

# Sharing the road safely

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## Safety tips for cyclists from the SA Government website

<https://www.sa.gov.au/topics/transport-travel-and-motoring/cycling/cyclist-road-rules-and-safety>

**Obey the road rules;** see “Cycling and the Law Booklet (Government of SA; free from Bike SA)

- Keep to the left and ride at least one metre clear of the curb and parked cars.
- Look for people opening car doors in front of you.
- Be seen; during the day wear bright coloured clothing, at night wear light-coloured clothing and use a white front light and red rear light.
- Look for other vehicles at intersections - never assume a driver has seen you.
- Ride predictably in a straight line and signal your intention to turn or change lanes.
- Riding two abreast is legal (*but see below re bike lanes*)
- Cyclists of all ages are allowed to ride on footpaths

### Some laws of specific interest for ATC road rides, with some additional comments:

1. You must have at least one effective brake (and because we are riding in packs, two please).
2. You must have a warning device within easy reach (bell or horn).
3. You must wear an Australian standard (AS/NZ 2063 sticker) helmet.
4. You must keep as close as practicable to the left side of the road except when making or about to make a right turn, when the road is divided into lanes, or when overtaking.
5. You must not cause a hazard to yourself or others by riding into the path of a car or pedestrians (for example, look back before deciding whether to veer right to avoid parked cars).
6. Do not pass or overtake a vehicle that is giving a left change of direction signal **And** is turning left. You can pass if the vehicle has indicated but is stationary, or is moving forward to turn left (i.e. if its well back in a line, but if in doubt, don't do it!!).
7. Use hand signals before turning right.
8. You must always have one or two hands on the handlebars and have proper control. (yes; no hands riding is illegal).
9. If legally riding two abreast (see the bike lane bits) you must not be more than 1.5 metres apart. Three abreast is illegal unless overtaking.
10. If there is an operating bicycle lane you must ride within it (in the correct direction) where practicable (you can leave it to avoid debris, potholes, or safely overtake). During the times a bike lane is operational you must ride within it (and therefore can't ride two abreast unless its extra wide or you are overtaking).
11. You can ride in bus lanes, but shouldn't obstruct a bus, and must ride as far left as practicable (p16).
12. Give way to bus give-way signs (right hand of bus) when they are about to veer right, just like you would in a car.
13. Give way to vehicles already on roundabouts, and if in the left lane give way to

- vehicles leaving the roundabout (P 17).
14. Each bike has an individual responsibility to obey red lights.

#### **Some other rules of interest**

15. Don't ride where there is a no bicycle sign.
16. Being towed by a vehicle, leading an animal from a bike, or slipstreaming a motor vehicle for more than 200 metres are illegal).
17. At night or when visibility is reduced you must have a front light (flash or steady) clearly visible from 200m, a rear red light (flash or steady) clearly visible from 200m, AND a red rear reflector clearly visible from 50m when lit up by a vehicle's low beam headlight.
18. If you fit a bike rack on your vehicle and you obscure the rear number you must display a special bike rack plate number on the rack or attach the vehicle number plate to the bike rack. You can't display a standard vehicle number on both the rear of a vehicle **And** on the bike or display a homemade number plate.

#### **Great ideas**

1. Staying in straight lines and being (very) predictable is good. That means practicing skills like taking feet out of pedals, braking, braking with your left hand while signaling with your right hand, changing gears (both front and back), drinking from your water bottle, giving hand-signals, looking behind, etc. is good before you join a pack. If you aren't good at these skills please tell other people, especially the ride leader, and we'll take precautions such as refraining from riding alongside you or drafting too close, and give lots of advice, encouragement and modeling.
2. You are responsible to make sure your bike and other equipment are in good condition, and you have essential gear (bike, brakes, shoes, drink, helmet, gloves etc.). If you don't have a legally safe bike and helmet you will not be able to ride with the group.
3. As a road user you have the same rights and responsibilities as other road users. You are, however, much more vulnerable, so be highly visible and take care to avoid other road users.
4. If you are leading the pack be extra careful to stay straight unless moving (with plenty of time, after checking for danger, and after signaling) to avoid an obstacle, make no sudden deviations, indicate hazards and use signals. If you are second, or anywhere in the pack really, it's your job to call out if you are being dropped off and need the leader to slow down. If you are at the back check for and warn the pack of hazards coming from the rear; "car back" means a car is coming, and is especially helpful when the road is narrow, or a roundabout is just ahead. You can also let the group know when its "clear behind." That's especially helpful when following a bike lane from the left curb into the next lane out for example (e.g. heading south down Anzac highway just before South Rd, and on reaching Brighton Rd).
5. Please don't abuse car drivers even when they deserve it. We don't need angry car drivers out there! They are dangerous, so accommodate! Smiling, making eye contact etc., acknowledging if they give way, is good!
6. Wear high viz clothing. It's great hearing drivers hate Lycra. It means they can see it.
7. If on a road with marked bike lanes try to stay within them even if signs say they're not operational; car drivers won't usually read the signs and will expect you to use

the bike lane).

8. If you are in a pack and pass a traffic light call “all through” or “hold up” as required so the pack can get back together even if some have to stop and wait.
9. If you drop off the back of a pack, or have a puncture etc., call out so the pack members know and can slow or stop for you.
10. Make safety inspired decisions about whether to make hook turns (staying in the left lane across the intersection) or normal right turns. The most common club ride example of this is Anzac Highway / Greenhill Road on the way back from Glenelg. If it's clear we usually head for the right lanes and make a normal turn (being careful of cars). If its busy we usually go through the intersection, stop on the other side and get in the bike lane (from Richmond Rd, which is the continuation of Greenhill rd.), and wait for the lights to change so we can go east along Greenhill with the traffic. The third alternative is to go straight on and turn right at South Tce. This is good when its busy with cars and the bike pack is too big to quickly get into the Richmond Rd bike lane. The lead rider gets to make the decision, but needs to communicate early and stick with his / her decision.
11. Make safety inspired decisions about whether to stay in the center of single lanes at single lane roundabouts; a car and a bike trying to get through together will usually not end well.
12. Similarly take care turning left when there are cars around. If they turn left with you it might also not end well.
13. (After checking behind for cars), ride wide enough of parked cars to avoid opening doors (a metre should do it) and keep an eye out for likelihoods (like people in the drivers or rear right passenger seats).
14. If there are several parked cars with small gaps make safety inspired decisions about whether to head left between them, or to stay in the middle of the lane, so cars have to wait till you are past the lot. This can often be a safer option, even though it can lead to car driver frustration. A pack leader or last rider will have to make decisions about this.
15. If you are on a long ride take carbohydrate food. Your ride leader will have more info on this if you need. Anything over about two hours risks you running out of blood sugar.
16. Use signals before you veer right, to indicate glass on the road, to indicate debris etc. on the road, and to stop. Your ride leader will discuss these signals. All people in a pack should signal, not just the leader, and should signal even if the leader doesn't.
17. Don't use aero bars in packs unless you are leading (it would slow down your braking in an emergency, risking a collision and someone's kidneys).
18. Drafting is cool, but please keep a safe distance (given your skills and equipment), and it's a good idea to be slightly right or left of the rider you are following (depending on the wind) so you can see hazards down the road.
19. Communicate. This means have enjoyable conversations, but also yell out when stopping, when dropped by the pack etc.
20. Please no bike trailers or child carrying with you unless you have discussed with the ride leader and decked the rules Pp5-6 and 7 in the Cycling and the Law booklet.
21. On club rides we generally don't use footpaths, because we can bet that the pack will get mixed up with pedestrians.
22. Remember, you may be in a training group, but you still have individual

responsibility to yourself and other road users to obey the laws and ride safely. Also, please remember that club rides are not races, and the aims include to finish the ride feeling you had fun, could have done more, and are keen to come back; and to have contributed to others on the ride feeling the same.

23. Bring money for post or mid ride coffee.

Safety tips for drivers (just so you know drivers also have some rules relevant to bikes).

- Drivers are required to give a minimum of one metre when passing a cyclist where the speed limit is 60 km/h or less or 1.5 metres where the speed limit is over 60 km/h.
- Scan the road for cyclists.
- Look for cyclists when turning or entering an intersection and give way as you would for any other vehicle.
- Before opening your car door look behind and check blind spots for cyclists.
- Do not drive, stop or park in a bicycle lane, you can cross a bicycle lane to turn left, enter private property or park in a parking lane.
- Cyclists can legally ride two abreast - be patient as you approach and overtake only when safe.
- Give cyclists plenty of room - a minimum of one metre clearance when overtaking.

Please contact Piet Crosby ([pietcrosby@internode.on.net](mailto:pietcrosby@internode.on.net)) with any suggested improvements to this sheet so it gets to be more useful. It's not meant to cover advanced skills like pace lines in peletons etc. That sort of refinement comes later, and will be covered in other handouts.