

Wyre Forest CRC promotes safe cycling.

All club members and prospective members that ride in a group with other Wyre Forest CRC members are advised to follow this guidance for their safety, and the safety of the public.

All riders **must** comply with the Highway Code, the Road Traffic Act 1988, Highways Act 1835 and other regulations that apply. The applicable laws take precedence over any other guidance or advice. Every club member and prospective club member is expected to comply with the law.

Cycling carries a degree of risk that cannot be eliminated. All riders are fully responsible for their own safety and must take into account the safety of other road users. Riders must know their own abilities and not exceed them. When riding in a group you must accept that you have the greatest influence on your own safety.

Riders should wear an EN standard cycle helmet for all Wyre Forest CRC events, rides and activities.

Club Run Organisation

The Wyre Forest CRC club runs are unsupported rides organised and undertaken by like minded individuals on open public roads. They are not formal or organised Wyre Forest CRC events.

Club runs can be arranged by any individual at any start time and location to suit the prospective group. Full details about regular rides can be found on the Wyre Forest CRC website and discussion forum.

The route can be decided on the day taking into account wind direction, weather conditions and the requirements of the group.

Each rider should have adequate tools and equipment to fix common mechanical problems. You should not rely on others to have tools. Toolkit should comprise the minimum of: A pump or means of inflating tyres. At least one inner tube. Minimum of two tyre levers (three is ideal in case of breakage). Allen keys appropriate for your bike.

Safe Group Riding

- Ride no more than two abreast unless overtaking.
- Ride smoothly, consistently and predictably.
- Do not brake sharply without warning unless necessary and avoid sudden unexpected swerves - one rider's actions impact everyone in the group.
- Use steady, predictable braking when reducing speed and leave sufficient stopping distance.
- Ride defensively, assuming that a driver may not have seen you and may not give way to you or the group. Consider riding in single file to assist slow moving following vehicles to pass, especially on narrow roads.
- Hold a steady line when cornering or at junction, do not cut towards the apex of a bend across the path of other riders in the group. *"Hold your line"*.
- All riders in a group should communicate with others in the group. When possible, warnings should be given from the front of the group and passed down in relation to any hazards such as parked vehicles, potholes or other obstructions.

When safe, riders can assist others in the group by shouting or giving a hand signal as appropriate with the left or right hand. The warning should be repeated (if safe) by those following.

- Pot hole – hand pointed down at the defective area of road accompanied by shout of “hole!”
- Undulating, gravel covered or rutted road - pointed downward, shake with open flat hand.
- Stationary vehicle - use appropriate arm behind the back to point away from the obstruction to guide the rider behind, accompanied by a relevant shout of “left” or “right”.
- Left turn ahead, shout ‘left’ with left hand raised high for other riders to see.
- Right turn ahead, - shout ‘right’ with right hand raised high for other riders to see.
- Stop - shout ‘stop’. (Hand signals cannot be used as both hands are required for braking)

Warn of approaching or overtaking vehicle from the rear by shouting "car up" and warn of an oncoming vehicle by shouting “car down”. Do not "wave through" a following vehicle that is waiting to overtake - let the driver make this decision

While other riders shouting ‘clear’ at junctions may be helpful, always check for yourself that they haven’t missed seeing another vehicle, especially one moving at high speed. It is your responsibility to give way at a give way junction. Always slow down and be prepared to stop.

Do not let your front wheel overlap the rear wheel of the rider in front. Learn to stay at a comfortable but safe distance away from their rear wheel, look up and relax. If you are nervous then ride to one side of the person in front, but do not overlap wheels. Changes of speed should be as gradual as possible. When riding two abreast stay level with the person next to you and do not constantly increase the pace when a rider draws level with you ("half wheeling")

Riders should wear clothing that makes them easily visible to other road users and be prepared for changes in the weather.

When approaching a ridden horse, slow down and be prepared to stop. The lead rider should warn the horse and rider that cyclists are present behind with a shout of “cyclists” from a significant distance and then repeat as you draw closer. Pass by wide and slowly, advising the horse rider approximately how many cyclists are following. Heed any advice given by the horse rider. Horses can be spooked by bikes (especially ones that arrive silently from behind) so it is essential that the horse hears the human voice before it sees the bikes.

In the case of loose animals on the carriageway, the front riders should shout warning, reduce speed and point in the direction of the animals. The warning should be passed back by the following riders.

The use of all tri-bars, spinaci bars or clip-on’s is strictly banned from all club group rides.

Riding Conditions

In extreme weather the individual riders must decide whether or not to ride, this decision may take place at very short notice. Individual riders must consider whether it is safe to ride at all in icy conditions. If individual riders make the decision to ride on icy public roads, it is advisable to follow roads treated by the highways authority with salt.

Cycles must be in a road-worthy condition and comply with legal requirements, particularly relating to front and rear lights.

It is your own responsibility to be able to navigate back home if you get lost or abandon the ride. Other riders may assist, but do not rely on this.

Although not legally required, it is very strongly recommended that you are a member of British Cycling or have equivalent third party liability insurance.

Rider Health

By joining in with Wyre Forest CRC club runs you have determined that your current physical condition, ability and health is adequate for the effort required. These are unsupported rides, with no specific medical cover provided on the open public road. In the case of injury, accident or illness assistance is to be summoned by dialling 999.

You are strongly advised to warm up sufficiently or ride at a warm up pace in the first few miles. Ensure you have the correct position on your bike and suitable clothing. It is extremely important that you stay properly hydrated and carry sufficient water and nutrition for the duration and effort of the ride. Drink regularly during the ride, especially if you start to feel thirsty. Plan and make food & drink stops as required. Take your mobile phone. Add ICE number (In Case of Emergency) within the phone so others can access if necessary.

In the event of an accident. Stop, and ensure no other vehicle can become involved. Warn other road users of obstructions in the road and that they must slow down or stop. Do not move an injured person unless they are in imminent danger or it is absolutely certain that injuries will not be made worse. Do not offer any drinks or medication. If first aider present let that person take charge of the injured party. Keep talking and re-assuring the injured person, if necessary dial 999. Send a free cyclist or member of the public to confirm the location if the incident.

All accidents, illness, injuries and incidents that occur on Wyre Forest CRC club runs must be reported to the General Secretary as soon as possible.