

Cycling Code of Conduct

SAFETY IS PARAMOUNT

Before setting off on any cycle – group or individual – each cyclist (from experienced to novice) should go through the following basic checklist - this should make your cycle safe, enjoyable and easier:

- Have at least one spare tube
- Carry a hand pump
- Check the brakes work!!
- Check the pedals and seat adjustments – are they correct and tightened properly??
- Check the tyre pressure and condition. **Preventing** a puncture is better than mending one at the side of the road....
- GET MUDGARDS – please have respect for those cyclists behind you during bad weather conditions.
- Bring at **least** one full drinker and a small snack – in event of unforeseen problems. People **can get lost – and hungry**.
- Tri Bars should not be used on a group cycle - they can cause injury in the event of an accident / fall, and lack of control when on tri bars can cause an accident.

RULES OF THE ROAD – Club Conduct

Adhere to the rules of the road – they're there for a reason – to protect you and others. And remember ...**you're representing the club when you're out there – particularly if you're wearing the club gear!!**

- Please: NO cycling more than 2 abreast
- Please also: Do NOT break red lights.
- Use hand signals (where possible & if you feel safe to do so) to warn traffic of any oncoming manoeuvres
- Be visible – wear bright clothing if possible at all times and reflective gear if it's a dull evening.

Everyone wants a good training session when they're out cycling - but where possible and for the more experienced club members – it would be great if we could keep an eye on fellow club members on cycles, ensure nobody gets lost or dropped from the pack, or injured.

If this happens it is good to ensure they are ok to return home themselves while the others go on, or that they're with someone if they need help through injury or some other circumstance.

SPECIFIC TO GROUP CYCLES

(Taken from external source – but universal!)

- **Vehicles:** If you are at the front of the group and a vehicle is coming towards you on a narrow road, you shout “**car front or car down**”. This message should then be passed down the group so that everybody in the groups hears it.
- If you are at the back of the group and a vehicle is coming up behind the group you on a narrow road, you shout “**car back or car up**”. This message should then be passed up the group so that everybody in the groups hears it.
- If the group needs to ‘**single out**’, which is a command from either the front or back of the bunch, due to the passing of a vehicle, then the rider on the front right will cycle in front of the rider on his left and then pull in to the left in front of the rider. This will be the same the whole way down the bunch.
- **Puncture:** If you puncture, put your hand in the air. This is the universal sign that something is wrong and that you are going to stop. Wait till everybody goes past you before coming to a stop on the extreme left hand side of the road. If for some reason, like you get a front wheel puncture on a fast downhill section, shout loudly “puncture” so that as many people as possible hear you before coming to a stop on the left of the road.
- If somebody punctures, one “well equipped” person stay back with them to fix it, while the rest of the group keeps riding on at normal pace. The group will then turn around, further down the road, usually at a junction, in case the chasers don’t know the direction in which the group plans to go. Once the two parties meet on the road, the larger group will turn at a safe place in the road and catch up with the two lone riders.
- **Downhill:** If you are on the front of a bunch, going downhill, do not freewheel, but keep turning the gear and often put it in the big ring. The reason for this is that the riders behind you in your slip stream will be travelling faster than you and hence have to keep braking, which disturbs the natural rhythm of the bunch.
- **Turning:** When turning right or left and you are heading the bunch, shout “turning left, or “turning right” and put out your hand to signal. The the others behind you should do the same all the way down the bunch, in order to let traffic behind the group, know of the groups intentions.
- **Exiting Junctions:** when pulling out of a junction it is the responsibility of the riders at the front of the group, to shout “clear or stop”. Never proceed to cross unless you are sure that the whole group will make it across.
- **Passing:** When passing an obstacle, like a runner, a slower cyclist (not our group), a stationary car, shout to the person behind you, and or, point your arm behind you and away from the obstacle. You will see this being done by more experienced riders.
- **Up and Over:** As it is about 20-30% harder to be on the front as a wind breaker, then it is good etiquette to take turns. The simplest way to do this is ‘up and over’. The rider on the front right will cycle in front of the rider on his left and then pull in to the left in front of the rider. This will be the same the whole way down the bunch. The amount of time spent on the front will vary according to conditions and the intensity of the spin. A time of about 5 mins is sufficient on winter spins. If you are feeling very tired, reduce that time on the front.