors unexpectedly. I reasonably consider the distance from the curb.

6. I behave predictably and show all changes of my direction.

I will drive on the road directly, avoiding sudden turns that other drivers don't expect from me. I prevaricate only in a well-evaluated and safe situations. I show the change of my direction by pulling my hand. I show this sign in advance, it is too late during the turn. I am fully in bike control at that time. I show the change of direction twice when turning left - first time when I am shifting to the left turn lane for warning the drivers behind me and the second time before turning, for warning the drivers in the opposite direction. The important thing is that everyone is ready for my manoeuvre before I do it.

7. I have an overview - I'm learning to automatically observe the situation around me. I am looking over my shoulder when turning left and I make sure that any car is not overtaking me at the moment. If I can looking back only for a short time, I'll do it twice in a row.

8. Taking over the lane

If there is not enough space on the road (roundabout, narrow aisles, islets and others) and I can pass the drivers only with a dangerous distance, I drive in the middle of the lane. In short, wherever the car could endanger me, I move more left and take the whole lane for a while.

Technically it is easy: I look, I show to the left (very important for the visibility of my intention!) And move away from the edge so that the car cannot overtake me.

I look and wait for a bigger gap between vehicles in busier traffic, than I am showing the direction and take over the lane.

I never take a lane where cars are driving faster than 50 km / h and I always overthink it twice when the street rises or I am moving at a slow speed. It isn't a good idea to taking a lane when I go three times slower than a car. In these cases is more suitable alternative riding on the sidewalk.

9. Direct left turn.

Direct turn left in traffic is some sort of final test of the first level of cycling skills. I do the following:

1. I make sure I don't have a car behind me by looking over my shoulder,
2. I will show my attention by pulling my hand to the left,
3. I occupy the lane (I keep showing)
4. I give the way to the opposite vehicles (I can stop at the left edge of my lane)
5. I turn left

I will take a turning lane at the intersections with multiple lanes. I always adhere to the principle that if I feel that the intersection is too big for me, I prefer to turn indirectly.

10. Indirect turn left

I stop at the point where I need to turn left and cross both directions at the right place when no traffic is going on, or when the green light is on for cars in perpendicular direction. It is very important to select a suitable stopping point. Sometimes it is worthwhile to get off the bike on the sidewalk and use the pedestrian passage.

11. Standing at junctions

I am right by law to stand before standing cars in front of an intersection. I am not standing next to the car while waiting, but a little bit ahead of it so the driver can see me and know about me. I am not pushing forward unnecessarily if there is not enough space at the intersection. I'll give a way for the car to turn if the car is standing next to me on signals. I also think of "dead angle", where a bus or truck doesn't have the opportunity to see me.

12. I'm not riding when red traffic light is on.

Even when I think it's safe. This is the most serious and the most critical of all traffic offenses. I will get with the most caution if I get into a situation with non-working traffic lights.

13. Crossing the tram rails.

The rails are extremely slippery after rain. I direct my bike as vertically as possible to avoid skidding off the bicycle when I am riding across the tram tracks. I do not turn the front wheel into the sharp angles when I am passing through the tracks. I drive rather between the rails than on the right site of them if there is not enough space on the right site of the rails or the cars are parked too close to them.

14. I try not to ride on the pedestrian lanes

I am violating the traffic rules if I am driving on a pedestrian walkway. I'm looking for any ways to minimize this bad habit. I am learning to drive in traffic, gradually leaving the sidewalks in the quieter streets and driving more and more on the road.

15. I am passing by the pedestrians more considerate wherever they are

I will slow down and bypass pedestrians paths in sufficient distance. I will ring the bell in time if the pedestrian does not see me or does not register me. An unalarmed pedestrian can easily cause an accident. I take the fact that strollers, children or pets can make unpredictable changes in direction and therefore I slow down properly, bypass twice as much slower and prefer the site around an adult.

I am especially considerate on the sidewalks intended for pedestrians. I'm not aggressive towards them. I'm glad they tolerate me. I would rather stop and generally adjust my speed to the speed of the pedestrian in narrowed places. I do not create a picture of a cyclist as a dangerous inhabitant threatening his surroundings and himself! In this case is very difficult to get any support for cycling in the city and more restrictions for cyclist are unnecessarily coming up.

16. I am passing around the corners by taking a bigger turn.

The corners of the buildings, entrances, big cars and obstacles are the places where I can't see around. In this places I'll slow down and make a bigger turn. There can always be a walker, a dog, a stroller, another cyclist or another creature behind the corner.

17. I predict the mistakes of others

I always assume that others have not registered me or estimated well my speed. I will adjust the speed of driving according to the situations and always estimate the behaviour of others well in advance. I'm always focused.

Watch out for the cars door - the term "door zone" refers to the driver's door opening from a parked car to a roadside of the cyclist. There is a risk that an inattentive chauffeur or other passenger suddenly blocks a cyclist who hits the door. Therefore, we recommend driving at least one meter away from the parked cars along the road.

18. I do not threaten myself or others

I am driving in such way that I do not endanger myself and other traffic participants. **I do not violate traffic regulations as far as possible.** If I am at risk of life, I can come out of the „risk of life“ situation by breaking the law. I will try to prevent it from happening again if I commit the offense. I will find a legal route, change the way of my driving, or I will suggest to the authorities to somehow solve the problem.

19. I make the way for others by letting go the pedestrians or cars

I am learning to give away to the walking pedestrians or to the turning cars crossing my driving direction. I'm not trying to hamper myself and, if possible, I am creating places for others to passing me by. Decency to others will give me recognition from pedestrians and drivers.

20. I'm decent and give a good example

When someone helps me, I thank, I wave and I smile. I am friendly and spread the positive mood and good name of cycling.

OTHER ADVICES AND TIPS

Crossing roads

You should get off from the bicycle through the pedestrian crossings and lead the bike. Watch the side-lane, driveways and exits on the bike path along the road.

Bicycle parking

When locking a bicycle, think like a thief, so lock your bike especially with the frame to the stand or fixed structure. Avoid locking the bike only with removable wheels. Use busy streets, secure U-type stands and high-security locks. If you leave your bike alone for a longer time, remove accessories such as light, "blinkers", tachometer, and pump from it.

Wearing a helmet - protect the most valuable

Always use the helmet when you go outside the city. Use the helmet also in the city if you think on fast driving in high traffic. Children under the age of 15 have a legal obligation to wear a helmet during cycling in the village as well. If you can't choose the appropriate helmet / helmet size for you or your child, don't be shy about consulting your surroundings or at a store specializing in bicycle sales.

If you're a pedestrian

If you are a pedestrian on the sidewalk, don't worry about cyclists. Do not change the unnecessary direction if it is not necessary. If you jump to the side of the bicyclist, you will make the situation worse. Therefore keep your direction so that the cyclist has enough space to bypass. Leave the path for the cyclist and do not take up the whole place of the footpath unnecessarily.

If you are a driver

Give a cyclist enough space (min. 1.5m!) when you passing him by. The airflow can throw the cyclist into the road and cause a traffic accident. Try to empathize with the cyclist, don't do what you don't want others to do yourself. A few spared seconds on the road is always less than human health.