

DUB WHEELERS - RIDE CODES OF CONDUCT

The following code of is devised for the safety and benefit of the club itself and it members. The code is no more than a formalisation of the basic principals of decency, manners and common sense that the club would expect from all its members and covers how its members should act when riding on a club ride. In case of an accident, failure to follow the rules of conduct may invalidate the clubs insurance.

When riding as a club we have obligations: to the club to behave in a manner than represents it in a good light, to ourselves in terms of our own safety and well being and more importantly to our fellow club members by assuring that our behaviour does not threaten the safety of others and promotes well being and fellowship.

Responsibilities to the Club

For your safety and the safety of others the club expects all riders on club rides to adhere with the rules of the road.

Responsibility to yourself:

To ensure that the maximum benefit and enjoyment is gained by all and mechanical problems are minimised the club asks that riders keep the bikes in reasonable repair and roadworthy. It is also advised that some minimal kit is carried.

Minimal kit suggested:

A pump or way of inflating tyres.

A puncture repair kit or spare tube(s).

Tyre levers

Allen keys or multihead spanner as appropriate to your cycle

Cable ties can help make temporary repairs

Money

Food and Water

Waterproofs – expect on very best of days

Mobile phone

Piece of paper with name address and emergency contact(s).

Clothing – Club runs continue regardless of weather, it is advised that you dress appropriately you should carry a waterproof on all but the best of days. If you are in doubt about issues of clothing or equipment fellow members will be happy to advise you.

Club runs generally stop at cafés, however you are advised to carry water and food with you.

If you are a new member of the group, not confident of finishing the ride or suffering from mechanical problems let other riders know as soon as possible. Please do not wait until you are dropping off the back of the group. The group will do all they can to assist you but they can only do so if they are aware of your problem. It is your responsibility to make them aware. All cyclists suffer from these problems occasionally and the group will be supportive.

Responsibility to the group

Equipment:

Tribars - The use of all forms of spinaci bars and tribars are banned. Whilst the club accepts they may be permanently attached to your bike they must not be used during a ride, they can cause instability which may be dangerous whilst riding in a group.

Mudguards – Mudguards do more than keep you dry, they stop spray from the wheels of your bike affecting other riders, please respect your fellow club members. If you are in any doubt the default is for full mudguards.

Ride conduct

- Know your Highway Code.
- Look over your shoulder before starting or changing position.
- If you need to stop for any reason, shout "STOPPING" before you slow down. Stop close to the verge.
- Ride in single file on busy roads and under circumstances where it would otherwise be dangerous for vehicles to pass (defer to the leader's judgment).
- Never ride more than two abreast. (If riding alone within a group, ride behind the inner rider of a pair.)
- Keep your distance from the cyclist in front, especially when riding two abreast; you or your partner may need to cut in suddenly.
- Take care on lanes, looking over hedges and listening for approaching traffic. When riding the outside position of the leading pair, hold back on the approach to blind corners; there may be a car approaching.
- Change to single file riding when the call "car up/down" is heard - normally the inside rider of each pair moves forward, allowing the outside rider to slot in behind. If there is traffic behind which is unable to overtake, split into smaller groups of about five to help it pass.
- Pass leader's messages down the line so that everyone follows suit.
- After junctions, each rider should check that there is still another rider following, and, if not, either wait at the junction or notify the leader.
- At a junction, do not block the sight of motorists already waiting to pull out.

- Members wishing to leave the group should notify the leader (to avoid their being treated as "missing persons").
- Riders should ride no more than two abreast unless overtaking
- Riders should endeavour to ride smoothly and not break without warning if it can be avoided, your actions have impacts on the riders behind you.
- Shout warnings and signal other rider if there is a danger in the road e.g. 'Pothole!'
- When riding as a group you should allow for riders behind you
- Groups should allow appropriate gaps in traffic and slow to allow enough time for the entire group to negotiate obstacles. Riders at the back of a large group will be affected by the 'concertina effect' which means they will have to slow a lot more than those in front to negotiate the obstacle. The riders at the front should slow or even stop at the next appropriate place to allow the group to reform.
- The group will split due to different styles / bicycles / abilities. Every now and again the head riders must find a safe place to stop and allow the group to reform.
- The group has an obligation always stop and assist any of its riders suffering from mechanical or physical problems. A rider may be sent ahead to inform the rest of the group.
- The group should always wait for the last rider unless the rider as requested to be left, or an agreement made (with the consent all of on the ride and the ride leader that this will not happen)
- No rider should leave the group without first notifying other riders, preferably the ride leader.
- Warn of 'oncoming' vehicle by call of 'car down'
- Warn of 'overtaking' vehicle by call of 'car up'.
- Give clear indications and use hand signals.
- Do not ride in the verge i.e. Avoid the drains and other potholes that tend to be common at the side of the road.
- Respect pedestrians.
- Respect all road users.

Other safety factors

- Cycles must be legal and roadworthy.
- Carry working front and rear lights when necessary.
- Consider duplicating the rear light with an LED type.
- Wear light or bright coloured clothing, with reflective clothing or belts when possible.
- An approved helmet of the correct size and correctly fitted can reduce head contact injuries
- Members should be courteous to all other road users.

Ride Leaders

Ride leaders will endeavour to ensure that the rules laid out in the code of conduct are adhered to and that the ride is conducted in a safe and well-organised fashion. However it is the responsibility of all riders to assist the leader in this duty.

On a ride the leader is the official representative of the club and their instructions should be adhered to.

Leaders must be current, paid-up members of the CTC. This gives essential insurance cover.

A back marker should be appointed to avoid 'missing persons'.

Guest riders

A guest rider is any rider cycling with the group who isn't listed as a club member with the CTC. Guest riders are expected to read and agree to the rules of conduct and also to fill and sign a guest riders form. The guest rider form gives the riders emergency contact details and a disclaimer. This allows the rider to be covered by the clubs 3rd party insurance for the duration of the club ride. Any (non-CTC) guest rider may participate on a club run up to 5 occasions before being required to become a club member. Club membership entails becoming an affiliate member of the CTC.

This code is set out to ensure all members of the club can gain maximum enjoyment and benefit from club rides and to promote safety, it outlines the minimum standards expected on all rides.