



Wokingham Cycling Club Etiquette

(October 2016)

The Ride Leader will:

- Be appointed before each ride and be familiar with the route they are leading
- Communicate the route to the group via the WCC website before commencing the ride. This will be completed by the Friday evening before the ride commences
- Identify themselves and outline the basic rules of the ride prior to starting the ride
- Stay towards the front of the group for the majority of the ride. Any rider that overtakes the ride leader must stay tight to the rest of the group unless otherwise communicated and if necessary find a safe place to wait and re-join the group.
- Communicate turns and stopping instructions clearly to the rest of the group during the ride
- Communicate appropriate stops within the ride
- Will carry a mobile phone, multi-tool and equipment to fix punctures
- Stop safely at each change of direction or at the top of each reasonable hill-climb to ensure that the group remains together

The Sweeper

If there are sufficient riders in the group the ride leader may appoint a 'sweeper' who will remain at the back of the group to ensure no riders are left behind. They will communicate with the ride leader throughout the ride at each junction or where safe to do so.

The Route

The agreed ride route shall not be changed unless for reasons of safety or road closures, and any changes will be at the sole discretion of the ride leader. All riders should download the route to their smart phone or GPS device in advance of the ride in case they get lost from the main group.



The Riders

By taking part in a club ride, riders will:

- Ensure their bike and themselves are roadworthy
- Indicate that they will be joining the ride, via the WCC website, by closing time the day before the ride commences (expected to be 24 hours before the ride commences)
 - Individuals trying to join the ride who have not been accepted onto the ride will not be allowed to join
 - Individuals who are on the Reserve List but have not had confirmation that an additional Ride Leader has been appointed, will not be allowed to join the ride
- Agree to be aware of the pace and distance of the published rides and be of sufficient fitness to complete it competently.
 - For those looking to improve their fitness levels, routes can be downloaded from the WCC website that can be followed independently to help gauge readiness to join a published ride
- Wear a helmet at all times during the ride
- Be responsible for their own safety and of those around them
- Bring lights as the weather and time of day demand
- Check behind and around them before changing their position on the road
- Be aware of others around them
- Be prepared to go single file when necessary but remain as a tight group
- Carry suitable spares, tools, and clothing and some of their own food and drink so that they are self-reliant
- Carry at least one form of identification and emergency contact details, as well as a charged up mobile phone
- Observe and obey the rules of the Highway Code. Those riders who endanger themselves, the group or other road users will be cautioned by the ride leader/committee. Failure to rectify riding behaviour will result in being asked to leave the group
- Never overtake the cyclist ahead on the inside
- Be prepared for sudden braking in traffic and at other times
- Never “run” a red light



- Let the sweeper or leader know if they are getting tired and need to stop. We've all been there!
- Not race or try to beat their friends on Strava! We ride together as a group and encourage a social atmosphere!
- Not bring other riders, passengers or non-members (unless approved by the ride leader in advance of the ride) to the Club Ride who are under the age of 18

General Group Riding Etiquette

- Pick the Right Group – Club rides are broken down into various categories. Each ride will indicate the pace and distance, as well as the route that is planned. Picking the right group will help to ensure that the ride is fun for all concerned. As a general rule, it is worth starting with a slower group than a faster one. As experience and fitness increases, then it's possible to move up to the longer and quicker rides
- Overlapping Wheels – When riding in a group, do not overlap wheels. i.e. do not ride behind someone in a position where your front wheel is ahead of their rear wheel. Overlapping wheels increases the risk of crashing significantly
- Aero Bars – These should not be used on the club group rides. They are generally less stable and, unless you have separate brake lines, your hands will be a long way from the brakes which increases the risk of collision considerably
- Ride to the Conditions – leave more space between you and the rider in front during wet and cold conditions
- Sudden Braking – Sudden braking causes most accidents and should be avoided where possible. Using the hand signals listed below will help ensure that the group rides at a steady pace and avoids sharp braking

Ride communication

- Use your eyes, signals and body language to communicate your intentions to the group and other road users (& never ride more than 2 abreast)
- Be prepared to move out as a group into the primary position on the road (i.e. "taking the lane") when advisable to prevent vehicles "squeezing" the group into the side of the road where the lane is narrow (e.g. past traffic islands and other road furniture).

- Relay hand signals to those behind you to warn of dangers or changes of direction if it is safe to do so.

The main signals to be aware of are:

Verbal Signals

- “Car back” – A car is approaching the rear of the group and those riding side by side should revert to single file to allow the car to pass safely.
- “Car up” – Usually used when on a narrow road to warn of a car approaching the front of the group, those riding side by side should revert to single file when safe to do so.
- “Slowing” – A general command to reduce the pace of the group, this may be issued because the group is about to stop or to allow gaps in the group to be reduced. May also be accompanied by the ‘stopping’ hand signal.

Hand signals:

Obstruction below:



Pointing down at the road sometimes with a circling motion to an obstruction on road such as a pothole or drain cover that needs to be avoided. Be sensible with this one and only point out major obstacles.

Moving out:

Waving/pointing behind back indicates that there is an obstruction such as a parked car or pedestrian and that the whole group needs to move in the direction indicated to avoid it.



Stopping:



Hand straight up in air. Group is stopping for a junction, puncture or because there is an obstruction in the road.

Slowing down:

Move one hand as if gently patting an invisible dog. Group is slowing down or just easing things back a bit.

