



SBTC Ride Rules and Etiquette

South Bank Triathlon Club has always recognised the importance of safety on our rides and the need for continuous improvement of our riding skills both on the track and on the road. Cycling does come with risks. At SBTC we seek to minimise these risks by providing cycle coaching and skills training, and setting rules and behaviours that are expected to be followed on every SBTC ride.

This document details our cycling rules and expected riding etiquette (behaviour). It is expected that all SBTC riders understand and obey the QLD road rules.

In general we advocate that while riding with SBTC it should be;

- FUN and to do this we must ride SAFELY (follow the rules).
- So we are all safe we must be PREDICTABLE (display appropriate behaviours).
- To remain predictable we must CONSISTENTLY follow the first two dot points while practicing and continuously improve our cycling skills.

SBTC Cycling Rules

The following rules apply for every SBTC ride, coached and uncoached, including but not limited to Work Hard Wednesday (WHW), Funky Friday and any planned weekend ride session as per the SBTC website or training plans.

- 1. In SBTC Bunch rides - we always ride two abreast (unless when in single file formation) and ride with your handlebars level in relation to the rider you are next to.**

We don't engage in "half wheeling", where at the front of the bunch, one rider out of the leading pair has their wheel in front of, rather than level with the other rider.

Why?

- 1.1. Riding two abreast improves our visibility on the road to other traffic as long as our bunch is compact.**

- 1.2. Riding with your handlebars level ensures that in the case you accidentally bump your partner, your handlebars won't get tangled up and take you, your partner, and possibly the rest of the bunch down.
- 1.3. Half wheeling and overlapping poses a danger if there's a sudden lateral movement or cornering as the risk is there to take other riders down. To prevent half wheeling at the front of the peloton, the person who is 'pulling' more should soften their pedal stroke until both riders line their bikes up handlebar to handlebar. Additionally, by its nature, half wheeling causes the peloton to lose a tidy formation as you move towards the back of the bunch - which from behind makes it look like riders are spread across the road, rather than in 2 x 2 formation.

2. In SBTC rides we position our front wheel slightly offset (up to 5cm) from the back wheel of the bike in front us.

We don't allow our front wheels to overlap with the rear wheel of the rider directly in front. Recommended distance from back wheel to front of next wheel is approximately one metre.

Why?

- 2.1. This maintains a compact bunch or formation (single file).
- 2.2. A very slight offset allows the rear rider to scoot past the front rider on either side if there is emergency braking.

3. When overtaking a slower moving peloton (or single riders) we should do this in single file formation, calling "passing" as we move through.

It is also helpful to let single riders or a bunch know that the last rider is moving through, so rider at the back of our peloton should also call "last wheel".

Why?

- 3.1. We pass in single file so that we do not cross the centre lane of the road and thus we remove the risk of being in the path of oncoming traffic.
- 3.2. Advising others that you are passing them, and the location of the last wheel within our group is courteous.

4. Time trial bikes and bikes with aero bars attached are not recommended for close bunch rides such as “Funky Friday”. Aero bars are not to be used when riding in a bunch.

When bikes with aero bars attached need to be used (e.g. it is your only bike and they have been professionally fitted), extra spacing needs to be provided. You (and the person riding next to you) are to leave two to three additional metres of space between yourself and the rider in front of you. Riding at the back of the group is an option that helps prevent the peloton from splitting and helps to keep us all together. Riding on the bullhorns where you have easy access to your brakes is recommended. Riding on the aerobars in a group ride is unacceptable (for safety reasons).

Why?

- 4.1. The geometry of time trial bikes and some set ups with TT bars don't lend themselves as well to the manoeuvrability that undulating winding courses such as the River Loop require.
- 4.2. Riding on the aerobars removes rapid quick access to the brakes if required.
- 4.3. Giving the rider in front extra space diminishes the chance of physical contact/impalement injuries in the case of emergency braking.

Please note, specific sessions for time trial bikes, and many of the regular Wednesday and weekend long rides are suitable for time trial bikes and bikes with aero bars, as these are often the bikes that are used in triathlon races. When there is a bunch ride as a component of the training session (e.g. to transit from the meeting point to the main training site), additional space should be provided as mentioned above.

5. Rides will be cancelled in the event of bad weather and/or poor road condition are poor.

This may include heavy rain not predicted to lift, or significant debris on the road after a significant storm. This will be advertised on the SBTC Facebook Group page (<https://www.facebook.com/groups/326059598062/>) at least 30 minutes prior to the advertised ride.

Why?

- 5.1. Reduce the risk as much as possible of riding during unfavourable weather and road conditions.

- 6. Riders will ensure they are physically and mentally prepared for the constant attention required for riding on the road.**

Why?

- 6.1. If riders are affected by alcohol or other drugs, fatigued or distracted, their ability to be aware of their surroundings and respond to dangers swiftly will be impaired.
- 6.2. This includes distraction by use of phones, cameras or other mobile devices that involve manual use - all mounted and automatic devices are allowed.

It is noted that the majority of members abide by the SBTC cycling rules, however, in the event of repeated serious or deliberate breaches may result in the member's membership suspension or being asked to leave or not attend future SBTC rides.

SBTC Cycling Etiquette

The following points are the behaviours expected on a SBTC ride.

1. When at the front of a ride point and communicate obvious upcoming dangers and hazards. This could be by using our standard hand signals (see SBTC hand signals below) and/or calling the upcoming hazard. Ideally the following things should always be communicated from the front, with the exception of bikes passing or car back.
2. When calling a hazard, point to it and give riders behind direction. Eg state, "hole left" rather than "hole". If you start looking for holes and hazards, you often ride into them.
 - 2.1. Holes and ditches in the road. Eg - "hole - middle"
 - 2.2. If the roads are wet please point out manhole covers.
 - 2.3. Road debris like glass, large sticks/branches and gravel. Eg "glass - left"
 - 2.4. Potential opening car doors eg - "car door - left"
 - 2.5. Parked vehicle or large object on the road e.g. trailers etc.
 - 2.6. Approaching vehicles (from behind or in-front) "car.. back"
 - 2.7. Dogs or wildlife require the call "slowing"
3. All verbal and hand signals must be passed up and down the SBTC peloton.
4. When moving from two abreast to single line formation, the person on the right goes in front.
5. Be predictable and always indicate your intentions. Avoid sudden movements and swerving. Ride your bike in a straight line.
6. Respect other road users - be courteous to your fellow riders, pedestrians and motorists.
7. Be courteous to residents and minimise noise eg. yelling/loud talking. When talking, mostly keep your eyes straight ahead on the road, do not look at the person next to you if you are talking to them. Ensure that your focus remains on the ride so that you are aware of hazards, changing ride/bunch conditions and are able to communicate messages up and down the peloton.
8. Adjust your riding speed and safe distances depending on road and weather conditions.
9. Come to all SBTC cycle sessions with the following items:
 - 9.1. Helmet with an Australian Safety Standards certified sticker

- 9.2. Working lights - rear and front
 - 9.3. A working bell
 - 9.4. Spare gear which must include gas cylinders/pump, spare tube and tyre levers.
 - 9.5. Adequate fluids and food - depending on the length and intensity of the ride.
 - 9.6. SBTC jersey / singlet / Gilet as to identify you as being with the club (to be purchased and worn within 4 weeks of full membership).
- 10. Ensure your bike is in working order. Mechanical malfunction or failure while riding can lead to a serious injury to yourself or others.
 - 11. Splitting the bunch around traffic modifiers and other on road objects. There are times when it's safer for the bunch to momentarily split to go around objects. There are two notable such object on the River Loop. These are both located on Riverside Drive, West End. One is situated near the BSHS/BGS rowing sheds, and the other is located end of Riverside Drive, towards the Kurilpa Bridge. Splitting the bunch should be advised by the riders at the front of the peloton.
 - 12. Make sure you have your next of kin details available at all times. This could be in the emergency contact details on your phone in the Health app on an iPhone - although phones can break in a crash. Two other great options are a RoadID bracelet (<https://www.roadid.com>) or a parkrun barcode bracelet with the added advantage that it also has your barcode printed on it (<http://bentlogic.com.au/parkrun-wristband.html>).
 - 13. Remember that your Triathlon Australia membership through your SBTC adult membership includes accident insurance including during training.
http://www.triathlon.org.au/State_Associations/QLD/qld/Membership/insurance.htm
 - 14. If you are involved in an incident during a club event, we now have an incident reporting form available on the club website ([SBTC Incident Report form](#)). Each of these reports will be followed up by the committee as part of our club's risk management strategy.
 - 15. For the safety of yourself and others, we ask that you follow the explicit direction of the coach and/or ride guide - if a coach is not present. Feedback may be given on your riding - both for your education and the safety of our group.

Choosing the right group and ride for you

Funky Friday

SBTC offers three groups within its bunch ride “Funky Friday” program. Please note that all rides are administered by a coach or ride guides - please follow their instructions for the best ride experience possible.

1. Advanced/hard workers (Group 1): A River Loop taking in the Chelmer/Graceville extension. Riders should have previous bunch riding experience. Includes optional efforts where stipulated by the coach/ride guide. Average pace: 28-32 km/hr. No drop - regroup at designated points. Led by a coach or ride guide.
2. Intermediate (Group 2): Usually the largest group and at times will be split into two groups for safety. No drop policy and several regrouping points. Group 2a: Average pace: 26-28 km/hr Group 2b: Average pace: 24-26km per hour. Route is River Loop - minus Chelmer extension. Led by a coach or ride guide.
3. New starters (Group 3): A shortened river loop, catering to newer riders. Can include the opportunity for some skills work with a coach or ride leader. Average pace: 22-24 km/hr. No drop policy and regrouping points. Led by a coach or ride guide.

Work Hard Wednesday

These are rides including efforts planned to meet the needs of the club racing calendar. They are held at multiple sites around the city. Most are suitable for time trial bikes and aero bars (when safe).

Weekend Rides

Long rides are commonly organised for weekends, especially Sunday mornings. These are designed to build endurance and strength, and mimic race day conditions where possible. Time trial bikes and aero bars will usually be appropriate during these rides (when safe).

Calls and Hand Signals

1. SINGLE FILE

Call - singles or single

Hand signal - Single file:



Definition - bunch goes from 2 abreast to single line of riders - riders to the right move forwards.

2. SLOW DOWN or STOP

Call - Slow or slowing or stop.

Hand signal:



Definition - a hazard or part of the course requires riders to slow down or stop e.g. traffic lights

3. DEBRIS ON ROAD

Call - yell out what type of debris - glass/gravel/sticks etc

Hand signal:



Definition - debris is coming up and front riders are letting the peloton know the nature of it - this could also result in a slow signal being used.

4. MOVE

Call - no call required but person could indicate why they need to move the peloton in a certain direction.

Hand signal:



Definition - this usually is done to indicate an approaching object (parked cars, open door, walkers etc) and could be left or right but mainly used to move right.

5. INDICATE LEFT/RIGHT

Call - no call required.

Hand signals - standard left and right

5.1. Left hand turn:



5.2. Right hand turn:



Definition - lets everyone know we are about to turn - give plenty of warning.