



## KINGS HILL WHEELERS RIDE ETIQUETTE

### Before a ride

1. Arrive for a ride in good time.
2. It is recommended that riders carry Emergency Contact (ICE) details on all rides.
3. Check that your bike is safe, roadworthy and in good working order with regular checks of brakes, tyres etc.
4. Ensure you have some basic tools and equipment for minor mechanical issues, such as punctures. As a minimum this should include a multi tool, tyre levers, a pump or CO2 canisters and a method of repairing a puncture (depending whether using tubes or tubeless). Riders should also know and have practiced how to swap an inner tube, so they know it is possible on the road.
5. Fit front and back lights in gloomy conditions.
6. Ensure you are prepared for the likely weather conditions, depending on the weather forecast and length of ride. Consider using mudguards in wet conditions.
7. Riders should also carry money, a snack and drinks for emergency situations and depending on the length of the ride.
8. Familiarize yourself with the route, which should have been communicated ahead of the ride. Ideally load it onto a GPS device if available.

### During a ride

1. Helmets must be worn at all times. No helmet no ride.
2. Follow the Highway Code at all times, especially the following:
  1. 'Cyclists must not cycle on the pavement, except where permitted.'
  2. 'You should ride single file on narrow or busy roads and when riding round bends.'
  3. 'You should not ride close behind another vehicle.'
  4. 'Traffic signs and traffic light signals apply to all road users. Cyclists must obey them.'
  5. 'A red traffic light applies to all road users. Cyclists must not cross the stop line if the traffic lights are red. Use the separate stop line for cyclists when practical.'
3. Wear the club jersey where you can. It gives the club and our sponsor's valuable publicity.
4. Ride a safe distance from the rider in front.
5. Ride two a breast where possible, as it is safer but never more than two a breast bearing in mind 2.2 above.
6. Never overtake on the inside.
7. Slow down for horses and let the rider know you are approaching. It is important to keep talking to the rider as often the horse won't see you approaching from the rear and may get startled. Most horse riders appreciate being given a wide berth.
8. Wait at junctions and the brow of a hill to ensure the group stays together.

9. Show respect for other road users, by giving way where appropriate. Do not react to bad driving with gestures etc., or get involved in an argument with a motorist.
10. Always follow instructions from the ride leader and never leave a ride unless you have informed the ride leader.
11. When stopping for a mechanical issue or puncture, make sure it is in a safe place to do so, and if necessary move to a safer location to effect a repair.
12. Stop and help other riders with mechanical issues or punctures, *where it is safe to do so*. Depending on the group size, type of issue, location and weather conditions it may not be necessary for *all* of the group to stop and wait for the repair to be completed.
13. Don't signal that it is safe for another vehicle to overtake. It is up to them to make this decision.
14. The club has a strict "no drop" policy. Therefore, advise if a rider is off the back by using the term "easy up". A call of "all up" will inform the leader that the group is back together. If necessary split into sub groups to cater for a wider difference in pace.
15. Give support to the Ride Leader – they do not need to be on the front all the time and the group is more efficient if the lead is rotated!
16. Enjoy the ride. Remember, we are doing this for fun!

### Warning Calls and Signals

A big part of group riding is communication as often riders behind are unable to see the road surface, or any obstacles/junctions ahead. The main calls and signals used are as follows;

1. **'Car back'**: a general warning of a car trying to pass from behind. You don't need to shout out for every car that approaches from behind if there is no need to single out.
2. **'Car front'**: a warning of a car in front that might encroach on your road space (i.e on a narrow single track road).
3. **'Single out'**: used when a car is behind and needs extra space to overtake, or if the group is approaching a narrow road or overtaking a line of parked cars. The rider on the inside should move forward smoothly so that the rider on the outside can move in behind. Try to keep an even pace and do not brake.
4. **'All up'**: a communication from the last rider to the Ride Leader to indicate that all the riders are together and the group can continue.
5. **'Clear'**: indicates that a junction is safe to cross. If you see a car then shout **"car right"** or **"car left"**.
6. **'On your right/left'**: used when passing another rider or group of riders who may not be aware of you.
7. **'Hole/gravel/glass/ice'**: called out when there is a hazardous surface that may cause an accident unless riders take care.
8. **Pointing at the ground**: alerts riders to a hole or poor surface that needs avoiding.
9. **Pointing behind your back to the left or right**: communicates to the rider behind which way you are moving out to avoid a hazard or obstruction. The following riders should pass on the instruction to the rider behind you so that the whole group moves out.
10. **Hand waved to the side** as if patting a dog: means that the group should slow down.
11. **'Slowing/Easy/Stopping'**: if you are slowing down and/or stopping so others don't ride into the back of you.

## Choosing a Ride

The Club Ride framework is shown below and with additional detail on the [club website](#). Depending on numbers, sub groups are often formed to allow some pace differentiation and also to be less of a hazard to other road users.

All riders should choose rides within their capability and experience. New riders in particular should initially choose a group that they are comfortable with – if in doubt it may be better to start with a slower group and work up to the quicker ones.

In general the Sunday and Wednesday rides are slower and a good starting point, and these sometimes have a short mid ride coffee stop. Generally the Saturday rides tend to push on a bit quicker and often don't have a coffee stop until the end of the ride.

The Tuesday and Thursday evening rides have a varied pace depending on who is riding, but slower riders will always be catered for, so these are also a good starting point for new riders.

Day	Start Time	Distance(Miles)	Pace(MPH)	Comments
Weds	0915	35-45	14-16	
Tues/Thurs	1800	25-30	13-18	Apr - Sept only. Earlier start time when nights are shorter
Sat Short	0730	30-40	15-18	
Sat Long	0800	45-60	15-18	
Sun	0900	35-45	13-15	
Sat Café Stop	0800	60-100	15-18	Usually 1st Sat of the month - Apr - Sept only Includes mid ride coffee stop(s)

Details of all rides are sent out via the club WhatsApp including the route, distance and ride leader. All routes are numbered and the route file can be viewed or downloaded to a phone or GPS device via the 'Route Library' on the club website.

## Leading a ride

1. The leader will decide on a route, preferably by reference to a numbered route on the website. This will be published via WhatsApp to all riders at least a day before the ride.
2. At the start of the ride, the leader will announce the destination, route and mileage. He/she will also welcome and support new riders.
3. He/she will ensure that any guest riders are aware of the club's ride etiquette.
4. Where appropriate the leader could split the group into smaller sub groups. During the Covid-19 pandemic, Government/British Cycling guidelines must be followed. At other times it is recommended that group sizes are kept to roughly 6 or 8 maximum, thus avoiding being a nuisance to other road users as well as giving better differentiation based on rider speed. The ride leader should agree for sub leader(s) to lead smaller groups and ensure that each sub group knows the route.
5. During the ride, he/she will ensure that the pace is consistent, and at a level that is comfortable to the whole group. If necessary the leader will split the

- group into sub groups in order to cater for a wider difference in pace, ensuring that there is a leader who has the route details within each group.
6. In the case of someone in the group experiencing a mechanical issue, the leader should ensure the group stops or moves to a safe place. They should assess the problem and decide whether to hold up the ride or leave the affected rider with helper(s) and details of the route. Depending on the group size, type of issue, location and weather conditions it may not be necessary for all the group to wait for the repair to be completed.
  7. In the event of dangerous weather conditions, the leader will cancel the ride or consider a later start time if conditions are likely to improve – this should all be published via WhatsApp. As a guide any Met Office Amber or Red warnings covering the local area should result in the ride being cancelled. In addition, the ride leader should consider other factors and make a call on whether they feel the ride will be safe. They should discuss with the Club Rides Manager if unsure.
  8. After the ride, the leader will inform the Club Rides Manager of any guest riders that were present.
  9. If there were any accidents or incidents during the ride the leader will inform the Club Welfare Officer / Club Secretary.
  10. It is not a Club requirement for a Ride Leader to carry or administer first aid.

### **Complaints procedure**

In the unlikely event that there is a complaint from another road user, please refer this to the club secretary. The club will then decide how to respond.