

## CYCLING\_ETIQUETTE

Northants Tri Club have various cycle sessions: these can be performance based or social group rides, generally most of the rides are ridden in groups. The below covers some basic areas of cycling etiquette, including communication and some helpful tips on DO's and DONT's.

It is the participants responsibility to ensure they have the skill appropriate for the type of ride. Riders are responsible for their own safety.

### GENERAL:

#### 1. Introduce yourself:

New to the group? Old to the group and new faces? Introduce yourself. Firstly, to the cycle lead and then others, it's a friendly ride not a date ☺, no need to be shy.

#### 2. M-Check FIRST:

If your bike isn't roadworthy or if you are unsure if you bike is roadworthy, use the handy guide below, referred to as the M-Check. This important for your safety and others around you, it also gives you a chance to see if there is anything wrong with the bike you need to have something repaired. Many riders have got to a ride or race and not been able to take part because of the basics and you dont have to be a mechanic to carry this out ☺.

[https://www.britishtriathlon.org/news/make-sure-your-bike-is-ready-to-ride-with-beacon\\_6978](https://www.britishtriathlon.org/news/make-sure-your-bike-is-ready-to-ride-with-beacon_6978)

#### 3. Clothing:

Appropriate wear is KEY. **No helmet no ride**, ensure you can fit 2 fingers between your chin and the strap.

Basics to have: Cycle bibs, cycle top (with back pockets to put some snacks, puncture kit and phone), socks (**ANY** colour you like) shoes, gloves, eyewear, water bottle. In winter you will likely have long cycle bibs and multiple layers of tops depending on the weather and winter gloves. Rainy season, best to carry a rain jacket ☺. In poor weather bright/ reflective clothing or items and lights are **mandatory**.

#### 4. The Weather:

Quoting Velominati rule 9: "if you are out in bad weather, you are a badass. Period"

Generally the Cycle lead will post the route in advance of the ride, if its 3Deg there will be no road ride, there might be a indoor session or mountain bike ride, always keep an eye on social media and join the Facebook closed group chat, in winter or extreme weather, these rides can be called off at any time. In rainy season consider having a set of winter tyres (better grip and less punctures). Show a bit of courtesy in winter, install mudguards!!! there is nothing worse than being unlucky enough to be cycling behind someone who doesn't care about flicking dirty water in your face!

#### 5. Respect the ride and others:

Whilst we all love a good race, don't spoil a group ride by enticing others to race a time trial, a lot of preparation goes in to these activities - no point spoiling it for others.

#### 6. Bike types:

Group rides are on road bikes, there are times in the year a triathlete needs to spend time on their TT bike to get used to the bike etc... However, if you are on your tri bike or a bike with tri bars, you are **NOT PERMITTED UNDER ANY CIRCUMSTANCE** to lay on your bars.

### GROUP RIDING:

Here is a list of essential basic things to remember to keep our Group Riding sessions under control and maintain a safe training environment – It is divided into the following sections:

Do's  
Don'ts  
Calls  
Hand Signals

Please apply these rules next time you are out and lead by example.

## DO

1. Cycle a maximum of two abreast in 2 close parallel lines where appropriate, focus on keeping it neat and tidy.
2. Ride with 1m between your front wheel and the back wheel of the rider in front, as you build confidence the distance can be reduced.
3. Ride directly behind the wheel of the rider in front. DO NOT Half wheel, i.e. your wheel must never overlap the rear wheel of the rider in front.
4. Ride next to the rider next to you, you should be able to touch the shoulder of the person next to you - practice it!
5. Riders at the back of the pack to shout "Car back!" if there are vehicles behind. Listen and act on their calls.
6. Be prepared on small or busy roads to ride in single file.
7. If you are on the front, remember that people are following your calls. If you make a decision to pull out on a roundabout or junction, you need to call "Clear!" or "Wait!" to warn the pack of hazards.
8. Talk to each other. Point out either with hand signals or shouts, all potholes, manhole covers and other dangers in the road that could cause punctures or accidents. Follow the hand signals and calls of the riders in front as they will have seen the danger before you and then you can all communicate down the pack.
9. Brake as gently and smoothly as you safely can when riding in a pack and ride at a steady pace.
10. Cover your brakes at all times.
11. When standing, try to maintain your pace and not stall when behind someone, look out for the stall!
12. If you are at the back of the group and either see someone dropping or if you are being 'dropped' it is **your responsibility** to call to the cyclists in front that the pace is too high. The pack must communicate this up to the front as the lead cyclists will not be aware. IMPORTANT: If you do lose touch with the main group, and you are not familiar with the area, **wait at the next junction**. One of the coaches or an experienced member of the group will come back for you.
13. It is not fair for people in front of you to be expected to know you are coming up or overtaking - ensure you ALWAYS look out for the person in front of you.
14. Slow right down when passing horses, and pass them as wide as it is safe to do so, upon approach shout "cyclist" this will warn the horse without frightening them.
15. If you are feeling tired let people know. Feel free to let people know you are going to stay at the back. **EVERYONE** does this and we are all at different places in our training plan.
16. When the pace is agreed before the ride, be realistic about your ability, let the ride lead know they might adjust it for you but don't wait until it is too late and expect the group to wait for you, they will but it's a bit selfish!

## DON'T

1. Don't overlap wheels or half wheel, or nudge in between the wheels of the riders in front. It's dangerous and can cause everyone in the pack to fall.
2. **NEVER** signal to a car that they may pass.
3. Don't make any sudden movements/changes in direction off your line when in the pack. Someone following your wheel needs to trust you. Equally, if you are behind, it is **your responsibility** to look at the persons movements in front of you.
4. Don't stop pedalling if you are on the front, even on downhill's. The cyclists behind you will read this as you slowing and could be forced to brake and bunch up.
5. Don't "zone out" on the wheel in front. Keep aware of everything that is going on around you, look ahead and that way you can avoid most hazards. For the same reason NO headphones, MP3 players etc are allowed and phone calls should only be made/received when you are stationary and at a designated rest point.

6. Don't whip round the outside of the pack to get to the front unless in an emergency. Shout up the pack any communication.

7. Don't pull out at junctions without looking, having heard the "Clear" call from a fellow cyclist. **ALWAYS** check whether there is a vehicle coming yourself.

## CALLS

These are some calls you might hear. It is essential that you repeat them down the pack so everyone can hear:

- "Car Up/Front/Back" - Keep tight to the cyclist next to you, and be prepared to cycle in single file
- "Hole" - Upcoming pothole to avoid. This can also be followed by a direction i.e "HOLE LEFT".
- "Slowing" - Usually accompanied by a hand signal. The cyclist in front needs to slow down for some reason.
- "Stopping" - Brake!
- "Wait" - Usually at junctions to indicate there is a car coming
- "Clear" - To indicate that a junction is traffic free. You must check yourself and not rely on others.
- "Heads Up" - Hazard ahead, pay attention.
- "Single out/ single file" - Get into single file safely and promptly
- "Standing!" The rider is about to get out of the saddle (usually going uphill). When he/she does this their rear wheel may drop back suddenly towards your front wheel.

## HAND SIGNALS

These are some hand signals (other than the obvious left and right turns!) It is essential that you repeat them so everyone can see and pass it on:

- Single hand in the air (up or down) - Rider is signalling that he/she needs to stop or slow down. Usually followed by the call 'Slowing', 'Stopping'.
- Pointing down at the road - This is to point out hazards such as pot holes, manhole covers etc. PLEASE copy this signal, it stops accidents and punctures.
- Arm out left or right - Everyone in the pack needs to indicate when turning left or right
- Left arm signalling towards the right behind back - means the cyclist is about to move out into the road, e.g. to pass a parked car, a pedestrian or to go round debris.

## ADDITIONAL INFORMATION

1. [Communicate with signals](#)
2. [Riding in a group](#)
3. [Keepers of the cog](#)
4. [The highway code, rules for cyclists \(59 to 82\)](#)

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End