

## **CODE of CONDUCT for RIDING**

CGC affiliated club's must strive to promote a safe and enjoyable cycling environment for all their members. Club's must lead by example and ensure that each of their members shoulder the responsibility to achieve this and specially in the company of other cyclists. CGC members are expected to adhere to this code of conduct. Failure to do so may result in disciplinary action being taken against the cyclist as well as the club and could include expulsion from the club.

Safety is paramount to the enjoyment of cycling. Awareness and consideration are fundamental to ensuring a cycling environment that is safe and fun. It is the responsibility of each individual to practice safety in respect of their own actions, as well as in their conduct towards other cyclists, motorists and road users.

### **PERSONAL EQUIPMENT**

- **HELMET** - must be worn on all rides.
  - **GLOVES AND GLASSES** - are important and recommended protective gear.
  - **LIGHTS** (both front and rear) - must be utilised whenever riding in the dark or dim conditions. Be visible to oncoming cars. It is recommended that rear "flashers" be used even in daytime to alert other road users to your presence.
  - **REFLECTORS** (belts or anklets) - should be worn when riding in the dark in such a way that they are visible to traffic.
  - **ROAD WORTHINESS** - of bicycles and equipment must be maintained.
  - **CELL PHONE** - should be carried for safety in event of a breakdown, crash or getting lost etc. In an emergency you can phone 084 124 (ER 24).
  - **IDENTIFICATION** - wear your name on your helmet so that fellow members can identify you and mark your bike with your name and phone number.
  - **CLUB KIT** - wearing of club kit is compulsory on all official club rides and in races where you wish to qualify for the club incentive scheme.
- MEMBERSHIP** - Carry your CSA License card at all times when riding.

## **RIDING ETIQUETTE & CONDUCT**

- **BE PREDICTABLE** - ride in a consistent manner – keep in line. Do not swerve or move unexpectedly.
- **INDICATE** - learn accepted cycling hand signs and use them.
- **CALL OUT HAZARDS** - the rider in front is responsible for the one following.
- **KEEP AN EVEN PACE** - do not brake or slow unexpectedly  
- be aware that there is a compounding effect of your actions on the following pack.
- **STAND WITHOUT DROPPING BACK** - call before standing off the saddle and take care not to lose speed doing so.
- **DO NOT HIT THE BRAKES** - look ahead at what is happening on the road and in the bunch and anticipate the moves by the cyclists ahead of you.
- **KEEP ADEQUATE DISTANCE to AVOID OVERLAPPING** - be defensive to avoid being brought down.
- **OBEY THE RULES OF THE ROAD** - conduct one's self with the same consideration as one would expect from any other road user, particularly motorists. Aggressive gestures and behaviour by cyclists, will alienate motorists and is likely to lead to endangering other cyclists:-
  - **STOP at ALL RED TRAFFIC LIGHTS, STOP SIGNS and UNCONTROLLED INTERSECTIONS** - where one's route crosses over an intersection & there is a group of riders following, do not cross, even if the traffic light is green, unless you are sure that the whole group will be able to cross safely before the light changes.
  - **DO NOT HOLD UP FOLLOWING TRAFFIC** - where ever this is practical – i.e. Single file on single lane and busy roads where motor vehicles are frequently coming past. It is illegal to ride two abreast, but traffic officers overlook this provided it is done safely. Only ride two abreast where the road is quiet, there is a tarred verge and/or a double lane. No stopping in the road.
- **BIKE SKILLS** - learn to handle your bike confidently in all situations. Attend bike skills training arranged by the Club or ask someone experienced to assist you. You need to know how to ride through corners, how to "jump" over obstacles, what to do when your handle bars lock, when you bump into a fellow cyclist or when your front wheel connects with the rear wheel of the bike in front, etc.

- AGGRESSIVE OR ABUSIVE BEHAVIOUR** - towards fellow members, other cyclists or other road users must be avoided. Remember that no cyclist in a bunch will deliberately try and cause an accident, so there is no need to shout at fellow bunch riders. A calm reminder to keep in line, not brake suddenly, etc. is all that is required. There is also no need to be aggressive or abusive towards other cyclists who may not be club members, or to motorists or other road users. Even where such other persons are in the wrong, aggressive or abusive behaviour by any member reflects badly on the club, its sponsors and cycling in general. Moreover, it could lead to retaliatory conduct endangering the safety of other cyclists.
- CITING DANGEROUS PEOPLE** - cycling together in bunches requires strict enforcement of discipline to ensure everybody's safety. Report to the Club Committee any incidents with motorists or cyclists where their actions endangered cyclists & where they were transgressing any road laws

  - provide facts and details i.e. dates, registration numbers, motor description, witnesses etc. The Club or CGC will trace the motorist and attempt to positively influence them to take more care
  - a database will be maintained so that more stringent action could be taken in the future e.g. disciplinary measures against members or legal proceedings against motorists.

## ORGANISATION & SUPPORT

- **RIDE CAPTAIN** - must be appointed or elected for each group ride. They will be responsible to ensure that good order and safety are maintained. This could mean stopping for stragglers or accidents or ensuring someone goes back to assist with a puncture or breakdown. Every Club member must submit to their direction & decision during the ride.
- **MARSHAL** - will be in attendance on organised Club rides to provide back up & support. He should ensure that there is a Ride Captain. Contact number should be distributed to the group. A club support vehicle, where available, should carry First-aid Kit, Tubes etc. It will also be prominently signed warning of a cycle ride in progress & will have a flashing hazard light.
- **GROUPINGS** - it is preferable that cyclists of equal ability and fitness ride together. No more than 10 to 15 is a manageable bunch for a Club Ride – therefore bunches should be divided when necessary and the CGC grading applied. It is important to choose a group where one is comfortable and within one's capability. It is unfair to expect a group to wait for a rider when it was that rider who chose too strong a group. Also, if a rider rides with a weaker group (e.g. because he wants an easier ride), he must not set the pace of that group, but leave it to the regular riders of that group to determine the pace. If the strength of a bunch varies significantly, the ride captain must split the bunch and nominate a second ride captain for the other bunch. Under no circumstances are lady cyclists to be left behind on their own.

**'A' & 'B' GROUPS** - are generally the 'racing' group and on Saturday Club rides will not be expected to hold back for anyone who cannot keep up.

**'C' & 'D' GROUPS** - are geared towards our social riders & beginners. These groups should stay together and collect stragglers by stopping or slowing from time to time.

Out & Back Rides are intended to ensure that people who drop off or have a puncture are not 'abandoned'. Circular or destination routes obviously require care to be taken that people are not simply left – particularly, where it may be unsafe for an individual.

- **USE THE "BUDDY" SYSTEM** - every rider should, at the start of a ride, ask another rider to be his "buddy" for that ride. Each rider should then ensure that his buddy is not left behind at any stage.

### **CLUB SPIRIT**

- Promote club spirit by riding together and in club kit whenever possible. Greet fellow members, and other cyclists, when you pass them, in a polite and friendly manner. Acknowledge patient and considerate conduct by motorists or other road users with a friendly “thank you” wave of the hand. Attend the club breakfasts and other social functions where practicable.
- Particular care should be taken to make any visitors feel welcome. At the start of the ride the ride captain should welcome them and ensure that they will be looked after. Note that after two or three rides with the club, visitors are required to decide whether or not they wish to join the club.
- Club members are at all times expected to treat other club members, other cyclists, motorists and other road users with the utmost respect. Any conduct that is unlawful, that may bring the club or its sponsors into disrepute or could be an embarrassment, is prohibited.

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