



GET CYCLING CEREDIGION

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FREE



Cycling about Town

Buying Second-hand

Cycling in Older Age

Cycling and the Highway Code

Giving your Bike a Health Check

Local Cycling Routes and Maps



www.ceredigion.gov.uk

FACTS:



On a bicycle you can travel up to 1037 kilometres on the energy equivalent of a single litre of petrol.



On a bicycle you weigh about six times more than your vehicle. In a car your vehicle weighs around 20 times more than you do.



On a bicycle you protect yourself against heart disease, high blood pressure, obesity and stress.



On a bicycle you provide a motor - your heart - which improves its own strength and efficiency, and even lengthens its working life, the more it is used.



The British Medical Association has calculated that the health benefits of cycling outweigh the road accident danger by a factor of 20 to 1.



On a bicycle you can travel four times faster than you can walk, for the same amount of energy.



On a bicycle you can have your cake and eat it. A moderate half-hour each-way commute will burn 8 calories a minute, or the equivalent of 11kg of fat in a year.



On a bicycle you can expect to be as fit as an average person ten years younger, if you use it regularly.

PLEASURE COMES WITH PEDALS ON

Pedal-power is only part of the solution. We can't always decide for ourselves where we live, work and shop. Most cyclists also use cars, buses, trains and go walking at other times in their lives - but find that their bicycle is the most intelligent transport for many journeys. Nearly half of all journeys are under two miles - ideal for cycling. But only 2% of all journeys are made by bike

in the UK. Compare this with 18% in Denmark and 27% in the Netherlands! Cycling is about being yourself, being free to move where you want and when you want, and it's a favourite form of transport for growing numbers of business leaders and media celebrities. There's nothing fashionable about sitting in traffic jams for hours, then having nowhere to park! For the price of a few

tankfuls of petrol you can buy a machine so refined and mechanically efficient, so in tune with the potential of your body, that it will make you one of the most beautiful movers in the known universe. This guide is for anyone who wants to try cycling, whatever their budget. If you want to find out more, we have factsheets, books, bike try-out roadshows and support schemes to help you further.

REDISCOVER THE BIKE - IT'S YOUR PARTNER FOR LIFE



TOWN AND AROUND

Cycling is an excellent way to fit exercise into a busy life. You have fun, while getting to where you want to be anyway! It's the ultimate in independent transport, taking you door to door, leaving traffic behind. Cycling is regularly proven to be the quickest way to get from A to B in town. Along with walking it offers the most predictable journey times, but gives you five times the range, and much greater luggage carrying capacity.

If you're riding to work you get there on time, feeling good, with your brain alert. If you're on a shopping trip you can park easily, next to your destination.

Any bike you choose will go from A to B but there's the question of comfort, convenience, and speed to consider, so it's worth weighing up the options. While mountain bikes are in many ways

better suited to potholed urban roads than road-racing bikes they're far from perfect. The commuter does not need knobbly tyres, more gears than you can shake a stick at, suspension, and a look that attracts thieves. Best ride something specifically designed to be ridden around town, such as a hybrid or new generation roadster.

If you're concerned mainly with getting to your destination on time in all weathers, you want a bike that's reliable, robust and simple to maintain, ideally complete with mudguards, racks, lights and perhaps even the new generation of hub gears. There are now some superb city bikes available. Lightweight frames and parts give you good acceleration along with swift, reliable gear changes and confidence-inspiring braking, which all help you integrate well with traffic and remain safe.

HERE ARE SOME FACTS:

- IT'S SUSTAINABLE
- IT'S SOCIABLE
- IT'S PRACTICAL
- IT'S EXCITING
- IT'S EXERCISE
- IT'S YOU!

• It doesn't rain heavily that often and no-one says you have to ride your bike every day.

• The British Medical Association has calculated that the health benefits of cycling outweigh the road accident danger by a factor of 20 to 1.

• In Switzerland, not noted for its flat terrain, 15% of all journeys are by bicycle: only slightly less than the Danish level.

• 58% of car trips are under 5 miles and 25% are less than 2 miles.

MOUNTAIN BIKES



For most people a 'mountain bike' (also known as an MTB or ATB) is anything with knobby tyres, fat tubes, suspension forks, straight bars, lots of gears, and no mudguards or carrier-rack. Originally designed purely for off-road use they have evolved to become the all purpose bicycle of the last two decades, with prices ranging from £60 to £6000. Most are used as urban workhorses, exclusively on tarmac. Many are cheap and heavy, and fairly useless off-road. Higher up the quality range you find fine bikes which take the technology further, with tough but light frames, good brakes, and generally better parts. These can do almost everything you want, including city riding and off-road.

Suspension increases comfort and is now common. Many bikes have both front and rear suspension systems. The suspension lets the wheels move up and down to absorb small bumps while keeping the tyres in contact with the ground for better control. It also helps the rider and bike absorb large shocks when landing from jumps.

Bare MTBs need lots of extras to make the most of other uses – slick tyres, mudguards, a luggage rack and lights for commuting, for example. This can all cost more than the bike costs, so unless you really need the genuine qualities of a true mountain bike, go for a hybrid bike which has many of the qualities of a mountain bike, but has all the useful bits

MOUNTAIN BIKES ARE SUPERB, AS LONG AS YOU GO FOR WHAT YOU REALLY NEED

on already. You will have something fit for purpose, and it will work out much cheaper for you.

In particular, test out the reach. To achieve the sporty image, many MTBs have the handlebars set too low for genuine comfort.

If you want to go off-road there are excellent machines available to you, with suspension front and back, a good spread of gears and good brakes. Here the advice of a good bike shop becomes

essential. Expect to pay no less than £250-£300 for a bike good enough for any kind of off-road riding. Taking it further, there are specialised 'downhill' machines for serious sportspeople and the fashion/image-conscious. The idea of downhill is to get yourself down a path, track or dirt road as fast as possible. A downhill bike has a lot of suspension travel, very solid frame and

components, and extremely powerful brakes.

Mountain bikes have revolutionised cycle design and can be enormous fun, as long as you go for what you really need. You may well decide that to really enjoy going off-road you need a high-spec machine which is over the top for city riding, or just too attractive to thieves. In which case, why not become the proud owner of two bikes?

CYCLING IN OLDER AGE

Cycling four miles daily reduces the risk of coronary heart disease by 50 per cent. It's good aerobic exercise AND involves smooth, regular movement, putting no load-bearing strain on joints or muscles – good news if you are arthritic, overweight or generally unfit. Regular cycling improves lung function: useful if you suffer from bronchitis or asthma.

Manufacturers are now thinking beyond youth-culture cycle fashion, realising that there will soon be, in most industrialised countries, many more active 55 to 70 year olds than there are teenagers. And young people can be a difficult market, with fashion changing like the shifting sands. For older people image is important, but so is quality, and anyone getting into active cycling at the age of fifty-five may well cycle for twenty years yet.

Take up cycling now and you can enjoy expanding networks of cyclepaths and other facilities. But there is still much work to be done. Millions of cyclists with decades of experience to call on, and the leisure time to apply it, can put further pressure on the authorities for ever better facilities. Older people, with a lifetime of knowledge and experience can be a highly effective campaign group, mindful of the power of their vote and the authority of their voice.



If you have not cycled since your younger days, you'll be surprised at just how light, efficient and comfortable modern bicycles can be. Compared to your heavy old all-steel roadster, today's lightweight bikes are easy to lift and agile in hilly terrain.

There is no age at which cycling stops being an option, and anyone cycling regularly into older age adds years to their life expectancy. Research shows that regular cyclists have, on average, the health of someone ten years younger.

NEED A BOOST?

Power Assisted Cycles are everyday bikes with an added battery-powered electric motor and are great for those who find cycling traditional bikes difficult. They must comply with the Electrically Assisted Pedal Cycles Regulations 1983 which states that they must not:

- Be capable of traveling in excess of 15mph when using electrical power alone (however riders can travel faster than 15mph by pedal power alone)
- Weigh more than 40kg (60kg for trikes)
- Be ridden by a person under 14
- Exceed 200w continuous power (250w for trikes)



CYCLISTS AND THE HIGHWAY CODE

As a cyclist you are one of the most vulnerable road users. Knowing and applying the rules and guidelines in the Highway Code could significantly improve your road safety when cycling.

Many rules in the Highway Code are legal requirements; failure to comply may lead to a fine or even penalty points on your driving license. These rules are identified by the use of the words "MUST" and "MUST NOT".

Take a look at the following extracts from the Highway Code:

YOUR BIKE AND ACCESSORIES

59. Clothing. You should wear:
- A cycle helmet which conforms to current regulations, is the correct size and securely fastened.
 - Clothes which do not get tangled in the chain or wheel or may obscure your lights.
 - Light-coloured or fluorescent clothing.
 - Reflective clothing and/or accessories in the dark.

60. At night your cycle **MUST** have white front and red rear lights lit. It **MUST** also be fitted with a red rear reflector (and amber pedal reflectors, if manufactured after 1/10/85).
(Law RVLR regs 13, 18 & 24)

GENERAL CYCLING

62. Cycle Tracks. When using segregated tracks you **MUST** keep to the side intended for cyclists as the pedestrian side remains a pavement or footpath.
(Law HA 1835 sect 72)

64. You **MUST NOT** cycle on a pavement.
(Laws HA 1835 sect 72 & R(S)A 1984, sect 129)

66. You should:
- Keep both hands on the handlebars except when signalling or changing gear and keep both feet on the pedals.
 - Never ride more than two abreast, and ride in single file on narrow or busy roads and when riding roundbends.
 - Not ride close behind another vehicle.
 - Not carry anything which will affect your balance or may get tangled up with your wheels or chain.

67. You should;
- Look all around before moving away from the kerb, turning or manoeuvring, to make sure it is safe to do so. Give a clear signal to show other road users what you intend to do.
 - Look well ahead for obstructions in the road. Leave plenty of room when passing parked vehicles and watch out for doors being opened or pedestrians stepping into your path.
 - Be aware of traffic coming up behind you.

68. You **MUST NOT**;
- Carry a passenger unless your cycle has been built or adapted to carry one.
 - Hold onto a moving vehicle or trailer.
 - Ride in a dangerous, careless or inconsiderate manner.
 - Ride when under the influence of drink or drugs, including medicine.
(Law RTA 1988 sects 24, 26, 28, 29 & 30 as amended by RTA 1991)

69. You **MUST** obey all traffic signs and traffic light signals.
(Laws RTA 1988 sect 36 & TSRGD reg 10(1))

AT ROAD JUNCTIONS

72. When approaching a junction on the left, watch out for vehicles turning in front of you, out of or into the side

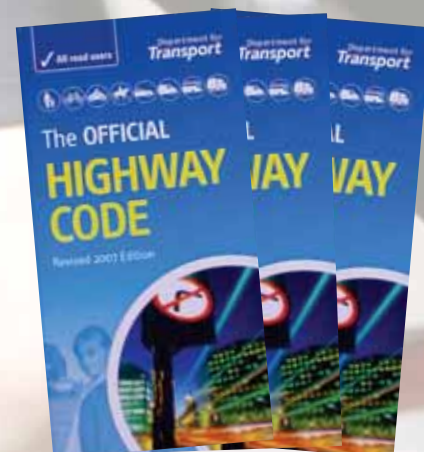
road. Do not ride on the inside of vehicles signalling or slowing down to turn left.

73. Pay particular attention to long vehicles which need a lot of room to manoeuvre at corners. Be aware that drivers may not see you. They may have to move over to the right before turning left. Do not be tempted to ride in the space between them and the kerb.

74. If you are turning right, check the traffic to ensure it is safe, then signal and move to the centre of the road. Wait until there is a safe gap in the oncoming traffic and give a final look before completing the turn.

ROUNABOUTS

77. You may feel safer walking your cycle round on the pavement or verge. If you decide to ride round keeping to the left-hand lane you should;
- Be aware that drivers may not easily see you.
 - Take extra care when cycling across exits. You may need to signal right to show you're not leaving the roundabout.
 - Watch out for vehicles crossing your path to leave or join the roundabout.



CEREDIGION SAFE CYCLING SCHEME

Ceredigion County Council's Cycling Coordinator and Road Safety Staff provide training for pupils in primary school years 5 and 6 across Ceredigion. The aim of cycle training is to provide pupils with the skills necessary to make informed decisions, whilst cycling, improve pupils' road sense and encourage their independence.



Each year in Ceredigion more than 600 primary school pupils participate in the Safe Cycling Scheme. Trainees are introduced to the Highway Code for young road users; learn about cycle maintenance, conspicuity and the wearing of protective headgear.

Training is conducted on quiet local roads, in close proximity to the school, where simple maneuvers such as left and right turns, overtaking a parked car etc, can be carried out. To be eligible for training all pupils should have reached the age of 10 (year 5).



Pupils progress is constantly monitored during regular lessons, and upon completion of the course the young riders are awarded with a Certificate to show they have participated in the training.

For further information contact hpw@ceredigion.gov.uk or 01545 572409 and ask for the Safe Cycling Coordinator.

WHO DID YOU SEE FIRST?

HAVE A LOOK AT THESE TWO PHOTOS; THERE ARE TWO CYCLISTS IN THE PICTURES. WHO DID YOU SEE FIRST?



GO FOR GLOW!

GIVE OTHER ROAD USERS A CHANCE TO SEE YOU FIRST WHEN CYCLING OR WALKING IN THE DARK. AS WELL AS HAVING PROPER LIGHTS ON YOUR BIKE, WEAR SOMETHING BRIGHT AND REFLECTIVE.

BUYING A USED BIKE



Think about what you want from a used bike, and how much work you are prepared to put into it. You'll have all the hassle of tracking down bikes for sale, visiting the various sellers, then fixing any problems. The benefit of buying from a dealer is that you have bikes of a guaranteed quality, all in one place, with expert advice on hand. On the other hand it can be very satisfying to get a used bargain and work on it.

A dodgy used bike will cost a lot to put right. Shops often charge around £15 an hour labour. Tyres cost from £8 each, inner tubes £4.50. A mild wobble in a rim is possibly fixable, but a big bend can mean a new wheel – from £25 if new. So it pays to take care what bike you buy.



GENERAL CONDITION

Is the bike looked after or rusty? Are the tyres bald and cracked or in good condition? Is the paint scuffed and the frame dented, or are there just the one or two honourable scars of a hard worked but looked-after machine?

TYRES

Are they well inflated? Are they bald? Are the sidewalls cracked and perished? Do the valve types match? Does a pump come with the bike? Why not? All tyres should be inflated hard – they should barely give when you squeeze them.

WHEELS

Are the rims steel or alloy? Alloy is good. Are steel rims rusty? Do the wheels run true? Gripping the top of the wheel, can you wobble it from side to side – yes? – possible bearing damage. Are any of the spokes broken? Check at the hub end. If two or more have gone, then more may be on the way out. Are any spokes slack? – Bad! Check the wheel for trueness.

BRAKES

Are the pads worn? Do they rub the rim? Are they seized solid? Are they scuffing the tyre? Do the pads bite on the rim almost as soon as you move the lever on the bars? Are the cables rusty and frayed, or looked after, oiled, and finished with a ferrule?

CHAIN

Is it rusty? Taking the chain at the frontmost point of the chainring, (the cog by the pedals), can the chain be pulled nearly clear of the teeth? Yes? – worn chain. If the chain has rusted badly or has dry rust on it, it may have worn the sprockets down, too. Expensive to replace.

HEADSET

(Where the forks & bars swivel in the frame). Do the forks revolve smoothly? When the front brake is applied, can the bike be rocked forward and backward, because the fork is rocking within the frame?

CHAINWHEEL AND SPROCKETS

If teeth have a sharks-fin appearance, reject the bike, as the whole drivetrain will be much too worn. A worn chain on a hub geared bike can often be replaced on its own. Derailleur chain and sprockets wear together, and if left to wear for too long, you'll need to change the whole drivetrain – minimum £40.

BOTTOM BRACKET

(The bearing in the frame between the pedals). Grip the cranks and try to rock the axle up and down and side to side. Play and a clicking noise? – bearing needs adjustment or replacement. Check that the cranks rotate smoothly.

PEDALS

Do they spin smoothly? Are the ends battered? Do they rattle loose on their spindles? When you ride the bike you may feel a rolling sensation in the ankles caused by either bent pedal spindles or bent cranks. Pedal spindles can be replaced; steel cranks might be straightenable, (bike shop), alloy cranks are probably destined for the skip – expensive. Riding with misaligned pedals can cause damage to the ankles and knees. (Ankles and knees are really expensive to repair...)

FRAME AND FORKS

Look carefully at the tubes. Are there dents, creases or wrinkles in the paint which may indicate crash damage? Similarly inspect from the front, squatting to get down to the same level as the bike. Look to see if the frame twists between head tube and seat tube. Check that the forks are symmetrical, and not bent backward from a crash. Be very careful here, and if in doubt reject the bike.

TOOLKIT, AND BASIC MAINTENANCE

A basic toolkit should include: small or medium sized, good quality adjustable spanner, a set of Allen keys, small spanners – 8, 9, 10, 11, 12 13 and 14mm (assuming the bike has metric sizes), wire cutters, medium weight pliers and a chain tool. Get reasonable quality tools, so you'll not have to replace them. Keep them wrapped in a clean rag. After working on any bike, and after a purchase, always check that all fixings are secure before you ride.

HANDLEBARS

Are they bent? Rusty? Is everything attached to them firmly? Look at the stem – can you see the minimum insert mark? No? – Good. Stand in front of the bike with your feet gripping the wheel. Try to turn the bars. Do they move easily? – Bad. Lots of resistance? – Good. Seized? – bad, and possibly rusted solid.

RACKS, MUDGUARDS, ANCILLARIES

Check everything is bolted on firmly. Distorted or cracked plastic mudguards should be replaced for safety. Racks should be firmly attached and rigid. Racks attached at three points will carry only moderate weights – four-point fixing is far sturdier. If dynamo lights are fitted, check that they work.

SADDLE

Is it attached firmly? Grip it and try to rock it forward and back. Is it torn or worn? A squeaky saddle normally quiets down after the springs are oiled.

AFTER-CARE

Budget to spend a bit more once you've got the bike, replacing the safety-critical parts that are subject to wear. Change rusty, sticky or frayed brake cables. Basic replacement cables are fine – run a little oil over them before installing – even cooking oil will do. Make sure you get the right cable type. Cable outers need replacing if they are kinked or excessively rusty. Fit new brake blocks if the old ones are worn. Change the chain if it needs it (a bike shop will advise if you're unsure), and then keep the new one oiled! Some modern 'dry' lubricants don't attract dirt, though they are more expensive and not as waterproof.

- Tom Riley



Neighbourhood Policing

Safeguarding our Community through Neighbourhood Policing

Bike Safety Advice

A few simple steps and a small investment in the right type of lock could minimise the risk of your bike being stolen.

Basic Rules

Always lock your bike when leaving it unattended – even for only a few minutes.

Use purpose-built cycle stands if available, if not, secure it to an immovable object such as railings or a post, but be careful not to obstruct the way for other road / pavement users. Try to choose a location that is well-lit and where the bike is easily visible. Secure removable parts (e.g. the wheels) or take smaller parts with you (e.g. lights and quick-release saddles).

Bike locks

Get a good bike lock - there are many different products on the market and price is not always a reliable indication of quality. Hardened D-shaped locks are the recommended minimum. There are different standards for locks, check out www.soldsecure.com for certified locks, or ask your local bike shop for a recommendation.

Security marking

Take a photo and/or make a note of the make, model and serial number of your bike, and any unique features. Security marking your bike can act as a deterrent, but make sure the marking is clearly visible, securely fixed and placed in two separate locations on the bike. It should give clear information that will quickly lead the finder to the owner of the cycle (e.g. postcode).

Security at Home

A significant number of bike-thefts take place from the owners' property, including garages, sheds and gardens. Make sure the place you keep your bike is secure, and keep it out of sight. If possible, secure it to an immovable object eg a floor or wall-mounted anchor lock.

For further information contact your local Neighbourhood Policing Team - find their address at : www.dyfed-powys.police.uk or Telephone : 0845 330 2000

NEVER BUY A BIKE YOU SUSPECT MAY BE STOLEN. IT IS ILLEGAL, IMMORAL AND ENCOURAGES FURTHER BIKE THEFT.



LOOKING AFTER THE ENGINE

(THAT'S YOU!)

On a bicycle you are the most energy-efficient of all moving animals and machines, and clearly the most intelligent! Your body is an amazing constant-temperature fuel cell, perfectly designed to power a bicycle. Regular cycling will make you fitter, healthier, stronger, happier and more alert, but if you rush things you could be put off for life. A long charity ride or cycle tour can be something to aim for, but build up to it gradually, with a series of short rides. If you have a health problem, discuss your plans with your doctor (large numbers of doctors are cyclists themselves). Eat and drink regularly, but remember that alcohol causes dehydration, amongst other things.

Cycling can also help you control your weight: body fat falls by between two and three kilos after four to five months of regular cycling. A moderate half-hour each way commute will burn eight calories a minute, or the equivalent of eleven kilos of fat in a year. Cycling also help protect against coronary heart disease, diabetes, stroke, osteoporosis and colon cancer, the third most common cause of cancer deaths.

Cycling around town helps others. It is quiet, sociable and safe for other road users and pedestrians. So for a healthier, richer, happier life, get on that bike!



Handlebars should be easy to reach, and padded cycling mitts cushion road shock

FIND YOUR COMFORT ZONE

A low saddle will soon tire you out. May sure you can just about extend your leg on the downstroke, and that your hips do not rock. Your saddle can be adjusted up and down, forwards and back, and you can tilt the nose up and down. A more upright position can ease back and neck strain. Handlebars should be easy to reach.

The handlebars can be moved up or down, and bars on many modern bikes allow you to adjust the handlebar position in thirty seconds. Padded cycling mitts, cycling gloves or foam bar-grips cushion vibration, and bars which curve towards you slightly position your wrists at a more natural angle.

Some women and smaller men benefit from frame geometries which take a smaller torso size into account.

Shoes with firm soles help. Toe clips fixed to the pedals stop your feet from slipping and increase pedalling efficiency. You can leave the straps loose in traffic.



WHAT TO WEAR

You can cycle in almost anything, but cycle clothing is excellent these days, and fully in fashion. Layering is important. If the weather gets colder or wetter, do not choose a thicker material but add more layers. This makes it easier to adjust to changing temperatures without having to carry a complete set for every temperature range, and it is faster to adjust by opening or taking off just one layer.

A cotton T shirt absorbs sweat so can leave you with an unpleasant cold damp layer against the skin. Specialist synthetic fabrics transmit moisture away from the skin, leaving it dry by wicking sweat to the outside, where it can evaporate without cooling the body too much and without soaking the clothing.

Fit is an important consideration and a baggy jacket acts like a braking parachute and lets cold air get closer to the skin, which makes the wind feel much colder because sweat evaporates directly on the skin.

It's worth spending good money on the right gear, though not necessarily going as far as the lycra look. Lycra is great for serious cyclists, with its skintight fit and multi-stretch properties. It's light, functional, and prevents chafing, but has minimal insulation qualities, and is suited only to warmer days.

A HELMET MUST FIT YOU SNUGLY, AND COME DOWN TO COVER AS MUCH OF THE TEMPLES AS POSSIBLE. Those with an interior size adjustment allow you to wear a headband underneath in winter, and can be 'shrunk' again for summer. Keep your helmet in good condition, and replace it as soon as it becomes damaged.

WINTER CYCLING CAN BE GREAT FUN IF YOU CHOOSE THE RIGHT CLOTHING. Luckily, pedalling helps keep you warm! Cycling gloves will add greatly to your winter comfort – get the most wind-proof you can. If you're going a long way in the rain, waterproof overshoes and trousers can also help. Breathable waterproofs can help keep you comfortable, and can cut out wind chill.

CYCLING SHOES HAVE STIFF SOLES TO TRANSFER MORE OF YOUR EFFORT TO THE PEDALS. They are often very well ventilated to keep your feet cool. More serious cyclists often use 'click-systems' to fasten their soles to the pedals. This stops slippage in wet weather and makes pedalling more efficient, since you add a little power to the up-stroke. You twist your foot sideways a little to release. You can still buy old-fashioned toe-clips to do much the same job. Waterproof socks or overshoes are great for wet and cold conditions.



❄️ **DON'T LET WINTER PUT YOU OFF.** ❄️

❄️ **USE SEVERAL LAYERS OF SPECIALISED CYCLING CLOTHING, AND WINTER CYCLING GLOVES.** ❄️

How safe is it?

Even though we don't have huge networks of segregated cyclepaths, as in Holland or Denmark, statistics for cycling safety are not what you might expect. Of the 3,021 road deaths in Britain in 2005, 148 of those killed were cyclists.

However, it is still much safer to cycle than not to cycle! Research is now showing that if you cycle regularly you can expect to be as fit as someone ten years younger, and that regular cycling adds an average of two and a half years to your life, a figure which takes into account the relatively small number of fatalities each year.

Here's how to cut the chances of an accident even further:

- Keep your bike in good order: many cycle accidents have nothing to do with other traffic.
- Know your bike well, so that you ride intuitively.
- Know your Highway Code: it applies to cyclists.
- Be aware and think ahead in traffic.
- If possible, position yourself to be visible to other road-users, especially at junctions and roundabouts.
- Wear bright clothing incorporating reflective material.
- Move smoothly and predictably. Speed and acceleration can give extra safety; so a good quality bike helps.
- Keep your brakes well adjusted; you need them a lot in traffic.
- Catch the drivers eye as they approach the junction you are about to cross, to ensure they have seen you.
- Shout 'Room, Please!' if a driver comes too close. It's fast and effective.
- Don't cower in the gutter. Keep a metre's space free to your left in case you need to move into it, or if a car-door opens suddenly.
- Hold your lane for periods if it's safer for you, but don't cause frustration behind you.
- Use your eyes and ears to be aware of what's happening.
- Learn to look behind with confidence, or use a mirror. Signal and move out smoothly to pass parked cars and buses.
- Watch out for pedestrians stepping out: they can't hear your engine!
- Wear a helmet for protection against low-impact collisions and don't expect it to do much more than that.
- Be assertive, and proud to be pedalling, but also polite.
- Remember that it is illegal to cycle on footways that are not shared use.
- If you are unsure about the status of a footway look for signs as shown on page 13.

Give your bike a health check



Regular checking is important to your riding comfort as well as your safety. Luckily, almost everything on a bike is totally visible and accessible. If in doubt, take it to a bike shop.

Beating Flats

Some basic tips to beat the puncture problem. For full 'how-to' advice buy a cycle repair manual.

Fit good tyres, possibly with anti-puncture reinforcement. Some have Kevlar in the carcass. You can also fit anti-puncture tape between tyre and inner tube, but it needs to sit just right.

Fit the best inner tubes. Good ones are more resistant.

Anti-puncture sealant, squirted into the inner tube through the valve, seals small holes from the inside..

Keep your tyres well pumped up, so that less tread surface touches the road, and to avoid 'pinch-punctures' if the rim bottoms out on a bump. Replace tyres with worn tread: less tread means less protection.

Check that the tyre sits evenly on the rim, with no bulges or side-wall damage. Your brake blocks should grab the rim-wall and not the tyre-wall.

Check tyres for shards of glass, stones or thorns which could eventually work their way further in. If the puncture has already happened check the inside of the tyre - the offending item may still be sticking through, and give you another puncture.

Take a spare inner tube. You can fix the punctured tube at leisure later.

Use a modern repair kit. Most inner tubes these days are butyl and require vulcanising solution and patches.



Sitting Comfy

There are no set rules about what kind of bike is kindest to your body; it's down to what suits you best as an individual. But a good, efficient riding position, involving your three points of contact, makes a huge difference. So experiment till it feels natural.

There are saddle solutions for everyone. If your riding position is upright, your hands and wrists will be sharing little of the burden, so you'll need a well-padded and well-sprung saddle. Experiment with different saddle heights and tilts: you can also move it nearer and further way from the handlebars, and how you position the handlebars themselves will affect your saddle (and wrist) comfort.

Some saddles have gel 'padding', others have a hole in the middle to lessen genital contact. Some saddles are made especially for women.



Traffic Signs & Markings



Signs to guide you at junctions or along a cycle route.



Route for cyclists only. ALL other vehicles are prohibited, including mopeds.



Start of cycle and bus lane.



End of cycle path. (Return to road, it is illegal to ride on a footway).



White cycle symbols painted on the road or track to help identify the route.



Unsegregated cycle and pedestrian route



Segregated cycle and pedestrian route (please keep to the correct side)



Contra-flow cycle lane (one way street).



Sign used on the National Cycle Route Network (number will vary)



No cycling (walking permitted).



No motor vehicles (cycling is permitted).

Advanced stop lines are designed to improve safety and convenience for cyclists. At the front of the queue, cyclists can be seen, reducing the chance of a conflict as vehicles turn. Cyclists must stay behind the front stop line and must proceed when the lights are green. Motorists must stay behind the first stop line and not obstruct the forward area.

Tips for Cycling on Shared Use Routes

Many of Ceredigion's cycle routes have sections that are shared use, cross or follow bridleways or public rights of way or are along quite country lanes. When cycling you may come across walkers, wheelchairs or mobility scooters or horse riders unexpectedly. Both cyclists and other users have a responsibility to understand each other's needs and help ensure safe and enjoyable use of such routes for all.

Walkers, in particular children, and horses can be scared by cyclists. You can help to minimise this by following these easy steps:

- Approach the walker(s), wheelchair / mobility scooter user or horse and rider slowly and prepare to stop.
- Let them know you are there politely - do not scare horses, the elderly or children by sounding your bell excessively.
- When approaching from behind, ask them if it is OK to pass before riding slowly past; giving them plenty of room.
- When approaching from the front, pull over and wait for them to pass you if there is not sufficient space to pass safely. (Under the Countryside Act 1968 cyclists have a right to use bridleways provided they give way to walkers and horse riders).
- Take extra care at bends and on narrow country roads.
- Look out for horse riders' signals and be aware that they may not move to the centre of the road prior to turning right.

Mutual courtesy and care between cyclists, walkers, wheelchair / mobility scooter users and horse riders is important to prevent intolerance and improve safety.



Cycling in Ceredigion

There are many great cycle routes in Ceredigion; from routes suitable for all ages and abilities to routes that provide more proficient riders with a challenge.

So why not get on your bike?

The Ystwyth Trail connects the Cardigan Bay town of Aberystwyth, with Tregaron in the northern Teifi Valley. Substantial sections of the Ystwyth Trail follow the track of the old Great Western railway line. These comparatively level sections particularly lend themselves towards family cycling and power assisted bicycle riders. The route links the Lôn Cambria and Lôn Teifi (National Cycle Network routes 81 and 82) and also connects Tregaron with the Rheidol Cycle Trail.

The Rheidol Cycle Trail is a 17.5m / 28km trail along designated cycle paths and quiet country lanes between the towns of Aberystwyth & Devils' Bridge.

The Bwlch Nant Yr Arian Forest Visitor Centre, on the A44 just east of Aberystwyth, is one of the premier Mountain Biking centres in Wales. It offers more proficient cyclists three main mountain biking trails: the renowned Continental Tyres Syfydrin Trail, which winds over 35km of some of the most spectacular highland scenery in Wales; the 9km Pendam Trail and the 16km Summit Trail.

There are three Wales Cycle Breaks Centres in Ceredigion, centred on: the Cardigan, Aberaeron and New Quay, and Lampeter and Tregaron areas. Each one of Ceredigion's Wales Cycle Breaks Centres features a set of day cycling routes; offering laid back cycling based around welcoming holiday areas.

For more information on cycle routes in Ceredigion and downloadable cycle route maps visit:

www.cycling.ceredigion.gov.uk

Map card symbols

	route start direction		tourist information		shop
	1m miles from start point		car park		rail station
	take extra care here		café		pub
	route highlight		cycle hire		mountain biking
	cyclepath on route		toilets		accommodation
	other cyclepath		castle		country house
	steep hill		museum		craft centre
	dual carriageway		country park		picnic site
	A road, B road		viewpoint		garden
	minor road, track		vineyard		aquarium
	lake, river		church		ancient monument
	built up area		acwariwm Aquarium		named visitor attraction
	buildings, mast		unfordd one way		additional route note
	woodland, summit				
	0 - 100 metres				
	100 - 200 metres				
	over 200 metres				

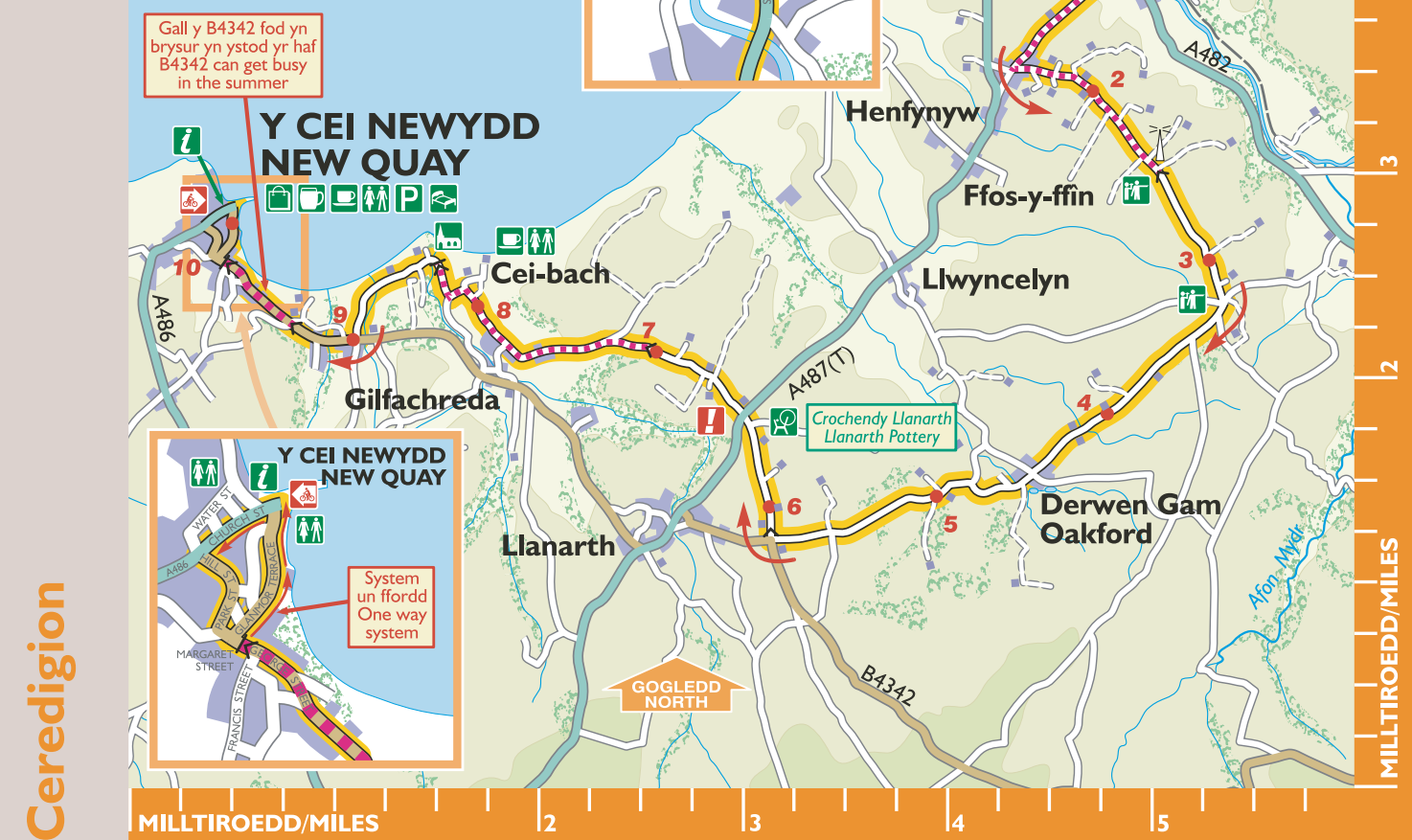
Map card symbols / Good Cycling Code

Dau Borthladd

Taith 3c - 10 milltir

Two Ports of Call

Ride 3c - 10 miles



Ceredigion

Taith 3c - Dau Borthladd

TDde - Trowch i'r Dde; **Ch** - Chwith; **TCh** - Trowch i'r Chwith
SY - Syth Ymlaen; **Crs** - Croesffordd; **Cyfft** - Cyffordd T

Gan ddechrau yng Nghanolfan Croeso Aberaeron dilynwch yr arwyddion llwybr seiclo glas ar gyfer Taith 3 drwy'r dref, croeswch ffordd yr A487 a dilynwch yr arwyddion i'r A482.
TDde Ar yr A482.
SY Dros y bont (anwybyddwch y tro i'r Ch taith 3) i'r trogylch, dilynwch arwyddion Taith 3c i fyny rhiw serth.
TCh Wrth y Crs.
SY Pasiwch y mast i'r Ch i'r Crs.
TDde Wrth y Crs i Derwen Gam.
SY Dilynwch y lôn drwy'r pentref i'r Crs â'r B4342.
TDde Dilynwch y lôn i'r Crs â'r A487, heibio Crochendy Llanarth ar y Dde.
SY Croeswch yr A487 (Gofal - ffordd brysur). Dilynwch y lôn tua'r Cei Bach, dros bont gul, heibio adfeilion a llwybr coedwig ar y Ch.
SY I'r Crs â'r B4342, heibio Majoda ar y Dde - cyn gartref Dylan Thomas
TDde I'r Cei Newydd
 Noder: gellir dilyn y llwybr hwn i'r cyfeiriad arall trwy ddilyn arwyddion Taith 3c o'r Cei Newydd.

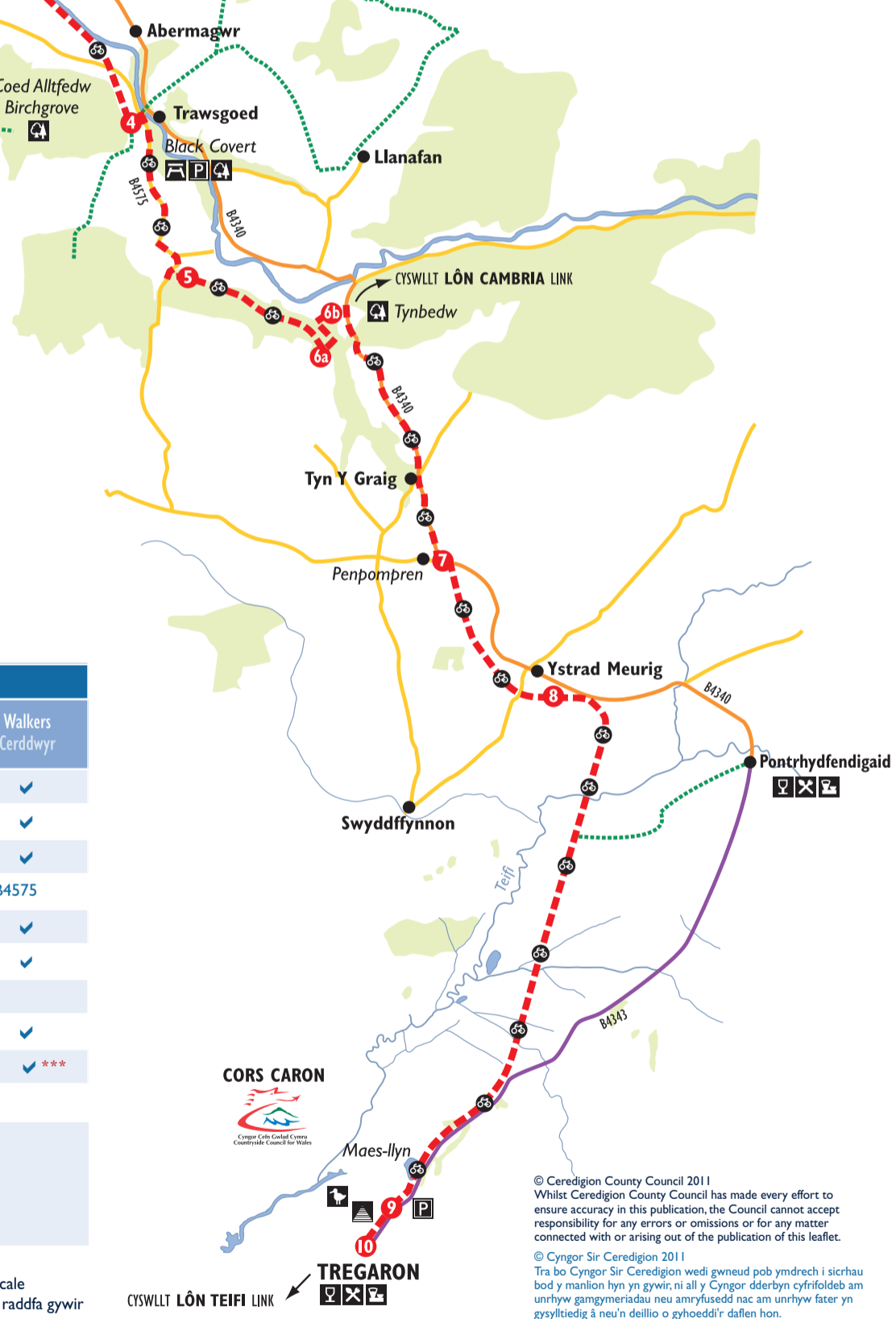
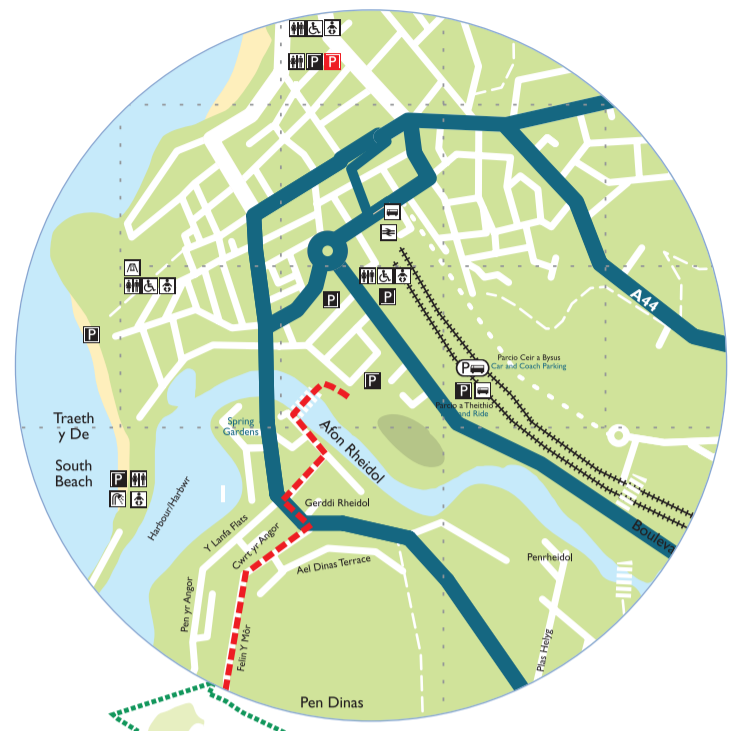
Ride 3c - Two Ports of Call

TR - Turn Right; **R** - Right; **TL** - Turn Left; **L** - Left
SA - Straight Ahead; **XR** - Cross Roads; **TJ** - T Junction

Starting at Aberaeron Tourist Information Centre follow the blue cycle route signs for Route 3 through the town, cross the main A487 and follow blue signs to A482.
TR On A482.
SA Over bridge (ignore L turn route 3) to roundabout, follow signs for Route 3c up steep hill.
TL At XR.
SA Pass mast on L to XR.
TR At XR to Oakford/Derwen Gam.
SA Follow lane through village to XR with B4342.
TR Follow lane to XR with A487, pass Llanarth Pottery on R.
SA Cross A487 (Caution - busy traffic). Follow lane towards Cei Bach, over narrow bridge, pass ruins & woodland walk on L.
SA To XR with B4342, pass Majoda, former home of Dylan Thomas on R.
TR To New Quay
 Note: this route can be ridden in reverse by following the signs for Route 3c from New Quay.

LLWYBR YSTWYTH YSTWYTH TRAIL

Aberystwyth - Tregaron



- Keys**
- Ystwyth Trail
 - Trail along B4575
 - Trail along B4340
 - Main Road
 - B4340
 - B4575
 - B4343
 - Bridleway
- Allwedd**
- Llwybr Ystwyth
 - Llwybr ar hyd y B4575
 - Llwybr ar hyd y B4340
 - Priffordd
 - B4340
 - B4575
 - B4343
 - Llwybr ceffyl
- Symbols**
- Parking
 - Railway Station
 - Shop
 - Pub
 - Food
 - Forestry Commission Wales
 - Bird Hide
 - Boardwalk
- Symbolau**
- Parcio
 - Gorsaf Rheilffordd
 - Siop
 - Tafarn
 - Bwyd
 - Comisiwn Coedwigaeth Cymru
 - Cuddfan Adar
 - Llwybr Bordiau

Suggested Suitability / Addas ar gyfer									
Distance (miles) Pellter (milltiroedd)	From 0	To Hyd at	Wheelchair Cadair olwyn	Horse Riding Marchogaeth	Cyclists Beicwyr		Walkers Cerddwyr		
					Family* Teulu*	Proficient* Profiadol*			
2.5m	1	2	✓	✗	✓	✓	✓		
1.8m	2	3	✗	✓	✓	✓	✓		
4.5m	3	4	✓	✓	✓	✓	✓		
1.2m	4	5	The route largely follows the B4575 Mae mwyafrif y trywydd yn dilyn y B4575						
1.55m	5	6a	✗	✓**	✗	✓	✓		
0.25m	6a	6b	✗	✓	✗	✓	✓		
1.8m	6b	7	The route follows the B4340 Mae'r trywydd yn dilyn y B4340						
1m	7	8	✓	✗	✓	✓	✓		
3.8m	8	9	✓***	✓***	✓***	✓***	✓***		
1.9m	9	10	The route follows the B4343 Mae'r trywydd yn dilyn y B4343						

* 'Family Cycling' defined as adult/s with children under 11 years old
Diffinnir 'Beicio Teulu' fel oedolion â phlant o dan 11 oed

** Permissive bridleway access
Caniateir mynediad i farchogaeth trwy ganiatad

*** Permissive access across the Cors Caron National Nature Reserve is courtesy of the Countryside Council for Wales
Caniateir mynediad ar draws Gwarchodfa Natur Genedlaethol Cors Caron trwy ganiatad Cyngor Cefn Gwlad Cymru



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Tra bo Cyngor Sir Ceredigion wedi gwneud pob ymdrech i sicrhau bod y manlun hyn yn gywir, ni all y Cyngor dderbyn cyfrifoldeb am unrhyw gamgymeriadau neu amryfusedd nac am unrhyw fater yn gysylltiedig â neu'n deillio o gyhoeddi'r daflen hon.

Cyfeirnod / Reference: LLYT 01201 1A

PARENTS & GUARDIANS

Please maintain close proximity with young children under your care whilst using the Ystwyth Trail. The route crosses public highways at several points and, on some sections, they might otherwise be frightened when encountering other users e.g. horse riders.

TRAWSGOED

See the Forestry Commission Wales booklet 'Bwlch Nant yr Arian & Ceredigion Forest Walks' for details of circular walks.

CORS CARON

See the Countryside Council for Wales leaflet on Cors Caron for details of walks out onto the reserve, including level boardwalks.

RHIENI a GWARCHEIDWAID

Cymerwch ofal i gadw plant bychain sydd o dan eich gofal yn agos atoch ar Llwybr Ystwyth, os gwelwch yn dda. Mae'r trywydd yn croesi'r ffordd fawr mewn amlyc, fel arall, mae perygl iddynt gael braw o ganfod defnyddwyr eraill, e.e. marchogion.

TRAWSGOED

Sylwch fod y llyfryn 'Llwybrau Cerdded Coedwig Bwlch Nant yr Arian a Ceredigion' gan Gomisiwn Coedwigaeth Cymru yn disgrifio cylchdeithiau cerdded.

CORS CARON

Sylwch ar daflen Cyngor Cefn Gwlad Cymru - Cors Caron am fanylion llwybrau ar y warchodfa gan gynnwys llwybrau gwastad ar loriau pren.

