



Newbury Road Club Ride Etiquette

Club Rides

These are a key part of why people join the Club, and the way we organise, manage and conduct ourselves on Club Rides contributes significantly to the camaraderie and enjoyment of all participants, and this is a key factor in maintaining our Club ethos of being a friendly social club. It is the club's view that while people like to be challenged when cycling, it is important that our rides stay within the published boundaries of the ride in terms of distance and difficulty (unless agreed otherwise by the Group), and that individuals are not unduly pushed beyond their capabilities/expectations for the ride.

Club rides are led by experienced club cyclists who are there to provide route guidance and to assist members if needs arise (e.g. puncture or mechanical issues). The ride leader has the route details, which are also provided in advance to individuals, who are responsible for their own safety.

Ride Lead

The Ride Lead may be an NRC Committee member (e.g. Club Rides Secretary), or may be a nominated club representative who has organised the ride or who has been asked to lead (one of) the ride group(s), and his or her instructions should be followed at all times. The lead must be a club member and will endeavour to ensure that the ride is conducted in a safe and well-organised fashion. All riders should assist the lead in this duty.

Head of the Group

The Head of the Group is the **rider at the front of the group** at any one time (if there is a pair leading the group it is usually the outside rider). The Head of the Group will and should be encouraged to change regularly throughout the ride, to share the workload and ensure a regular pace is being set (based on moving not elapsed time). It follows that the Head of the Group should not break away from the group. If the group does split, the leader of each subgroup takes on the role of a Head of the Group until the group reforms.

It is quite normal for individuals to want to sprint certain sections during a ride, such as up hills. If this is the case, let the group know what you are doing and wait for the group at a suitable location, such as the top of the hill. Do not disrupt the group ride by doing this regularly during the ride, and care should be taken not to cause an obstruction at junctions whilst reforming or undertaking any activity that is likely to obstruct or cause a hazard to other road users.

If you find that you are often riding off the front or off the back of the group, you are probably on the wrong ride. Be aware that this impacts on all riders, so in future you should modify your pace or choose another ride that more closely reflects the pace you are able to ride at. In these circumstances, don't be offended if the ride lead points this out to you.

Respecting the Rules of the Road

All riders must adhere to the rules of the road. Disregard for the Highway Code and negligent behaviour endangers yourself and others.



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Ride Etiquette

1. Riders should be courteous at all times while riding with the Club, particularly to other road users and pedestrians
2. Riders should alert slower road users that the group is approaching and will be passing. This primarily applies to pedestrians, other cyclists, and horse riders. The group should slow down as appropriate, but particularly for horses which can be unpredictable.
3. Conversely, if the group is holding up traffic (perhaps on a single-track road) then riders should look to pull over at a convenient and safe point to let traffic come through
4. It is important that the pace of rides reflects the advertised pace. The Ride Lead and the Head of the Group have a responsibility to ensure that the overall average pace (based on moving time) isn't significantly faster or slower than this.
5. As the Head of the Group, it is important that you stop at junctions allowing the group to reform before proceeding. On longer stretches of road if the group is split, the Head of the Group should also slow down or find a safe place to stop to allow the group to reform.
6. The Head of the Group will identify hazards and pass back warnings [via hand signals and/or voice](#). You should also be telling the rest of the group if the road is clear at junctions, and if not make the group aware of the danger e.g. by calling "car" right or left.
7. It is the Head of the Group's responsibility to signal that the group needs to stop for any reason e.g. at Stop Signs, obstructions or other junctions by calling out "Stopping".
8. All riders should:
 - a. pass back verbal & hand signal warnings to other riders if there is a danger in the road
 - b. ride smoothly, without weaving, and not brake without warning (if it can be avoided)
 - c. cycle no more than two abreast unless overtaking
 - d. always signal before pulling over or moving out when it's not expected by riders behind
 - e. not overlap their front wheel with the rear wheel of the rider in front at any time unless overtaking as this can cause accidents,
 - f. never undertake (on the left)
9. Riders who are not confident descenders should keep well to the left and, if possible, move to the back of the group before the descent starts.
10. The group should always stop and assist any of its riders suffering from mechanical or other problems. If a rider needs to stop (for any reason), they should immediately notify other riders in the group so that onward communications can be made to halt the group
11. The group should always wait for the last rider, unless the rider has requested to be left, or an agreement made with everyone's consent, that the group will not wait for dropped riders.
12. No rider should leave the group without first notifying other riders, preferably the ride lead.
13. In winter months mudguards and lights are highly recommended

Further details and advice can be found on the [British Cycling website under Top-Tips for Group Riding](#)