



GROUP RIDING WITH BNECC
Brisbane Cycling Club

Required Reading for
ALL RIDERS



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Information for ALL RIDERS

BNECC is an open club and welcomes new riders. In the interests of providing a safe riding environment for all, BEFORE joining a group ride, you are required to read carefully though the following information which is important to keep us all working from the same page. Existing riders are also encouraged to re-read this information from time to time.

1. SAFETY IS EVERYONE'S RESPONSIBILITY

In order to ride safely in a group, each rider must be aware of a number of important factors - appropriate riding experience, fitness, a mechanically sound bike, alertness, consistent riding style & excellent communication through clear and universally understood signals.

An underestimation of the importance of any of these factors can lead to a break down in the group's discipline, which will have disastrous effects.

Please note - it is important that all riding groups have slight variations on signals and calls, on formations & etiquette. It is important each member reads the following document to understand the basic riding etiquette rules that the club will always follow.

Erratic riding with breakaway groups pressuring the back riders can lead to rider fatigue & tired and sloppy riding technique - putting the group at risk of an accident. Regardless of how experienced you may be as a cyclist, as a group rider, or how fit you are and how well you communicate calls & signals, safe group riding relies on a highly responsible team effort.

2. FORMATION & POSITION

2.1 2 x 2 FORMATION

1. 2x2 Formation is standard for group rides. Riders are said to be "Siting on the Wheel".

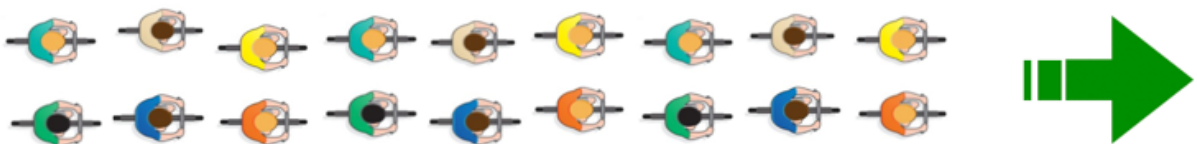
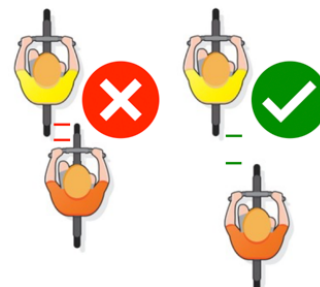


Figure 1: 2x2 Formation - ride safely behind and to the side of the rider in front

2. When riding 2x2 formation the goal is to ride evenly with your paired rider beside you. Don't ride with your front wheel slightly in front of theirs, ESPECIALLY when you are the pair on the front.

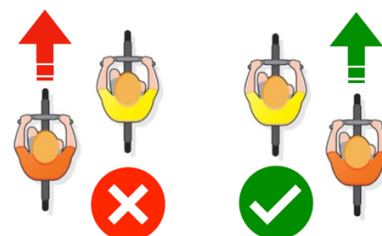
3. Focus on the **person** in front of you, **not** on their wheel. By focusing on the person, you will get a better awareness of what is happening in the group
4. **NEVER** sit directly on the wheel of the rider in front (positioning yourself slightly off to one side gives you better vision down the line & more time to react to hazards).

5. Follow at a safe distance, and don't overlap wheels i.e. keep a distance of approximately 0.5 - 1 metre behind, AND slightly off to the side of the wheel of the rider in front. If you find yourself overlapping, ensure a safe distance to the side of their wheel until you can safely return to following their wheel.



6. Beware of **Rollback** - When getting out of the saddle to climb, be aware of your bike jumping backward toward the rider behind you. Signal you are about to climb with the flick of both elbows. When following, leave room and ride slightly to the side of the bike in front to allow for rollback (about a foot or so) if/when the rider gets out of their saddle.
7. Keep pedalling/ Avoid freewheeling if you are on or near the front of the pack and when drinking/eating, as this can cause a ripple effect through the pack

8. **Only pass on the RIGHT SIDE** of other riders. Ensure there is sufficient room in front of the rider you are overtaking for you to re-enter the group without causing sudden braking. NEVER pass on the left - this causes accidents. If you have extra momentum, the safest option is always best. If riding up beside the rider in front, let them know "ON YOUR RIGHT!", and brake gently to find your way safely back to sitting on their wheel.



2.2 Road Position

Don't ride too close to the gutter, drains, grates & rough edges as there are people relying on you for a safe line to follow.

If you do find yourself off the road into the rough, slow down, keep pedalling (for balance) and STAY in the rough until there is a safe/low-height lip to return to the road.

2.3 Crossing Train Tracks

Ride over tracks at a good angle, ideally perpendicular to the tracks to avoid your wheel getting caught. Call "**TRACKS!**"

3. COMMUNICATION IS THE KEY TO SAFETY

3.1 Know your calls and signals!

All riders have responsibility for the safety of the group through the relaying of messages through the group. Use hand signals only if safe to do so, otherwise keep both hands on the bars all times. Always use LOUD and CLEAR calls as below. **(Those in the middle of the group must also repeat/ relay ALL messages clearly). IF YOU HEAR IT - REPEAT IT!**

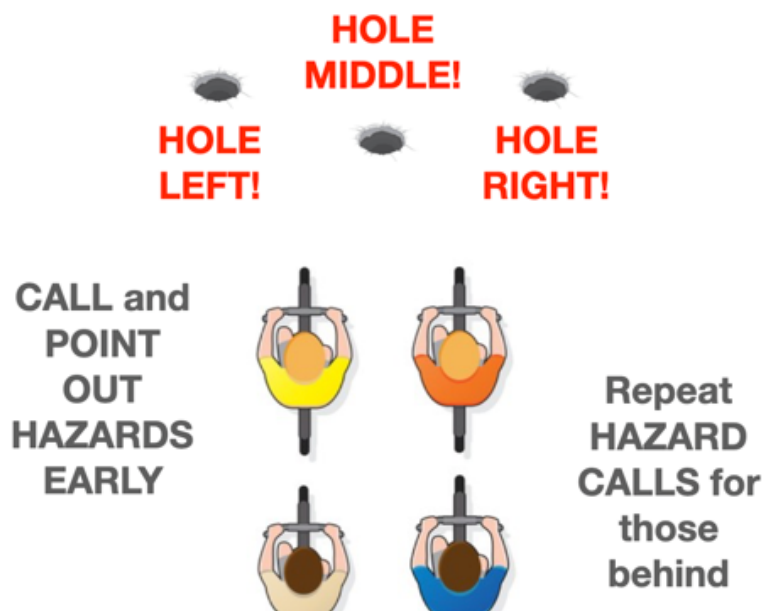
3.1.1 CALLS and SIGNALS to send BACK through the Group

“**HOLE LEFT!**” - hole/ pit to the left of the left column (+ point to the hazard)

“**HOLE MIDDLE!**” - hole/ pit between the columns (+ point to the hazard)

“**HOLE RIGHT!**” - hole/pit to the right of the right column (+ point to the hazard)

“**CLEAR!**” - the way/ intersection is clear to continue



“**SINGLE!**” - arrange into single file

“**RIDER UP!**” - there is a rider up (and signal behind back)

“**WALKER UP!**” - there is a walker ahead (and signal behind back)

“**CAR UP!**” - there is a car ahead coming toward you, or stationary (and signal behind your back for riders to move away from the hazard)

“**LIGHTS!**” - lights ahead are changing to amber/ red

“**ROLLING!**” - you are rolling through a changing set of lights

“**SLOWING!**” - you are slowing

“**STOPPING!**” - you are stopping / those behind also need to stop to avoid hitting you.

“**DOOR!**” - when passing a line of stationary vehicles, where a door has been or is about to be opened (and indicate behind your back for riders to move away from the hazard)

“**GLASS!**”, “**CRACK!**”, “**ROCKS!**”, “**STICK!**”, “**BRANCHES!**”, “**GRAVEL!**” ..etc (and point to the hazard)

“**TRAIN TRACKS!**” - there are train tracks (and tracks signal behind your back)



Figure 5: Bicycle Hand Signals (Source: Bicycle NSW)

3.1.2 CALLS and SIGNALS to send Forward through the Group

It is IMPERATIVE that calls are passed forward to the front riders, as they are guiding the group and setting the pace for the group but cannot be looking back to know what is going on. They need to know what is happening at the rear of the group and rely on calls being relayed loudly and clearly forward.

“**CAR/S BACK!**” - if a car/s arrives on the back of the group

“**CAR/S PASSING!**” - if a car/s initiates a pass

“**RIDER/S PASSING!**” - If a rider/ group of riders has caught the group and has initiated a pass. (Usually the front of passing groups will communicate with the rear of your group as they initiate the pass).

“**SPLIT!**” - when a group is split for any reason (usually stop lights, hill climbs, or pace is such that riders are dropped)

“**FLAT!**” or “**MECHANICAL!**” - a rider has a flat tyre or mechanical issue

“**SIT UP!**” or “**SOFT PEDAL!**” - lets riders know to ease up on the pace. Actually sitting up is a good visible sign to those behind the split that the front is waiting.

“**ALL ON!**” - when the split group has rejoined the front of the group and pace can resume to what it was.

3.1.3 CALLS ACROSS - to riders beside you when Rolling Turns

“**YEP!**” - when you are on the front of the left column, this brief call lets the rider in the right column who is rolling turns to ride in front of you know that their rear wheel has passed your front wheel and it is safe for them to in front of you in the left column.

“**LAST WHEEL!**” - at the rear of the group when you move from the left column to the faster right column, this call lets the rider who was in front of you know that they are now the last wheel, and prepares them to accelerate to keep the group rolling safely and smoothly.

4. NAVIGATING LIGHTS AND OTHER ROAD USERS

4.1 Traffic Lights and intersections

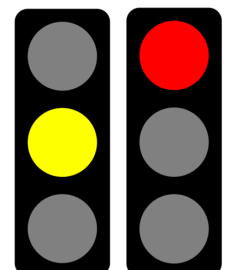
4.1.1 Lights Red or turn amber in the distance

Call “**LIGHTS!**” when lights are either red, or changing to amber/red in the distance call to make the group aware of possible slowing or stopping.

4.1.2 Lights turn Amber - immediately ahead

Obey road rules where safe to do so - ie. if safe to stop - call as follows:

Call “**STOPPING!**” - Those at the front of the ride need to allow for the fact that there is a group behind them with a delayed reaction time. This means that often the group will roll through amber lights, even though the front few could have stopped, those behind would likely not stop in time, causing an accident.



Call “**ROLLING!**” - If those at the front of the group determine that the group able to safely make it through

4.1.3 When the group is Split

If the group is long, split at an intersection, or red lights, then somewhere in the middle of the group the call “**STOPPING!**” Will be made. Those behind should immediately repeat the call “**STOPPING!**”.

Those in front of the split need to immediately call “**SPLIT!**”, which should be relayed to the front. Those who are in front of the split can then sit up and SOFT PEDAL until those split can catch up.

Following the split, the call “**ALL ON!**” Is made to advise the front riders that they can resume normal pace. If front riders ask “ARE ALL ON?” Its important that this is relayed to the rear of the group so an answer can be given and relayed back tot he front.

4.2 Navigating other road Traffic

1. Although cyclists have rights on the road, be aware that motorists are often distracted, and can struggle to accurately estimate relative speed/ distance which can heighten risk to all. Erratic or inconsistent cycling puts additional pressure on drivers of vehicles and risks the safety of the group. Ensure that all your movements are clear, noticeable & predictable to everyone around you.
2. When in slow traffic do NOT ride through the traffic to move past vehicles unless there is a clearly marked bicycle lane
3. When traffic is stopped in front of the group, stop behind the last stationary vehicle as you would as if you were in a car. A large group is as big as a vehicle on the road and needs to behave like one.

5. UNDERSTAND YOUR POSITION IN THE GROUP

5.1 Riding at the front of the group

The riders at the front play a very important role in providing an environment for smooth riding for the group. They set the pace, make the calls for road obstacles and warn the group of any traffic changes. Leading the group is NOT the time for a social chat. It is important to properly identify what is hazardous to the group. The hazard need not be called if it is too far away to be a problem to the group, or if it is too minor. Making too many irrelevant hazard calls will lead the group into becoming unresponsive to calls — thereby when really required will become ignored. Lead riders must constantly scan the road ahead for what lies ahead for the group, and make safety calls in advance (hazards, single file etc).

5.1.1 Pace Setting

1. Keep pedalling over the top of a hill, the riders behind need to maintain a speed to get up the hill
2. Lead riders are to always pedal while going downhill to maintain the group pace. Because climbs will often stretch the group, those on the front should pedal over the top of a crest.
3. When riding on the front, do not attack/ accelerate away from the group unless there is a planned hitout section. If you must ride off the front, let a Ride leader know what you are doing beforehand.

5.1.2 Rotating the lead riders - 2x2 Cruising pace

1. Lead riders need not stay on the front too long (not more than 5 mins)
2. If you feel you are not strong enough to take a turn, when it is your turn on the front - take it, tell the rider on the front on your left that you are tired and will roll over. Ask the new front rider on your right to also roll over so you no longer on the front. DO NOT suddenly pull off the line to drop back when it is your turn, as it this only leaves a gap and creates risks.

5.1.3 Passing other Bunches of Riders

On any ride there is a strong chance that your group will need to pass other groups. To pass another group safely, please observe the following etiquette. Those on the front of your group need to determine if safe for the WHOLE GROUP to commencing passing another group. If unsafe, call "**SLOWING!**" and wait until safe to initiate the pass. If necessary to arrange single file first, call "**SINGLE FILE!**", and signal to those behind.

MAKING THE PASS

1. Announce to those at the rear of the other group that you are passing by sounding your bell and calling "**PASSING RIGHT!**"
2. Pull out to the right to allow at least 1 metre sideways gap between their riders and yours
3. Once you have passed the front of the other group, stay to the right until the rear riders in your group have safely passed the front of the other group by about 10m before resuming your original line on left side of the road. Clear communication and safe riding distances keep things safe for all, and are always appreciated by other riders.

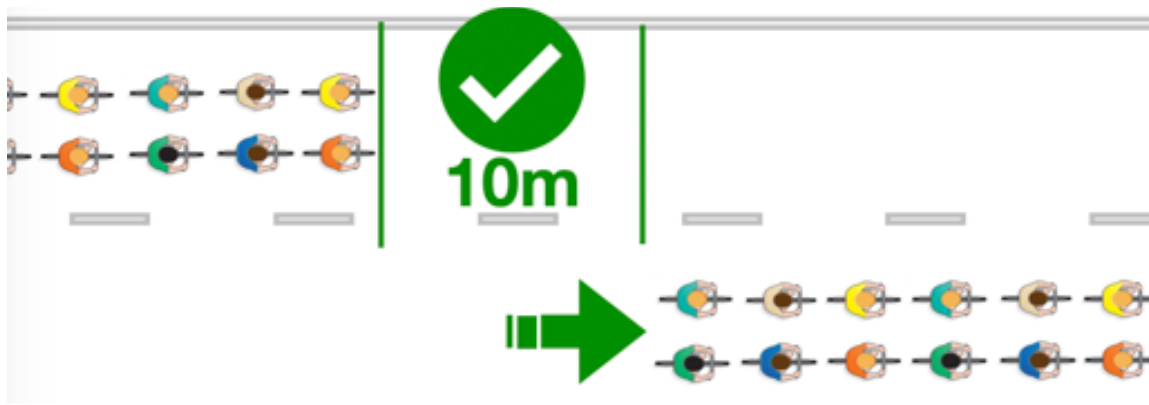


Figure 8: When passing other groups leave plenty of room for the rear of your group to pass the other group before moving back to the left

5.2 Riding at the REAR of the group

The riders on the rear of the group also have a huge responsibility for the safety of the group, particularly the rider on the outside right. This person must:

5.2.1 Changing Lanes

When the group has to change lanes, the front riders must hand signal. The rear rider must make the call 'wait' if unsafe to move across and Take the Lane. Ride leader at the back will anticipate lane changes in advance, takes the lane when safe to do so, calling "TAKE THE LANE" to those in front. This also signals to cars behind that the group is changing lanes, and prevents car-cyclist accidents. Those at the front should be able to look behind and see that the Rear Ride Leader and those at the back of the group have taken the Lane, and will see that it is safe for them to do so too.

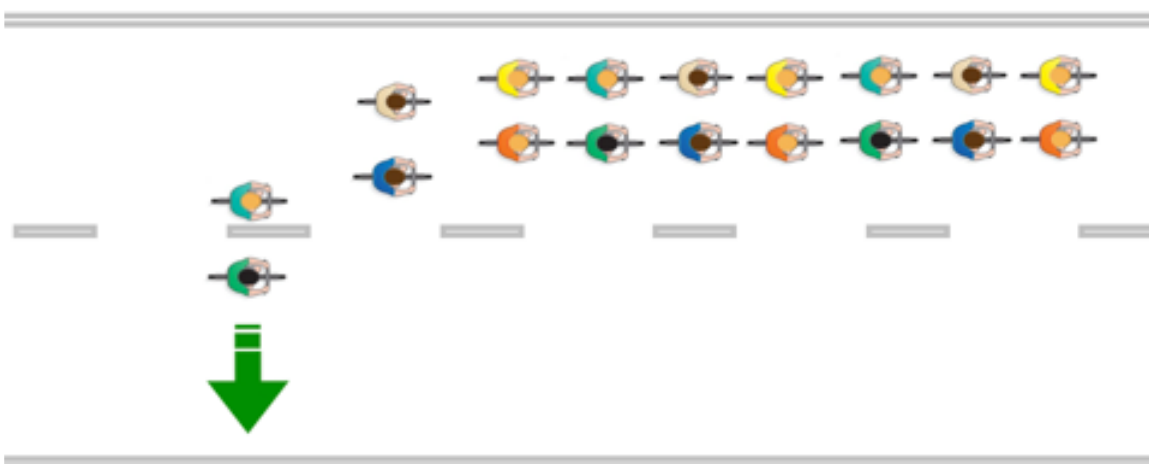


Figure 6: The rear of the group checks and prepares for lane changes, calling to those in front "TAKE THE LANE!"

Before every check behind (that requires the rear rider to take their eyes off the rider in front), allow extra room to the wheel in front to allow for a longer reaction time.

5.3 2x2 Single Rolling Turns - for headwinds and faster pace

Rolling turns helps the group work together, enhances overall speed and sharing the load of riding on the front. This is usually employed in headwinds, or when the goal is higher speed (eg. Full Gas Fridays).

5.3.1 Rolling Turns in 2x2 formation - The Rules

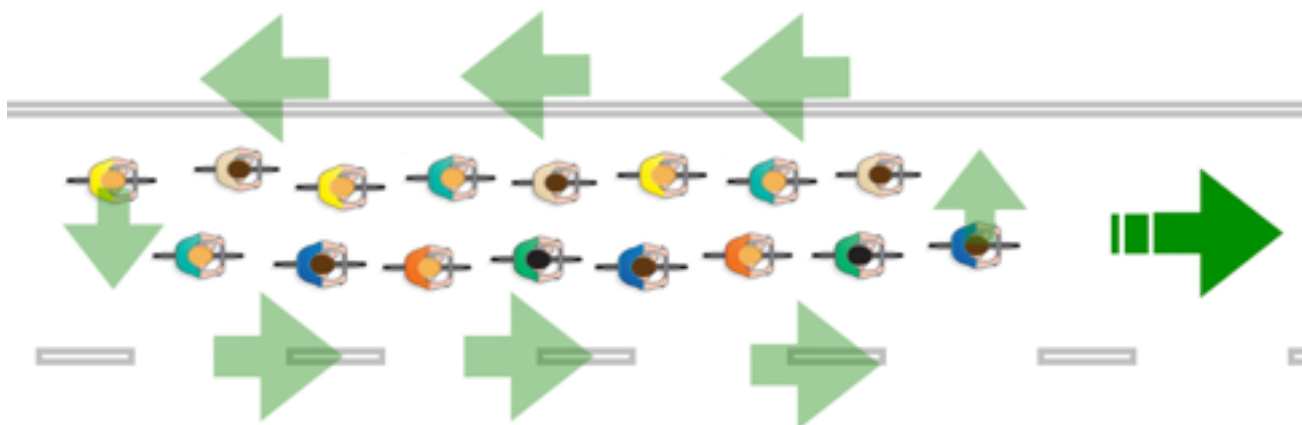


Figure 7: Rolling Turns - the group is rotating in an anti-clockwise direction while moving forward. The right column moves faster than the left column.

1. Riders on the outside of the group are travelling faster than those on the left. The group is 'rolling' turns.
2. Lead rider in the right column rolls over to take the front position of the left column. Keep eyes ahead at all times.
3. The time to safely roll over from right to left is when your rear wheel has just passed the front rider in the left column. That rider calling 'YEP!' lets you know that your rear wheel has passed their front tyre and it is safe for you to ride in front of them.
4. Rider who has just moved to the left must continue to pedal but can ease off slightly so the group pace remains constant.
5. All Riders, especially those near the front of the pack should continue pedalling without freewheeling.
6. The last rider in the group on the right side column must tell the last rider in the left side column that they are now the 'LAST WHEEL' so they know that they are the next rider to move across the back of the outside column.
7. If a rider are not taking a turn and rolling over to the right column at the rear of the group, other riders can call for the rider to take a turn if at all

possible. If this is not possible it is important that the rider drops back a little and communicates clearly with the riders in front with “**YOU GO!**” This is known as wheel sucking and while permissible, it does negate all bragging rights after the ride. See Rider Etiquette under wheel-sucking.

5.3.2 Single File Rolling Turns

When riding in single file, lead riders can indicate for the next rider to come to the front with a flick of the right elbow. If the rider behind cannot come forward, then communicate so that others behind can come forward to the front.

5.3.3 Bike Paths

Take special care when using Bike paths and ride to the conditions, looking out for and communicating about/with other riders in both directions. Clear calls are especially helpful, and all riders in the group need to be watching ahead to avoid collisions with other riders. **Single file is often appropriate.** Front Riders - Don't be afraid to call for this. When passing, or in technical sections, observe all guidance above.

6. Struggling Riders

Usually some support from other riders in the group is enough to provide additional shelter and support for struggling riders.



If the struggle is such that a new plan is needed, group leaders will make a plan to get struggling riders home. This will either mean dropping the pace for the whole group slightly, or if the struggle is significant, then one ride leader can form a new group with the struggles whilst the other Ride leader rides on with the rest of the group.

7. Strong Riders

Remember in a group ride you are not riding for yourself, but for the group. If you are feeling strong, take turns at the front, providing additional shelter and support for struggling riders. It will be appreciated!

At regroup points ensure there is at least some break time for struggling riders to quickly refuel, rest and hydrate. Taking an extra minute or two for a struggling rider to rest and regroup can be the difference in being dropped again straight away, making the ride longer for all.

If you have loads of extra energy, make the most of the planned hitout sections.

8. Flat tyres/ mechanical issues

If you or someone near you has a flat or mechanical, call “FLAT!” or “MECHANICAL!”. This is a signal to others to stop when safe to do so. It is important if some riders stop with the person to assist them and get back on the road quickly. If the issue is complicated, then Ride leaders will determine the course of action for the group.

Typically the group will either wait until the issue is fixed, then resume the ride

- In some cases, strong riders will tell the Ride Leader they are happy for the group to continue and they will work together to catch the group. (Often when the issue is simple or only a short time from being resolved)
- In some cases the issue is significant and a determination can be made to abandon the group and Uber home etc. In some of these cases the person with the issue may need other riders to wait with them until safely collected, before resuming their ride home without the group. Ride leaders to be part of any decision.



9. Wet Weather

1. The need for clear, loud, repeated communication becomes even MORE important - ensure it happens. Communicate slippery spots, difficult corners etc. The group should take cornering carefully and look after each other. Teamwork trumps your need for Strava segments - remember this!
2. Increase the gap between cyclists
3. Allow for longer stopping times — your braking surfaces will be wet
4. Slower acceleration to avoid skidding.
5. Slow down — especially when cornering
6. Be wary of materials that are slippery — road paint, metal grates, tracks...etc
7. Use lights to increase your visibility on the road
8. Reduce pressure in your tyres — allowing for more of the tyre bag on the road for better grip (20psi less than usual)

10. Other Safety Reminders

1. Be consistent & predictable
2. No use of mobile phones/ in-ear headphones while riding
3. Use lights when possible, not only in low light times - Put your front lights are on a constant, bright setting, and ensure your rear lights are not flashing or too bright.
4. Check all attachments to bike are secure.
5. Always use a proper cycling water bottle. Others will fall out the bottle cage and become a hazard.
6. Get off the road when stopped.
7. If you accidentally bump shoulders/handlebars with another rider don't panic. Stay relaxed and lean away from each other.
8. Ride within your ability — don't over extend yourself.
9. Ride with the club as much as possible to learn how the group feels on the road
10. Dress according to the weather.

11. Rider Etiquette

1. People appreciate clear, loud, repeated communication. Be part of building a strong and safe culture within BNECC.
2. Be on time - don't be late to ride starts. If you are late, it is on you to use your initiative to either catch the group or make another plan.
3. Take your turn on the front when its your turn. (Unless you cannot).
4. Ride smoothly for those behind, and avoid swerving/ surging.
5. If clearing your nose, wait till you can ride to the side to do so.
6. If others give you tubes/ gas etc, buy them coffee, or if they aren't at coffee, pay it forward. Buy someone coffee, or help someone next time.
7. Keep your bike well maintained and with good tyres - others are depending on you.
8. Please wear your BNECC kit on Fridays, Sundays and when racing.
9. When in BNECC kit, remember you are an ambassador for the club - help to keep our good name in the community by being safe and courteous to all other road/ path users.
10. If you cannot take your turn on the front and have no other option but to hang on the back of the group (wheel-sucking), you understand that you forego all bragging rights, and should acknowledge the group in your Strava post. Wheel-suckers must not post better times that those that did the work!
11. Ask permission if you use someone else's photo, and credit the photographer in your post.

12. Accidents/ Injuries

12.1 Minor Accidents/ injuries

Minor accidents/ injuries - injured riders can move themselves and their bike to safety. No other road users involved. No need for ambulance, or police report.

In case of a minor accident, other riders should work together to:

1. Guide other road users to slow/ stop to make the scene safe, secure the accident zone, protecting any injured riders until they can make their way to safety. Assist if needed.
2. Assess the extent of injuries and provide assistance. Most minor injuries will be more inconvenience and discomfort than anything else.
3. Ride Leaders to collaborate to determine how and when the group continues.

12.2 Significant Accidents/ injuries

Significant accidents/ injuries - injured riders cannot/ or should not move themselves/ their bike to safety. Other road users may be involved. Ambulance/ police may be necessary.

In case of a significant accident, other riders should work together to:

1. Guide other road users to slow/ stop to make the scene safe, secure the accident zone, protecting injured rider/s from further harm.
2. Assess the extent of injuries, starting with the most injured - DO NOT move any rider with suspected head/ neck/spinal injuries.
3. If there has been potentially injury (Remember spinal injuries are usually not evident - err on the side of caution) and **call 000 immediately** and arrange for an ambulance to come - you will need to give an accurate description of your location, the number of injured persons needing care, with a description of observable injuries. NEVER BE AFRAID TO CALL AN AMBULANCE! A benefit to all Queenslanders is that Ambulances are provided free by the Qld Government, regardless of which state you are in at the time. It is helpful to know that once the injured has been moved from the scene their case will be de-escalated by Ambulance staff.
4. Ask for anyone in the group with medical training and invite them to assist. The most qualified medical person should take a lead role in directing the delivery of any first aid to the injured. In the absence of medically-trained professionals, BNECC riders should be prepared to take control of the situation, without regard to the advice offered by other well-intentioned riders. Be prepared to INSIST to both the injured and to other cyclists that the injured person is not to be moved until paramedics arrive. The writer of this section was moved following an accident before paramedics arrived, and discovered later that he had a broken sternum (internal bleed threat) and fractured vertebra (spinal chord threat).

Say to the injured: "I want you to lie still and rest as much as you can. As a precaution we have called an ambulance which will be here shortly - they will be able to assess you help us work out what you need."

Say to others who stop to help: "We will not be moving the injured. Paramedics are on the way - they will assess the situation and we will take their advice."

5. In the event that there is significant bleeding, seek to stem blood flow by applying pressure to the nearest blood supply. A thumb is often the best tool for this.
6. Other riders assist with keeping the scene safe, directing other road users safely around the scene if necessary.
7. If some riders are available to do so, seek to make injured riders as comfortable as possible until help arrives (shade from sun, small sips of water etc).
8. Riders are to update Ride Leaders/ share any developments.

9. Once care for the injured has been arranged, Ride Leaders will collaborate to revisit the ride plan/ next steps for the group. It may be that Ride Leaders ask most of the group to continue on with one Ride Leader, while some riders remain as carers/ witnesses to assist medical/ police staff with the other Ride Leader.
10. After the ride has concluded, Ride Leaders will email a summary of events to the Club President.



GROUP RIDING WITH BNECC
Brisbane Cycling Club

Information for
RIDE LEADERS



Information for RIDE LEADERS

Read the BNECC GROUP RIDING - INSTRUCTIONS FOR ALL RIDERS, and the following notes specifically for Ride Leaders.

13. Before the Ride

13.1 Familiarise yourself with the route

Ride Leaders should be aware of the route (and ideally have also ridden it prior). Each route has some areas where a little forewarning can save accidents from developing Spots that may be straight forward for a single rider can create a pinch point for a large group pathways e.g. shared bike paths (e.g. Hornibrook bridge) and technical traffic sections (e.g. Anne St inbound). Discuss these as Ride leaders so that you can share them with the group before (and remind during) the ride.

13.2 Route changes

Any decisions affecting the group should be made by Ride Leaders in collaboration together. As a courtesy, update the Ride Planner if major changes are proposed or if cancellation necessary.

13.3 Questions on Team App

Ride leaders check and respond to any comments in Team app.

13.4 Cancelling a ride

In the event of inclement weather, a call to cancel a ride, is the responsibility of the Ride Leaders. This will likely be a short SMS conversation at 4am based on an analysis of the latest weather/ radar. If the call is to cancel the ride, add this to the ride chat (and if able, to the ride title) on Team App.

14. Ride Briefings

Shortly before the ride starts (4-5mins) gather your group together for a ride Briefing. Speak clearly and in a voice that your riders can easily hear.

14.1 What to include in your Ride Briefing

1. Welcome everyone - and mention this is a G1/2/3 ride so that people know they have the right group
2. Introduce yourselves as ride Leaders
3. Ask new riders to identify themselves and make them feel welcome
4. Emphasis the importance of clear Communication especially re splits at lights/ mechanicals/ if struggling etc
5. Mention that we are riding as a group - no drops
6. Brief course description including any known hazards
7. Mention planned Hit outs and re-group points
8. Coffee location
9. Any questions?
10. >> **Lead out safely (be careful entering the route especially at GBB)**



15. On the Ride

15.1 Typical arrangement of Ride Leaders

It's good to have a ride leader near the front and the other at or near the back - this often means that the first ride leader will circulate in the top 4 to 6 riders, while the rider near the back will either sit on the back or circulate in the back 4. During the ride, in simple sections, Ride leaders can swap positions. From time to time in the ride, Group leaders will consult with each other on decisions as needed.

15.1.1 Front Ride Leader

Typically sets/ keeps the correct pace with front riders, provides route guidance, determines safety calls when passing other groups, keeps an eye on the rear

Ride leader when changing lanes, especially at key turn points/ roundabouts, lights etc.

15.1.2 Rear Ride Leader

Looks out for those struggling, anticipates lane changes, typically keeps an eye on the group dynamic as a whole and may need to guide certain riders with their group awareness/ safety etiquette etc

15.2 Pacing the Group

15.2.1 Know your target Pace

Should have a good idea of what the pace for your group should be. If unclear, check this with other ride leaders beforehand. As a benchmark, on a reasonably flat ride eg Redcliffe or Carbrook loops:

G1 will average 33-35 km/hr over 100km

G2 will average 31-32km/hr over 100km

G3 will average 28-30km/hr over 80km

These average speeds include stopping for lights, and exercising some caution when starting out in the CBD. Naturally you will need to adjust these down for hill rides etc. groups will also vary from ride to ride depending on the strength of the riders.

15.2.2 Strategies for Struggling Riders

- some support from other riders in the group is often enough to provide additional shelter and support for struggling riders
- In flat sections the rear of the group is often best for struggling riders
- On hilly sections It helps struggling riders to make their way to the front third of the group on downhill and flat sections and tuck back into the line in so that they have some room to drop back through the group on climbs without falling off the back. If you are a stronger rider, please allow for weaker riders employing this strategy by making room for them as needed in front of you if they indicate a desire to tuck in.
- Technical sections followed by acceleration - (eg. From tight footpath sections onto wide flat section) It is helpful for struggling riders to sit from the front to the middle of the group and not toward the back. This is due to the **elastic band principle** – that things are more ‘surgey’ at the back of the group than at the front. This is because for each turn there is a reaction/ allowance between each rider in the group, so when front riders accelerate out of a turn, the surge is much greater for those at the back of the group. Those at the front of the group also need to be aware of the effect their accelerations are having on the back of the group and make adjustments if there are some struggling with the pace.

If the struggle is such that a new plan is needed, group leaders will make a plan to get struggling riders home. This will either mean dropping the pace for the whole group slightly, or if the struggle is significant, then one ride leader can form a new group with these struggling whilst the other Ride leader rides on with the rest of the group.

15.2.3 Strategies for Very Strong Riders

Without realising it, very strong riders in your group fall easily into their favourite speeds, causing the group to work harder than planned. This introduces a level of fatigue for some and increases the risk to the group as a whole.

Always remember that you will have riders in your group that signed up for what was advertised. A very hard ride can also ruin their day and their confidence to ride under your leadership next time. If there are some pushing harder at the front, you will need to talk with them to adjust the group speed to avoid splitting the group - remember they too signed up for what was advertised. If strong riders persist in riding hard on the front, or choose to join faster groups passing yours, as Ride Leader you may need to lead your group to keep things steady to allow faster ones to move off the front so that your group can avoid getting tangled up in faster groups. Getting the whole group safely home is the group's priority. We don't want to lose people from the back of the group, especially when at distance from home.

15.2.4 Hit Outs/ self-paced sections

Every good ride needs some hit-outs/ self-paced climbs - these gives stronger riders a chance to blow off some steam and have some fun, and gives slower riders know what to expect until the regroup. For every hit-out/ self-paced sections, it is important to know where the planned regroup spot is.

Hit-outs are best planned for simple sections of the route, often with long straight, smooth sections eg. On the Redcliffe loop from Kallangur to Kippa Ring.

Self-paced sections give everyone the freedom to go their own pace up long climbs, descents or hilly sections.

16. Planning Regroup Points

Planned regroup points should be advertised before the ride on Team App and shared in the ride briefing. Additional regroup points may need to be added by you as a Ride leader, Usually at the top of climbs or hilly sections, end of hitouts, or critical turns.

Let the group know about these when it is safe to do so. Sometimes this will mean sharing with the group while riding, eg. When the group has spread out unexpectedly.

17. Accidents/ Injuries

This section is included above for all riders, and repeated here for Ride Leaders.

17.1 Minor Accidents/ injuries

Minor accidents/ injuries - injured riders can move themselves and their bike to safety. No other road users involved. No need for ambulance, or police report.

In case of a minor accident, other riders should work together to:

1. Guide other road users to slow/ stop to make the scene safe, secure the accident zone, protecting any injured riders until they can make their way to safety. Assist if needed.
 2. Assess the extent of injuries and provide assistance. Most minor injuries will be more inconvenience and discomfort than anything else.
 3. Ride Leaders to collaborate to determine how and when the group continues.
-

17.2 Significant Accidents/ injuries

Significant accidents/ injuries - injured riders cannot/ or should not move themselves/ their bike to safety. Other road users may be involved. Ambulance/ police may be necessary.

In case of a significant accident, other riders should work together to:

1. Guide other road users to slow/ stop to make the scene safe, secure the accident zone, protecting injured rider/s from further harm.
2. Assess the extent of injuries, starting with the most injured - DO NOT move any rider with suspected head/ neck/spinal injuries.
3. If there has been potentially injury (Remember spinal injuries are usually not evident - err on the side of caution) and **call 000 immediately** and arrange for an ambulance to come - you will need to give an accurate description of your location, the number of injured persons needing care, with a description of observable injuries. NEVER BE AFRAID TO CALL AN AMBULANCE! A benefit to all Queenslanders is that Ambulances are provided free by the Qld Government, regardless of which state you are in at the time. It is helpful to know that once the injured has been moved from the scene their case will be de-escalated by Ambulance staff.
4. Ask for anyone in the group with medical training and invite them to assist. The most qualified medical person should take a lead role in directing the delivery of any first aid to the injured. In the absence of medically-trained professionals, BNECC riders should be prepared to take control of the situation, without regard to the advice offered by other well-intentioned riders. Be prepared to INSIST to both the injured and to other cyclists that the injured person is not to be moved until paramedics arrive. The writer of this section was moved following an accident before paramedics arrived, and discovered later that he had a broken sternum (internal bleed threat) and fractured vertebra (spinal chord threat).

Say to the injured: "I want you to lie still and rest as much as you can. As a precaution we have called an ambulance which will be here shortly - they will be able to assess you help us work out what you need."

Say to others who stop to help: "We will not be moving the injured. Paramedics are on the way - they will assess the situation and we will take their advice."

5. In the event that there is significant bleeding, seek to stem blood flow by applying pressure to the nearest blood supply. A thumb is often the best tool for this.
6. Other riders assist with keeping the scene safe, directing other road users safely around the scene if necessary.

7. If some riders are available to do so, seek to make injured riders as comfortable as possible until help arrives (shade from sun, small sips of water etc).
8. Riders are to update Ride Leaders/ share any developments.
9. Once care for the injured has been arranged, Ride Leaders will collaborate to revisit the ride plan/ next steps for the group. It may be that Ride Leaders ask most of the group to continue on with one Ride Leader, while some riders remain as carers/ witnesses to assist medical/ police staff with the other Ride Leader.
10. After the ride has concluded, Ride Leaders will email a summary of events to the Club President.



GROUP RIDING WITH BNECC
Brisbane Cycling Club

Information for
RIDE PLANNERS



Information for Ride Planners

Ride Planners are responsible for planning the ride, and uploading the maps and information for riders in Team App. Clear, considered, and accurate information and maps are the key to successful and safe rides.

For Ride leaders have access to the wisdom of other Ride planners via Facebook Messenger Group, and have access to Team App.

18. Include Variety in your planning

Look to build a vast library of saved rides on Strava, so that you have a bank of rides and ideas to draw on. Look to vary the direction from the city (North, South, East, West), with a range of hilly and flat rides and everything in between. When you see interesting rides, save them to your own collection for future reference.

19. Work with other Ride Planners

Planning similar routes across G1/2/3 simplifies the planning task, and has many benefits for the club. It enhances the ability for riders to try out the grade above, knowing they have other groups riding behind, and adds to the social nature of ride starts and the coffee stop at the end. Work with other ride planners so that similar rides are regularly a feature.

20. Your Ride Description - what to include

20.1 Ride Title

name it according to which group, Day, date and key waypoints (eg. G2 - Sun Oct 10, Redcliffe loop - 94km, 700m)

A comment or two about the pace (eg. "Firm and friendly" or "we will likely average 31-33km/hr" etc)

Give information about distance and elevation (eg. 114km, 1050m)

Ride leaders and mobile numbers (useful if people are dropped and need to call you). (Confirm with Ride Leaders before adding them in the App)

20.2 Planned Hitouts/ Self-paced sections

Every good ride needs some hit-outs/ self-paced climbs - these gives stronger riders a chance to blow off some steam and have some fun, and gives slower riders know what to expect until the regroup. For every hit-out/ self-paced sections, it is important to know where the planned regroup spot is.

Hit-outs are best planned for simple sections of the route, often with long straight, smooth sections. For example: On the Redcliffe loop from Kallangur to Kippa Ring. Self-paced sections give everyone the freedom to go their own pace up long climbs, descents or hilly sections.

20.3 Planned Regroup Points

Usually at the end of Hit-outs/ self-paced sections, or at critical turns in the route where there is a risk of some taking the wrong turn.

20.4 The STRAVA Map

The Strava Map is a key element in planning for safe rides. Many of the riders will download and follow the route as it appears in STRAVA, so it is important that your STRAVA route is well planned and that each turn is the best option for that part of the route. Many proven routes already exist and are available from other ride planners.

Take careful note if you reverse the direction of a route in STRAVA, you will need to check that all of the turns (especially roundabouts) are still safe as shown. Often they are not.

Use Team App to display google map pin for the ride start location

Include a picture and select “FEATURE pic” to make it appear larger in the calendar

BNECC Rides/Events

G2 Sunday Oct 10 - Samford/ Bunyaville/ Shorncliffe (94km, 903m)

Sun, 10 Oct
from 5:30am to 10:00am
by Russ Wilcocks

720 views

📍 Go Between Bridge Bikeway, South Brisbane QLD 4101, Australia

👤 Event Limit: 20

Responses		
Yes	No	Pending
15	7	597

Comment Attend Share

G2B rides have been renamed G2 from this ride onward
***G2A rides have been renamed G1 from this ride onward

Meet 5:30 GBB

RIDE TOTALS
Approx 92km, 903m

RIDERS NOTE
SPLITS – Keep an eye out for splits especially at lights – make sure that the group sits up until the split riders rejoin.
INTERSECTIONS – Safety comes FIRST! Obey road rules and think as a ride leader ie. for the GROUP “Is it safe for everyone to follow me?”
DROPS – If you have a mechanical/ or are separated from the group for any reason and the front of the group is unaware, please call a ride leader (numbers above).

STRAVA ROUTE:
<https://www.strava.com/routes/2878566610481240790>

Ride Organiser: Russ Wilcocks 0468 679 881

20.5 A note to New Riders

As a simple way of building a safe and enjoyable culture throughout the club, please copy and paste this note into all Group Rides.

“New to BNECC?”

All riders are welcome - BNECC is a Friendly club and is open to new riders. We value all things cycling, which includes maintaining an emphasis on safety. In a group ride, your awareness and safe cycling is key to your safety and the safety of others in the Group.

Accordingly, you are required to read GROUP RIDING WITH BNECC - RULES and INFORMATION FOR ALL RIDERS found in the General Information section of Team App. By riding with us, you agree to abide by the rules and instructions in this document.

Please note: No-drop rides mean that we look out for each other, and we make sure everyone gets safely home together. If you do need to leave the group early you must communicate with the ride leaders so that they know not to wait for you at regroup points. Whenever you ride with BNECC, you agree to follow the advice and decisions of our Ride Leaders, and uphold the safety of other riders, and embrace the etiquette of the club.

We look forward to meeting and riding with you.”