

Introduction

Club ethos – safe and enjoyable

Corallian CC is set up for enthusiastic leisure riders to ride together, in the expectation that group rides are **safe** for riders and other road users, and also that the group riding experience is **enjoyable**. These guidelines need to be re-iterated from time to time so that new riders can understand and fit in with expectations, and the old hands set a good example.

Role of ride leaders

In addition to planning and guiding rides, all ride leaders have been asked to keep a particular eye on riding standards, so please don't take offence if one of the more established riders taps you on the shoulder and explains if you've strayed!

Ride leaders will be reminding riders of the expectations before rides. Please ensure you arrive 10 minutes before the start to hear any important messages.

Riding Safely

Most of our guidelines are there to minimise the risk to riders and other road users. It is the primary concern of the Committee to ensure we ride safely.

Consistency

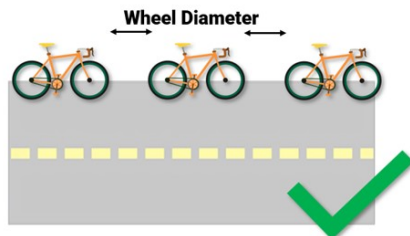
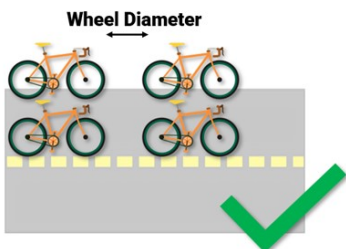
The best way to maintain safety is to ride consistently – speed, road position and rider spacing are all key to taking the stress away for yourself and other riders.

Riding two abreast

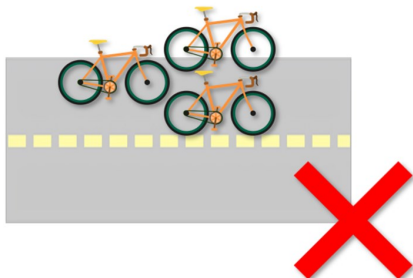
We aim to ride two abreast in a compact group or groups where road and traffic conditions allow. It is safer for riders and safer for other road users if we do this.

Spacing

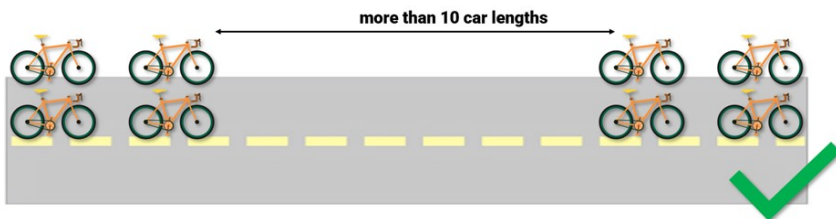
We ride no closer than a wheel diameter apart when riding in a single or double line:



Overlapping wheels is dangerous, and we ask riders not to do this:

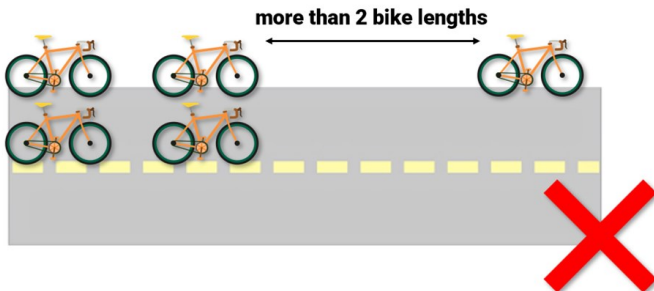


When we have to split the group, such as on busier roads when we have a large group, we keep good distance between the groups, and we keep the riders tight within each group. We do this so that we can give other road users a chance to pass safely. A minute or so between the groups is a good gap to aim for but do not have the groups too close together:



Dangling

Riding away from the front of a group is especially dangerous – passing cars will not be able to see how far in advance of the group you are, and they may need to pull sharply in front of you to avoid oncoming traffic. If you decide to have a turn on the front, do not accelerate away from the group – you will place yourself in danger, and you will not actually be pulling the group if you are more than a bike length or two in front. It makes it much harder for cars to overtake if there is a lone rider off the front and we want to make sure we share the roads responsibly.



Road position

Riders need to balance the need to be considerate to other road users and also to ride with safety in mind. The gutter is not a safe place to ride as it often contains debris and it makes you less visible to other road users, as well as making it too easy for cars to overtake closely when there is traffic on the other side of the road. Try to ride at least a wheel diameter out from the edge of the road, and not change position unnecessarily.

Riding Considerately

Joining and leaving the ride

Ride leaders will be reminding riders of the expectations before rides. Please ensure you arrive at least 10 minutes before the start to hear any important messages. If you plan to join the ride en route or decide to leave the ride before the end, please inform the ride leader.

Keeping the group together

The idea of keeping the group together is so that we don't leave anybody behind and that we always look after riders who may be struggling (if this is you don't worry, just let the ride leader know, so they can adjust the pace) a little on the day – this applies particularly to undulating roads. It helps other road users pass the group if it's not strung out. And it's loads more sociable for the riders!

Up hills

Hills are a challenge for the ride leader to manage. It is generally accepted that riders need to climb (and also descend) at their own pace. Remain alert to passing vehicles and the gaps left for them to pull into while spread out on longer climbs (e.g. Hackpen Hill, Buckland Hill). Also be sensitive to riders who are struggling – consider taming your own ambitions for that climb to ride with and encourage those less able on the day. We always regroup at the top (and bottom or runout) of a hill.

On the flat

The aim while riding on the flat is to ride at a pace that everyone can manage. Dangling off the front tends to drive group pace, which is not always welcome. If you're on the front make sure to check over your shoulder regularly to ensure you've not opened up a gap or have dropped riders off the back. If either of these things occur then you are going too fast for the group so just slow down a little. Dropping a rider or some riders on the flat is not acceptable – ride leaders should be trying to ensure that this doesn't happen, but we all share the responsibility.

Junctions

Groups quite often stop at junctions to regroup or have a quick breather. It's best to stop away from a junction so that other traffic are not obstructed or inconvenienced by a group of riders.

...Riding Considerately

Assertive riding

There may be times (such as urban riding) when riders and groups should ride assertively. This may include road positioning (e.g. taking the primary position), speed, doubling up, and signalling very clearly. There will be times when other road users will drive aggressively towards cyclists, so care must be taken not to unnecessarily antagonise those road users. Riding too timidly will often be more dangerous than riding assertively.

Racing

Corallian is not a racing club. The Highway Code does not permit racing on open roads. Having said that, there will be occasions where spirited riding for a short distance might add to the enjoyment of the ride for some of the group. Be conscious of other road users, how the club might appear to them, how racing may be impacting their ability to use the road safely. And above all else, recognise that not everyone will rise to the challenge and spirited riding should be confined to short sections, and with the blessing of the ride leader.

Mechanical issues

Bikes are not 100% reliable and things do go wrong. As a general rule, we do not leave a rider alone to fix any problems that may arise. This is another reason why we do not drop riders. Where a decision on how to proceed is needed, that comes from the ride leader.

Hygiene

Bodily emissions must take place away from the group. There is nothing more disgusting than being the unexpected recipient of a snot rocket. If you must evacuate any bodily fluids, the place to be is at the back of the group.

Calls & Hand Signals

Check out the club website – <https://corallian.cc> – FAQ section, for details about the calls and hand signals Corallian use.

Other Resources

Highway code – <https://www.gov.uk/browse/driving/highway-code-road-safety> – definitive guidance on the laws and requirements for cyclists

British Cycling RideSmart – <https://www.britishcycling.org.uk/knowledge/skills/sportives-ridesmart> – some great videos explaining various aspects of group riding and general cycling skills