



Somerset R.C. Tri

Saturday Rides – Cycling Etiquette

Concerns have been expressed recently about road safety on the Saturday rides. We all need to understand that when we are riding together on a public highway it is very different to riding on our own when we only have our own safety to consider and we all have to be aware of the added dangers. For sometime now the group size has been between 20 – 35 riders and that causes some difficulties with traffic on the A38 between Taunton and Wellington. The matter was discussed at the Club meeting on Wednesday and it was agreed that a brief outline of cycling etiquette would be produced and circulated so that everyone who takes part in the Club ride on a Saturday is aware of how the Club wishes the Saturday ride to be run. The following points have been produced as a result.

1. If there is a group larger than 15 – 20 riders at the start of the ride, consideration should be given to splitting into two or more groups. The quicker pace group should set off first.
2. The ride out to Willand will be considered a social ride and each group will remain together, subject to traffic conditions, and ride at a sensible pace (for that group) to the café.
3. Obstacles in the road will be pointed out by the lead riders and appropriate warnings given by hand signals or by shouts. On narrow roads, for a vehicle overtaking the group the shout is 'Car up', for an on-coming vehicle the shout is 'Car down'. Such shouts, and other warnings about obstacles in the road, are to be passed up or down the line.
4. Warning shouts should be given if there is a need to slow suddenly or come to a stop. Riders should be mindful of the affect on riders behind if they slow down and they should not do so without warning.
5. The front riders should consider the size of the group when approaching a junction and shout warnings depending on approaching traffic. Where approaching traffic has right of way, the front riders will not 'sprint through a gap' where that might lead to confusion amongst the following riders who may not have appreciated the danger from other traffic.
6. If the group is split up during the negotiation of a road junction, the front riders will slow down until the rest of the group has caught up.
7. If a ride suffers a puncture or some other mechanical problem the whole group will wait with them until the problem is resolved. Riders towards the back of the group should shout out if there is a need to stop and that shout should be passed up the group.
8. Riders should carry sufficient spare inner tubes and appropriate pumps to minimise hold ups when punctures do occur.
9. The return ride is often used more as a training ride for those who wish. Any riders who would prefer a more steady return should make that clear at the café to see if others wish to join them. The steady riders can then leave the café a few minutes after the rest of group and treat the return leg as a social ride and follow those guidelines as listed above.

As a Club, we expect all of our members to recognise their individual responsibility in making the Saturday rides an enjoyable, safe and inclusive activity. We also recognise that our Saturday ride is popular with people who are not members of the Club and they are very welcome to join us so long as they are prepared to adhere to these standards.

Anyone who does not think that they can adhere to these standards is politely requested to not come on the Saturday ride.