

Bondi2Berry Rider Etiquette

Each cycling club or group has various rules and guidelines to follow when cycling. Bondi2Berry has developed this document to outline some specifics about how our training rides and the Bondi2Berry ride itself will operate.

Obey all road rules

Please obey all road rules when riding. For example, please stop at red lights, or stop signs, even if this means splitting the group. Ensure the split is communicated to the riders on the front so they can slow down until the rear riders have caught up.

Also be aware of other road users, be courteous and respectful of others. For example when in slow traffic or approaching stopped cars at traffic lights, do not ride between lanes to move past vehicles.

Riding in a group / peloton / bunch

Each group will usually have 2 ride captains, who will make decisions and calls based on the scenarios and ensure safety of the riders at all times. The groups will ride in pairs of 2, riding 2 abreast (unless otherwise instructed by the ride captains) and usually be a maximum of 20 riders. Please ride evenly with the rider next to you, handlebar to handlebar and not surge or ride ahead.

A touch of wheels is the most common cause for a crash within a group. To reduce this risk we ask riders to keep a distance of approximately 1 metre off the rear of the wheel in front. This gap increases to 3 metres when descending.

Do not focus on the rear of the wheel – look ahead through the line. Focus on the person in front and ahead through the line. This allows more awareness of the surroundings and situation.

The ride captains 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.

Below is a guide for when it is better to ride single file:

- Riding uphill reduces our speed significantly so on a single lane road keep well to the left and in single file if needed.
- Some busy traffic single lane roads with a shoulder would be safer riding single file within the shoulder.
- The bunch should form single file formation to pass parked vehicles.

Generally the rider on the inside (left) is to move forward and the rider on the outside (right) of this rider is to drop in behind the rider to their left. But above all, please communicate at all times and merge or form single file as safely as possible.

Communication

Communication is key. It is critical that all riders communicate clearly and loudly with each other throughout the ride. It is each rider's responsibility to communicate, and relay calls up the group or back down the group.

The riders on the front of the group are the eyes for the entire group and need to ensure all road hazards are communicated to the riders following. The wind and other road noises can make it hard to hear calls, so it is important to pass the calls back through the bunch, clearly and loudly.

You can also point out obstacles such as holes, broken glass, parked cars, loose gravel, rocks or debris on the road, calling out "hole" etc as well as pointing is helpful in case someone is not looking at your hand when you point.

When in pair formation and a hazard (hole, stick, gravel) is identified, the lead rider makes the call. For example:

Hole left - called by the left hand lead rider

Hole middle (of both lead riders) called by both riders

Hole right called by the right rider.

Other communication / calls that apply:

- **When passing another rider or group** always pass on the right hand side and advise the rider or the group by calling "Riders back". When passing the bunch, keep calling "Rider/s right" so all riders within the group are aware your bunch is passing.
- **When approaching traffic lights** the lead riders will make the call of "stopping" or "rolling" and this must be passed back through the bunch. If the lights change as the group is part way through the lights, you can call "stopping" loudly and slowly come to a stop. Don't suddenly slam your brakes on as this may result in a crash.
- **When entering a roundabout** or turning at an intersection the lead riders must call "clear" or "car left / right" or "stopping". All calls should be relayed clearly down the line so that each cyclist makes the call for the riders directly behind. Stay in the lane when riding through roundabouts.
- **"Car Up"** if there is parked car or car pulling out ahead of the group. 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.
- **"Car Back"** if a car is coming and the group have to move in to allow room for it to pass.
- **"Walker up", "Runner up"** alerting that pedestrians or joggers are ahead of the group.

Changing lanes

When the group needs to change lanes 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.

The ride captain, or rider at the back of the group will then give the call to either “wait” or “over right”, ensuring it is clear. The ride captain or rear rider needs to ensure that any cars have passed the group before calling “over”.

Starting from traffic lights

Please be mindful to accelerate slowly when starting at traffic lights. The front riders should start to roll at a relatively slower smooth pace, and not accelerate quickly ‘out of the saddle’ as this causes large gaps in the group. It also leads to the riders in the middle and back of the group to have to ride faster to catch up which causes the accordion effect, which is something we want to avoid.

Train and tram tracks

Ride over tracks as straight as possible, ideally perpendicular to the tracks to avoid the wheel becoming caught, and keeping your body weight centred over the bike.

Rolling / rotating the lead riders

Each group or lead riders will “roll” or rotate during the ride.

This is simply called “rolling” and the lead riders will roll / rotate the left in an anti-clockwise direction (front right rider moves to the left) as per the diagram.

Rolling is done at the call of the ride captains, or the rider on the front wants to roll.

Sometimes, there will be a gate system in place, where only the front 6 (or 8 riders) “roll” or rotate, therefore having a gate in place where the next 2 riders in the group stay in position. This applies when partial rolling is in place for the front part of the group to “roll” and the back half of the group to stay riding side by side.

Please listen to the ride captains and follow their guidance and direction at all times.

Remember, communication is key, and if all riders are communicating calls clearly and passing calls up and down the group then this will help to have a safe ride.

