

RIBBLE VALLEY CRC

GROUP RIDING ETIQUETTE: Advisory notes



Group riding: 4 or more riders

Riding in twos is legal - please see the Rules for cyclists (59 to 82) from The Highway Code

<https://www.gov.uk/rules-for-cyclists-59-to-82>

Riding two abreast is safe when done correctly. Car drivers will see you sooner and there is safety in numbers.

When riding in twos the front riders dictate the pace and spot any hazards coming up.

They should ride 1 foot or 12 inches from the curb (missing the grids in the gutter).

The next row of riders ride slightly offset, to the right of the back wheel. Don't overlap wheels, and don't ride directly behind another back wheel.

The next row ride to the left of the back wheel, and so on down the peloton (group or bunch).

Doing this, will enable you to slide down the side, of the front rider if they suddenly slow down. Don't brake aggressively. Gently feather the brakes. It is good practice to use both brakes, and not just one (front and back).

Be conscious of the rider behind you. It is easy to create a concertina effect.

When you are riding in a group, stay in a group!

When you are in traffic, DON'T go down the inside of cars etc., stay in the group riding position.

Move as one group and not as an individual rider.

When approaching RED lights and there are cars already waiting. Stay behind them, in your twos formation. Cars behind you may try and park at the side of you.

When setting off from traffic lights the front riders should not accelerate too quickly, this will just fragment the group and confuse the car drivers. It will also tire the weaker riders quicker.

HILLS

This is up to the ride leader.

If it's a long climb, it may be good fun to allow quicker riders to have ago up the climb and regroup at the top, off the road if possible.

If you do have a go on the climb: Don't cross white lines and be safe. It's only a club run.

On shorter climbs or rolling roads, the front riders should be setting the pace to match the slower riders in the group.

DESCENTS

It may be safer to single out and give each other more room. Remember, don't cross the white line!

Prior to the descent check for cars behind you. They will no doubt try and pass, as you are speeding up.

The riders on the back of the group are only the ones that need to check behind.

Never wave a car past. If you get it wrong, you could be to blame.

Singling out in a group

This is moving from the two abreast position to single file (a single line of riders).

The rider on the outside drops back behind the rider on their left shoulder.

Always watch your front wheel for overlapping.

Shouts

There are a number of useful and important calls that should be used by the front riders to warn the riders behind (who cannot see as much) of the dangers ahead.

- **BELOW** - Pothole or grid
- **OUT** - Car parked on the curb, move out. May require singling out to avoid crossing the white line if there is on coming traffic
- **CAR BACK** - Car behind, may require singling out when it's safe to do so. Remember, singling out will encourage the car to come past. Is it safe for you?
- **EASY** - Lights ahead on red, traffic, junction
- **KNOCK A MILE OFF** - Please knock 1mph off the speed. People are struggling...
- **RIGHT** - Turning right at next junction
- **LEFT** - Turning left at next junction
- **STRAIGHT ON** - Going straight ahead, roundabout or cross roads

Advice from the Highway Code

Here is some useful advice from the Highway Code, which are taken from the Rules for cyclists (59 to 82)

<https://www.gov.uk/rules-for-cyclists-59-to-82>

61. Cycle Routes and Other Facilities. Use cycle routes, advanced stop lines, cycle boxes and toucan crossings unless at the time it is unsafe to do so. Use of these facilities is not compulsory and will depend on your experience and skills, but they can make your journey safer.

66. You should

- keep both hands on the handlebars except when signalling or changing gear
- 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 round bends (Common sense is needed here. If you single out on a bend, you may feel you are encouraging a car to overtake you when it is not safe to do so!)
- not ride close behind another vehicle

Good practice

When signalling: You're arm should be at right angles. It can be more effective if you physically point in the direction you wish to go, especially turning right! When making the signal, bend your arm at the elbow and straighten - a moving arm is easier to see.

Wherever possible, make eye contact with the driver, so you know they have seen you.

If you want to turn right, look behind you before you get to the junction, and point in that direction making eye contact. Then move to the white line when it is safe to do so. Don't wait on the left hand curb, this creates confusion and a hazard.

If in a group, move has a group. The riders at the back of the group should say if it's clear to move to the white line, prior to the junction.