

Seamons Cycling Club: Guidelines for Organised Road Rides. April 2018

Introduction

Please make yourself familiar with the contents of this document and if you have any questions, comments or suggestions, do not hesitate to contact a member of the club committee.

Members and guests are responsible for their own safety. All individuals take part in any group activity at their own risk.

No liability shall be attached to the Seamons Cycling Club (including its officials and members) for any injury, loss, or damage suffered.

Looking out for one another, particularly on the road, is central to the purpose of club membership.

Many of the items that follow are things we already do and are just common sense, but there will be others that you may not have considered.

So, whether you are a prospective, new, or long-time member, please read carefully.

It is a condition of your SCC membership that you have read, agreed and understood.

Safety – Looking Out for One another.

Committee Members, Ride Coordinators and all club members have a responsibility for the safety and well-being of others. The aim is to ensure that, as far as possible, members and guests are not exposed to a foreseeable risk of injury. By joining Seamons CC you are agreeing to do this to the best of your ability.

For example:

- Committee Members will communicate and review the clubs Ride Guidelines and other related policies.
- Ride Coordinators / experienced members will take reasonable steps to see that the ride is as safe as it can be.
- All members have the responsibility; not only to themselves to ride safely, but also to the people they are riding with, and to members of the public.

In Summary, the key word in all of this is REASONABLE. You are not expected to guarantee the safety of others, merely to act reasonably.

Importantly, you must follow any instructions from the Ride Coordinators / experienced members. Without them group rides would not be possible.

Listen to their advice, pay attention whilst on the road, and contribute to any mid or post-ride discussion.

If you have a problem with any aspect of a ride it should, in the first instance, be resolved within the group and with the Ride Leader or experienced members. If not resolvable, only then should the issue be referred to the SCC Committee, with supporting written evidence of the problem and action(s) taken to resolve it.

Insurance: Third Party Liability

It is a condition of Seamons CC Membership that you have current Third Party Liability Insurance with either Cycling UK (formerly the CTC); British Cycling (BC), Ride, Race Silver or Race Gold Membership; TLI Cycling; British Triathlon (Ultimate or Core); or the League of Veteran Racing Cyclists (LVRC). You will be asked for proof of membership when you join or rejoin the club.

If your membership of Cycling UK or BC lapses during the year, you are responsible for keeping it up to date. TLI Cycling and LVRC members are insured for the calendar year.

Lapsed members do not automatically become guests and may therefore be uninsured! Any “guests” who ride with the club are insured (Third Party Liability) through our annual club affiliations to Cycling UK and BC. Guests who wish to ride regularly with the club must become members after a few rides.

Directors and Officers Liability Insurance. Renewed annually by the club, indemnifies any members who acts on behalf of the club, such as a Ride Coordinator, against any risk associated with the role.

Personal Accident Insurance is recommended and comes as part of the BC Gold membership package. There will be other providers.

Before the Ride:

Equipment: -

- A properly checked and roadworthy cycle.
- No Tri-bars, or anything else which may hinder quick access to brakes or steering.
- Mudguards, with front & rear flaps, must be fitted from October (weekend after Hill-Climb) to March (weekend before the Llangollen Ride) inclusive.
- Working Pump, at least one spare inner tube (two is better!), two/three tyre levers, and the ability to repair a puncture unaided.
- Multi-tool including Allen keys & Chain splitter. A Power Lock Chain Link is highly recommended. Ensure you have the correct one for your chain!
- Mobile phone and money for taxi or train.
- "In Case of Emergency" (ICE) details stored in an "unlocked" mobile phone, or clearly written on a (membership) card or similar. Any "iceQR" stickers are for the use of trained Emergency Services personnel in the UK and Europe and must not be accessible to other club-members.
- Clothing appropriate to the prevailing weather conditions, preferably Seamons Club kit or, if unavailable, a visible alternative.
- Approved helmets and eye protection are highly recommended.
- Sufficient food / drink / café money for the intended distance.
- A Map, if new to the area, or unfamiliar with the proposed route. Do not rely solely on a Garmin or other GPS device. You will never be intentionally left on your own, but it can happen.

Preparation and Groups: -

- Familiarise yourself with the club's group rides and choose realistically in relation to your current ability level.
- If you are a guest or new member introduce yourself at the start, usually Rackhams and, if appropriate, ask to be paired with another rider.
- All instructions from the Ride coordinator, or experienced member(s), must be followed.
- A Ride coordinator (Social Group) or experienced member(s) will oversee group allocation, number, and instruct the group when to ride in single file.
- When a group contains around 16 members, and definitely if approaching 20, it should be split for safety and a reasonable gap established.
- Share your Mobile Tel number with at least one other member of your chosen group, in case you become detached for any reason.
- If you have a health issue that means you may require additional support, make sure the group are aware and arrange for someone, both on the ride and at home, to provide assistance if it becomes necessary.

During the Ride

In General: -

- Familiarise yourself with group ride calls, hand signals and warnings. Ensure that the signals are passed along the line.
- Ride with consideration by not exceeding the usual speed and by observing the conventions of your chosen group.
- Ride smoothly and consistently, be aware of those around you, and do not brake without warning.
- The group will usually rotate in a clockwise direction, keeping to the left, and singling out when to do otherwise would create an unnecessary obstruction or delay to following traffic.
- When riding two abreast, maintain an even pace. Do not speed up when another rider draws level. Do not "half wheel".
- Unless there is a reason to do otherwise, the pair at the front should change places at around 5 minute intervals. Shout "Changing".

- **When riding on the front of the group, you have an additional responsibility to “call out” or signal hazards.**
- **Take extra care turning right when vehicles are approaching, even in the distance. Riders behind may unwittingly follow you when it is unsafe for them to do so.**
- **Do not shout very loudly unless there is an unexpected hazard. Messages and signals are to be passed down the line.**
- Concentrate at all times and anticipate changing road conditions.
- Do not accelerate quickly from junctions or corners. You will create gaps in the group which others may take risks to close.
- When holding a conversation look where you are going, not at the rider you are speaking to!
- When negotiating unforeseen road conditions, such as potholes, riders should be aware that any change in direction will impact on others.
- Ride slightly to one side of the wheel in front and leave a sufficiently safe gap, if not confident to ride immediately behind the wheel.
- Do not allow your front wheel to closely overlap that of the rear wheel of the bike in front.
- On descents, or on unfamiliar roads, only ride at the speed at which you are competent and feel confident. Leave a safe gap.

Stopping: -

- When riding in a group, only choose safe places to pull in and stop. Avoid junctions, bends and other physical road hazards.
- Warn other riders before stopping. If the stop is prolonged for any reason, keep the road way clear.
- Check for any back marker(s) at junctions, hill tops etc and, if they are alone and unaccompanied, wait for them in a safe place.
- If someone becomes detached, decide whether to slow or stop the ride. You may arrange to leave the affected rider(s) with a helper(s) and with details of the route to the next stop or destination. No one should be left alone without their prior agreement.
- If unsure of the route, stop safely and decide on the correct direction. Uncertainty at junctions is a cause of accidents.

Stopping: following a Puncture, Mechanical or Accident / Incident: -

- Clear the roadway (if possible) and continue to a safe waiting place to allow traffic to pass.
- Take appropriate action to ensure the safety of all group members, before attempting any repair or treating any casualty.
- If it is not possible to carry on, place people at strategic points to warn traffic of any obstruction.
- Follow any necessary Emergency procedures.

Passing Horses: -

- On approaching a horse, led or ridden, from in front or behind the group should slow.
- If approaching from behind warn the horse and rider verbally that cyclists are present.
- When satisfied that the rider is aware, and the horse under control, the group should pass “wide & slow” Be prepared to stop!
- Heed any advice given by the horse rider.

After the Ride

Depending on the group you have chosen to join, there should be an opportunity to discuss the ride, either at the café stop, or after returning to Hale / Altrincham. This will always be the case for the Social Group.

If you have any concerns or questions, do not hesitate to raise them within the group.

Always express appreciation to your club mates for their company and support on a ride.