



# Ride etiquette guide

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## Welcome to Randwick Cycling

Randwick Cycling is a large, growing, and diverse cycling club that draws members from across greater metropolitan Sydney. We welcome new riders of all ages, genders, and cycling abilities, across various cycling disciplines.

We encourage our members to be tolerant and responsible riders who are willing to help educate others within the group in a friendly manner. Being the fastest or the fittest doesn't mean that these guidelines do not apply. We also encourage our riders to be respectful of other cyclists and road users.

Our Code of Conduct guides the behaviours expected of our members and participants at events organised by Randwick Cycling. We encourage you to familiarise yourself with the Code, located on our website at [https://www.randwickcc.com.au/s/RANDWICK-CYCLING\\_Code-of-Conduct\\_20210913\\_v1.pdf](https://www.randwickcc.com.au/s/RANDWICK-CYCLING_Code-of-Conduct_20210913_v1.pdf)

There are some basic rules and etiquette of bunch riding, as detailed by AusCycling at <https://cycling.org.au/tas/code-conduct-cyclists>.

It can be daunting at first, however, nothing beats real life experience and practice. Randwick Cycling provides you with a supportive environment in which to learn, develop, and refine your riding skills as an individual and in a group.

When riding in a peloton your actions are no longer independent – they may impact the whole peloton. Everyone is responsible for the safety of the group.

We hope that this guide will assist in promoting safe riding, increase your enjoyment on the ride with the aim of getting everyone to the coffee shop in one piece.

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## General guidelines

- Abide by the road rules. Always.
- Everyone wants to get home from the ride in one piece, we are all here for fun.
- Ride as a Club, as one designated group with good structure. Wear your club jersey.
- Ensure you have a safe and functioning bike. A well-maintained bike is a safe bike.
- Rides leave at the nominated start time, at the nominated start place.
- Respect ride leaders. They are responsible for guiding the ride safely.
- Ride in a predictable and constant manner. Remember your actions impact everyone in the group.
- Erratic riding with break-away groups can pressure slower riders to constantly catch up. This can cause rider fatigue, poor riding technique, and puts the bunch at risk of an accident.
- Ensure you have a functioning front and rear light for riding in periods of darkness and low light.
- When riding in the peloton, please change your light setting to constant to assist riders riding behind you. No one wants to be blinded by a flashing light.
- Be self-sufficient. Have a spare tube, water, food, and correct clothing for the day.
- Hold your line, especially around corners.
- Communicate in the bunch. Call out and/or point out hazards and anticipate lane changes. Look after each other.
- Repeat calls and hand signals by passing them both up and down the line.
- Sometimes it is best to relay all signals by hand, pointing out hazards to the left, right, or middle. The exception to this rule is when travelling at high speed where it is best to keep both hands on the handlebars and use your voice instead.
- Be respectful of neighbourhoods with any calls made on quiet streets in the early morning rides.
- Never leave a rider behind. Support people who have flats or other mechanicals.
- Be aware of riders who are off the back or caught at lights. Slow or stop to let them re-join.
- Stick to the guidance for the rides such as route and pace – including nominated medium and competitive sections. Most importantly stop and regroup at nominated points.
- Take responsibility to ensure the rules are followed and respect the guidance provided by more experienced club Members.
- When rolling through after taking a turn on the lead, Randwick Cycling uses the 'chainsaw' method (see Section F., below).



## Specific guidelines

### A. Bunch formation

- Riders pair off in 2 x 2 formations
- Ride evenly with your partner, handlebar to handlebar. Don't sit directly on the wheel of the rider in front
- Keep a distance of approximately 1 – 1.5 metres off the rear of the wheel in front
- Increase that distance to approximately 3 - 4 metres in wet weather
- Do **NOT** focus on the rear of the wheel. **Focus** on the person in front and ahead **through the line**. This allows the rider to be more aware of the surroundings, increasing situational awareness

#### Half-wheeling

- Do **NOT** "half-wheel" or overlap wheels
- This presents an extreme risk as you will be positioned within the front rider's blind spot and any sideways movement or braking by that rider could result in wheels clipping and a fall involving any number of riders
- **Half-wheeling presents an extreme risk** as you will be positioned within the front rider's blind spot and any sideways movement or braking by that rider could result in wheels clipping and a fall involving any number of riders.
- When the rider in front of you stands up, that is, gets out of the saddle, the bike's momentum will immediately slow and appear to move back. This occurs most frequently when the rider gets out of the saddle for a hill climb, or to accelerate or sprint.
- If you are about to get out of the saddle, make sure you are past the top of your pedal stroke and have downward pressure on the pedal to maintain speed and not slow up.
- As the rider following the rider getting out of the saddle, always make sure you maintain enough space between you and the rider in front, to avoid a wheel clip and likely resulting fall.

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## B. Position on the road

Riders have clearly defined rights and responsibilities on the road that in simple terms allows riders to occupy a full lane, ride in pair formation and have the same responsibilities as motorists. However, not all motorists are aware of the rights of cyclists. Cyclists should take this into consideration and ensure all movements that are made are clear, noticeable, and predictable to all around. Erratic and inconsistent cycling is particularly distracting to motorists adding to their frustration and stress.

### Slow traffic

- When in slow moving traffic, the peloton is not to ride between lanes to move past vehicles. It is hard for the driver to see, it distracts the driver's vision, and creates uncertainty for the driver as to what the riders may or may not do next. It also splits the bunch with cyclists positioned between different vehicles.
- Stay with the lane. It may mean the trip takes a couple of minutes longer, but you are reducing the likelihood of driver uncertainty, frustration, and an accident.
- When traffic is stopped at intersections, stop behind the last stationary vehicle as you would in a car. A Randwick Cycling bunch will typically cover a greater length than most other vehicles and therefore should move like other vehicles.

### Overtaking another rider or peloton

- When passing another rider or bunch always pass on the **right-hand side**. Overtaking on the inside is hazardous as the rider needs to be alert to traffic movements on both sides of the bike. Advise the rider or the bunch to be passed by calling "**Riders back**".
- Riders overtaking should hold their position in the 'overtaking lane' until the last Randwick Cycling rider has passed the front wheel of the slower rider/group. At this time, the last Randwick Cycling rider should call "**Over left**" and the Randwick Cycling peloton should move left collectively as a group, ensuring that there is sufficient room available to move back across into line without causing the cyclist/s you have passed to have to brake suddenly.
- When passing the bunch, keep calling "**Riders right**" so all riders within the bunch are aware that the Randwick Cycling bunch is passing. Add a greeting as well and keep the tone of calls friendly. If the bunch has split (e.g., as a result of spreading out over a hill climb) and commences to regroup at the top or beginning of the descent, when regrouping, let the rider you are to join know that you are regrouping on the left or right side by calling "**On your left**" or "**On your right**".
- When the Randwick Cycling peloton has fully regrouped, the last rider re-joining calls "**All On**" and the call is passed up through the peloton for the lead riders to resume normal pace.



## **Riding two abreast**

Cyclists are fully within their legal rights to ride two abreast on roads. There are times however when cyclists should NOT exercise this right. Such times include:

- Uphill left-hand bends  
They are particularly dangerous in single lane and dual lane roads. Popular motorcycle routes are flagged as high risk. Motorcycles can travel at speed and once positioned for a forthcoming corner, the rider needs to commit the motorbike to the line. Keep well to the left and move to single file as required.
- Single lane roads with traffic  
Respect the traffic by promptly forming a single file to allow traffic through
- Stationary or parked vehicles in the lane  
The bunch moves to single file formation to pass parked vehicles

## **Road hazards**

Road hazards are many and varied and include potholes, debris (glass, rocks, gravel, rubbish/litter, sticks, branches, leaves), machinery/vehicle parts (bolts, nuts, cables, tyre tread, hub caps, rope, wood blocks), drain grills, rough surfaces, road repairs, metal plates, reflectors (cats eyes), oil slicks, water, wet surfaces and garbage bins.

In addition to traffic, other moving hazards may include opening car doors, pedestrians, runners, and stray animals.

Riding too close to the gutter and slipping off the road into it can present risks. Getting back over the lip of the gutter requires skill to hop out. If your bike is in a gutter. slow your speed and remain in the gutter until it flattens out. Then exit at an angle.

## **Train and tram tracks**

Ride over tracks at an angle, ideally perpendicular to the tracks to avoid the wheel becoming caught.

## **Wooden bridges and “Pick a plank”**

In regional areas there are many bridges with wooden planks. The planks run lengthwise and gaps between the planks can be hazardous.

Riders need to position themselves in the bunch prior to arriving at the bridge by moving into single file. Increase the distance between each rider to ensure good visibility and aim to stay on the same plank.

The rider should keep the line of sight at approximately 10m – 20m in front and maintain a moderate pace to help balance and keep the plank to best avoid the wheel becoming caught in one of the gaps between the planks.

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## C. The Lead Riders

The lead riders take responsibility for the bunch. They set the pace; they make the calls for road hazards and warn the bunch of forthcoming traffic changes. This is not the time for social chat.

It is important for the lead riders to call consistently. That is, not to overcall minor or irrelevant hazards, not to shout and cause alarm or panic, and to call early – promptly and decisively to sufficiently forewarn the peloton of the hazard.

Lead riders should scan the road ahead for obstacles and other potential risks – scanning 100m ahead or more and scanning back to the front of the wheels. The lead riders' eyes must be focused on what lies ahead and be always aware of peripheral developments. They should have excellent situational awareness to make calls early and communicate clearly so that when moving around obstacles all riders have sufficient time and space to follow.

When in pair formation and a hazard is identified, the lead rider makes the call. If a hole in the road is identified, the call is

- **“hole left”** (of the left hand lead rider, called by the left rider)
- **“hole middle”** (of both lead riders, called by both riders) or
- **“hole right”** (of the right hand lead rider, called by the right rider).
- The calls also apply for all hazards that may cause a risk to the bunch, e.g., **“Stick middle”**, **“glass left”**, **“rock middle”**, **“gravel right”**, etc.

Wherever possible, the lead riders try to take hazards in the middle between the left and right lead rider. That is done without moving the bunch into a higher risk situation (for example, moving the bunch over into another lane, or moving too hastily at the last minute).

### **“Door”**

The opening of car doors is a frequent cycling hazard. Lead riders scan for any movement in parked vehicles or vehicles that may have just pulled into the curb ahead, or the shopper who has just returned to the vehicle, to assess the likelihood of a vehicle's door opening. If a risk is identified, the call of **“door”** is made. The bunch is alerted to the hazard, and the left side of the bunch is readied to move across from the risk.

The call can also help alert a driver/passenger to the bunch approaching and hopefully he or she will take extra care when opening the vehicle's door.

Other calls including **“Car up”**, **“Walker up”**, **“Runner up”**, and **“Riders Up”** are examples of calls by the lead riders alerting that vehicles, pedestrians, joggers, and cyclists are ahead of the bunch. A hand signal behind the lead rider's back to move across should be given by the lead rider to alert riders behind to move across and away from the forthcoming hazard.

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It is important to identify only what is hazardous to the bunch. Calling hazards that pose minimal or no risk to the bunch presents a risk. For example, the hazard is too far to the side to pose a risk, or the hazard is too minor such as a few leaves or a small amount of light gravel. The group will start to ignore the lead riders' calls. When a significant hazard is then called, the likelihood of the call being ignored is high and the probability of impact with the hazard consequently is high.

## Traffic lights

When approaching a set of traffic lights, the **lead riders take responsibility in making the call**. When the traffic light changes from green to amber, with sufficient distance available for the peloton to stop in time, the call will be made **"Lights.... Stopping"** with the lead rider, where possible, signalling by holding up a hand.

When there is not sufficient space to stop in time and it is safe to roll through, the lead riders call **"Rolling"**. **The lead riders assess and call for the whole peloton**, except in large pelotons of more than 12 riders. However, should danger present to riders in the middle or rear of the peloton, those riders then will call **"stopping"** and the peloton will split and regroup a little later.

The lead riders' experience, readiness, and clarity of call are critical at traffic light changes. Hesitation, late calls, incoherent calls, or mixed calls at traffic lights can cause great confusion and potential mishaps.

Some riding groups call **"rolling"** from the rear to indicate to the front riders to keep rolling. As the front riders have the best view of the traffic signals and call **"clear"** or **"stopping"** at intersections, **it makes most sense that the front riders continue this communication at traffic lights**.

**Randwick Cycling lead riders are responsible for making "lights...stopping" or "rolling" calls.**

## Large pelotons

Excluding a situation of imminent danger, the only variation to this rule is when it is a large peloton of more than 12 riders, or the small peloton is spread out. In these circumstances when travelling through intersections, or roundabouts, the call **"stopping"** may be made by a rider[s] in the middle of the bunch. Riders need to be attentive and alert to calls to ensure safe stopping.

**When entering a roundabout or turning at an intersection the lead riders must call "clear" or "car left/right" or "stopping".**

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All calls should be relayed clearly and swiftly down the line so that each cyclist makes the call for the riders directly behind.

Where roundabouts are of two or more lanes, the bunch must keep within the lane in which it entered the roundabout. Cyclists too frequently cut the corner of roundabouts crossing over into the inside lane and risk taking the back of the bunch in front of passing traffic. The lead rider, to ensure all riders keep to the lane, is to call **“hold the lane”**.

The lead riders will indicate if riders should move a small distance across a lane, e.g., with obstacles on the side of the road, such as parked vehicles or garbage bins. A hand signal behind the back of the lead rider closest to the obstacle will indicate to riders behind to move over. The signal is passed down the line.

The lead riders, working with the next four riders, need to monitor the comfort and effort of the rest of the peloton. The front group should periodically encourage riders to hydrate and eat periodically. The front group should also periodically check on the general well-being of the peloton.

## Changing lanes

When the group needs to change lanes, (e.g., to move across to turn right at an intersection) the lead rider on the side of the lane to move into should raise an arm up, pointing high in the direction of the lane, to signal to the group that a lane change needs to occur.

Riders in the middle of the pack will call the word **“call”** to let the front riders know that the signal has been seen and to let the rear riders know that they need to take action.

**The rear rider** will give the call of either **“wait”** or **“over”**, ensuring that is clear not only for the rear rider to move over, but for all riders.

It is very important that no rider in the middle of the bunch calls the group over, as middle riders do not have full visibility of traffic coming from behind.

## Single file

The lead riders are responsible for calling **“single”** file formation when the road narrows, or traffic increases. A raised open hand above the helmet pointing forward and the call **“single”** indicates to the bunch that single file formation is to occur.

To ensure a prompt transformation from paired riders to single file occurs, the lead riders accelerate to create gaps. The left-side rider then maintains speed and the right-side rider eases off speed momentarily while moving over left into line. That is, the rider on the right moves in behind the rider on the left.



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The right-hand side rear rider is responsible for monitoring traffic flow behind the pack and will also call “*single*” if there is significant traffic congestion behind the peloton, or significant congestion is anticipated. This rider also calls “*single*” when an emergency vehicle is approaching with its siren or flashing light engaged.

Whenever “*single*” is called, to assist motorists, the peloton responds as quickly as possible to transfer to single file and allow traffic to pass.

## Pace setting

The aim of pace setting is to ensure that the group is able to stay with the lead riders. The lead riders should focus on keeping a constant speed that is to the group’s ability.

Most of the Club’s rides are *no drop* rides, meaning that at various points along the agreed route, the peloton will regather, where a rider has been unable to sustain the advertised pace.

On rolling undulations, the bunch should stay together, maintaining the speed of the lead riders. When commencing an ascent, the lead riders should accelerate into the hill to avoid the bunch slowing as normally speed reduces going into a hill. Once at the crest of the hill the lead riders need to keep pedalling for another 100m to let the riders behind complete the hill at the same constant speed.

If the lead riders relax at the crest and slow, a concertina effect (where the bunch closes in and then expands repeatedly) will result with the following riders having to slow or even brake on an uphill section.

Do not free wheel, that is, stop pedalling, when you eat or drink, or when you call or point to a hazard as the riders behind think you are slowing, and they too will slow. This causes a ripple effect through the peloton, with riders then braking to slow and it can cause a possible wheel clip and fall. **Keep pedalling.**

On hills that are steeper or longer, riders may agree to climb at their own pace. If agreed, the bunch will break up for the climb. After reaching the top of the ascent, the lead riders will decide to roll on at a slower pace, waiting for the peloton to regroup or nominate a safe area to stop and wait off the road for the peloton to regroup.

**Lead riders need to pedal when going downhill.** The bunch behind will have the advantage of ‘slip stream’ and can travel faster without pedalling. To avoid the ‘concertina effect’, the lead riders should always pedal downhill and upon reaching the bottom of the hill, pedal faster to maintain the same speed for 100m. This allows the following cyclists to maintain a constant speed down into the flat, avoiding the concertina effect.

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## D. The tail enders

The riders on the back of the bunch have important responsibilities; particularly the rider on the right hand (outside) side. This person must call the bunch across a lane or lanes or warn of trucks, cars, etc., that are approaching the rear of the pack when on narrow and/or single lane roads.

When the lead rider signals to cross over a lane, **it is the right tail rider's responsibility to check and assess the clearance available**. The call will either be **"wait"** or **"over"**.

- **"Wait"** is repeated until it is clear to call over. The tailender signals to the traffic behind of the lane change, then moves across into the open lane.
- Then, and only then, the rider calls **"over"** after ensuring it is clear for all riders to move across, and that a vehicle is not continuing to pass the bunch.

It is important that the instruction is called (relayed) up the line. When crossing over, the bunch needs to move as one group and does not fragment.

On a narrow or single lane road the last rider must warn of vehicles behind. A call of **"car back"** is a simple call that all should understand. The bunch should move over to the left, or if the road is too narrow, move to single file to allow the flow of traffic to occur.

When the bunch is not riding in the kerb side lane, i.e., the inside lane, (due to a merging traffic lane from the left or perhaps an upcoming right turn) and a vehicle passes the bunch on the inside lane, the tailenders call **"car inside"** NOT "car left". A call of "left" can cause some riders to react adversely by moving over to the left, posing a significant risk. The term **"inside"** is better understood for riders and is safer.

The tailenders, whenever checking for hazards behind the bunch, need to ensure they have moved further back from the rear wheel of the rider in front to give sufficient space before looking, in case the bunch suddenly slows.

Before taking their sight from the rider in front and the bunch itself, they need to have assessed the motion of the bunch as being steady and predictable.

When a peloton has fragmented, due to traffic lights, traffic at an intersection, or a pace that is too firm, tailenders should call **"ease up"** and the message be passed up the line to the ride leaders so that they may adjust their pace. When the peloton comes together again, the call of **"all on"** should be made by the tailenders and passed up the line to the ride leaders. Lead riders may also call, **"are we ok?"** to help understand the dynamics of the peloton. The response should be conveyed by the riders who are the last riders of this lead group.

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## E. Calling it through

All riders play an important part in bunch riding and clearly relayed communications is paramount. The lead riders can give the best signals possible but unless they are acted upon by being passed down the line, substantial risks can remain.

There can be a tendency for riders in the middle of a bunch to hear the call and react by avoiding the hazard, but not pass the call down the line.

A middle bunch rider may assume the call was loud enough to be heard by others – a risky assumption. The middle of the bunch must be alert to relay the calls at all times – call it through - to ensure the entire group's safety.

An important call from middle riders is ***"ease up"***, where it can be identified that a rider or several riders are struggling to keep pace with the lead riders, or the group has split due to traffic lights, or traffic at an intersection. ***"Ease up"*** calls should be passed up the line to rider leaders and once the peloton has regrouped, the tailenders should call ***"all on"***; and the message be passed up the line to the rider leaders.

### Supporting the callers

Give encouragement from time to time to the lead riders, the tailenders and other riders who have been making clear, responsible calls. It offers recognition, encouragement and reinforces to all riders the importance of good signals and calls in bunch riding. Without positive feedback, there can be a tendency for riders to reduce the calls and signals made.

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## F. Rotating the lead

Lead riders should stay on the front for short intervals. Fatigue can set in otherwise.

On long training rides (e.g. 100km+), 10km or 20 minute intervals is a guide before rotating off the front.

On shorter weekday rides, the distance and time may reduce by half to share the workload and give lead rider training experience to all riders.

If a rider is not fit or strong enough, he or she should let riders nearby know and when their turn for the front arrives, the surrounding riders are aware that the rider will rotate off the front promptly.

As a courtesy to other riders, lead riders should not rotate off just before the commencement of a hill. **A rotation of the lead should always occur on the flat.**

If you are in the line and must pull out, tell your partner and, if it is safe, move to the left and to the left side of the bunch. If you are not fit or strong enough to stay with the bunch, do not over-exert. Rotate off in the same manner. It is much safer than trying to 'hang on' and risk your own and others' safety.

### Stage 1

The manoeuvre involves a rotation of the two lead riders **in an anti-clockwise direction**, similar to a rolling formation used in pace-lining but at a slower speed. Rider safety is improved as the bunch maintains the two abreast formation at all times.

- Maintain 2 riders abreast
- The call of "**Rotating**" by the front riders
- One of the two front riders signals by rotating her/his index finger

### Stage 2

- The rider on the front right (let's call this rider, rider 8) accelerates and moves in front of the rider on the front left (let's call this rider, rider 1)
- The rider (rider 7) who was behind rider 8 accelerates and moves in front of rider 8, who has just moved forward. Rider 7 claims the front left lead position
- The rider (rider 6) who was behind rider 7 accelerates. Rider 6 claims the front right lead position
- Riders 7 and 6 become the new ride leaders, having rotated in an anti-clockwise direction

### Stage 3

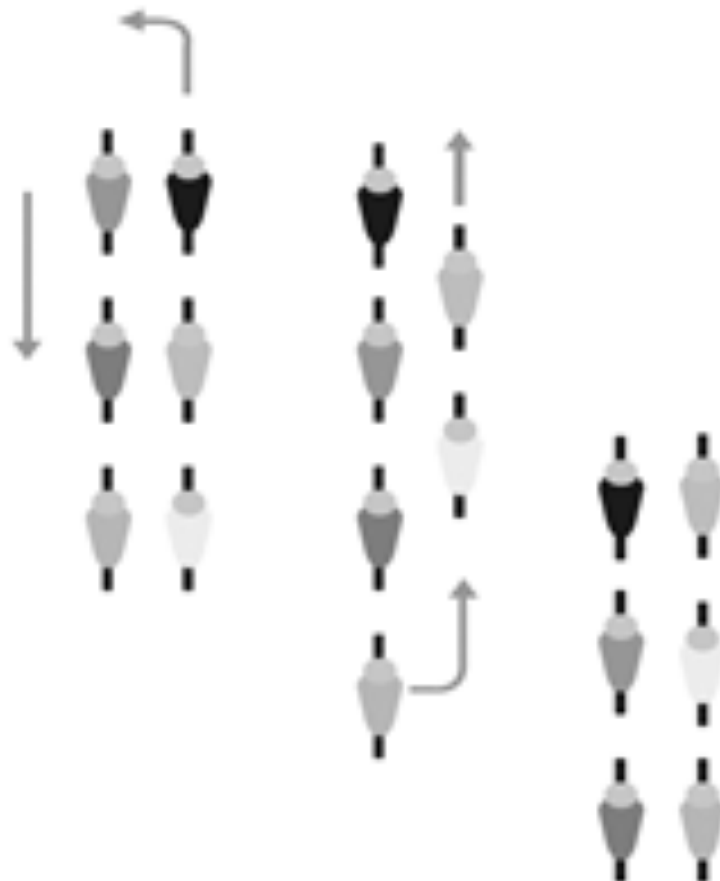
- Riders 5, 4, 3, and 2 move in an anti-clockwise direction, with riders 5, 4 & 3 sitting behind rider 6, on the right hand of the peloton

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- Rider 2 is sitting beside rider 3 and behind rider 1; rider 1 sitting behind rider 8, who is sitting behind rider 7, on the left-hand side of the peloton
- On the next rotation, riders 5 and 4 will take the lead
- On the following rotation, riders 3 and 2 will take the lead



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## G. Pace lining

The pace line will typically be called when the conditions are smooth flat or soft undulation roads, with little or no traffic. Pace lining involves faster speeds, as the rotation off the front occurs continuously like a rotating chain.

Randwick Cycling group rides that regularly pace line include

- the HOP (Thursday Hour of Power)
- 6:15 and 6:30 am Sunday Waterfall rides (between Waterfall and Sutherland), and
- some rides to Kurnell (between Kurnell and Cronulla).

The rider rotating to the front position of the pace line must maintain the same speed as when he or she was drafting. The temptation is to accelerate to the front and this only results in breaking up the pace line formation, with other riders also accelerating to close the gap.

Another temptation for riders once they have moved across to the front left is to reduce speed, causing riders behind to either free-wheel to slow, or brake. This is particularly dangerous in a pace line and deceleration, acceleration surges result.

**The focus when pace lining is on smooth, consistent riding.** Although the speed is fast, no actions are fast. Instead, they are fluid and at the same speed. A pace line on flat roads should not have any rider freewheeling (not pedalling).

As the tailender transitions into the slightly faster right side, he/she calls "***last wheel***". This informs the new last rider to get ready to move across as well.

Without this call, the pace line can easily break up as the riders do not transition to the right quickly enough and then get dropped. This gets worse the faster the pace line is going. If you cannot do a turn at the front, stay off the pace line, rather than try to slot in mid-line, or stay in the same position. Move to the back of the pack and indicate to riders around you that you are not joining the pace line.

**A good pace line requires all riders to maintain consistent speed, smooth motion, clear calling and heightened situational awareness of impending hazards.**

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## H. New riders joining the bunch

Riders new to Randwick Cycling should take time to learn the bunch's communications, the calls and signals made and the general riding etiquette. The best way is to read a copy of this Ride Etiquette then put it into practice at the back of the bunch – by observing, listening as well as talking to one of the more experienced or designated 'buddy' Randwick Cycling riders.

After evidence of good balance, control, communications, overall riding skill and feedback from the rider him/herself, the rider will be invited to join the main bunch, take the lead at times, join pace line riding etc.

Regardless of the cycling experience of the new rider, it is vital to the safety of all riders that communications are known and understood by all parties, and that Randwick Cycling's riding etiquette is closely observed.

This is particularly so when an unknown sole rider, or riders join the Randwick Cycling bunch out on the road. Unless the riding and communication skills are well known to the whole bunch, the rider/s joining must be told they may join but remain at the back of the bunch. Outline diplomatically the reasons why.

The explanation should satisfy a responsible rider's query. If the rider is not happy with the rationale, ask them to continue with their own ride. The same applies if the rider's riding poses any threat to the bunch.

When a rider new to Randwick Cycling or a rider/s want to join the bunch on the road, ask yourself, "Do I have confidence in the rider's calls and signals for hazards, slowing, stopping, for "over" or "clear"?"

There is an additional public health risk, such as the potential for any unregistered rider to unwittingly transmit an infectious disease. And then there is a risk that that the rider may not be insured, in the event of a third-party insurance claim.

If there is doubt, a risk presents itself to you and therefore the bunch, and strategies should be adopted to reduce the likelihood of the risk occurring.

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## I. Wet weather

Wet weather poses many additional hazards. Visibility is reduced for both rider and driver. Road surfaces can become slippery with oil slicks, leaves and other debris. The incidence of flat tyres can increase as road debris sticks to the wet tyres longer than in dry conditions.

To reduce the likelihood of accidents in the wet:

- **Increase the gap between riders to approximately 3 – 4 metres**
- Brakes and wheel rims will be wet. Allow for a much longer braking distance and time to slow or stop. Pump your brakes before descending to help clear water build up on the rims and brakes to help improve friction.
- Slow your acceleration to avoid skidding
- Slow down. Do not ride as fast, especially when cornering.
- Deflate front and rear tyre pressure from maximum by approx. 20psi to provide more tyre contact on road.
- Be wary of materials that are slippery in the wet. e.g., metal plates, grills
- Be wary of white paint or road paint generally (crossings, lane lines)
- Avoid the centre position of a lane where vehicles drip oil from their sump and in the wet becomes hazardous.
- Check your lights are in working order with new batteries for maximum light strength and having a second taillight will only benefit. Keep them on in wet weather.



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## J. Near misses

They do happen. In any workplace, in any social activity there are risks and there will be some lucky escapes and near misses.

Those incidents are important to note with the bunch and discuss at a later stage. Identifying near misses, assessing what could have occurred and considering how best to avoid such an incident in the future is a simple way to help boost the group's safety.

This Ride Etiquette Guide can be reviewed and updated with riding safety improvements.

We can learn from mistakes, but we can learn more from the more frequent "near misses".

#ridebetterwithrandwick  
@randwickcc