Bondi2Berry
RIDE TO REMEMBER

Bondi2Berry
Rider Etiquette

As at January 2025

Bondi2Berry Rider Etiquette

Each cycling club or group has various rules and guidelines to follow when cycling. Bondi2Berry riders, whether on training rides or on event day, represent our charity and wear our event jersey and branding.

As such Bondi2Berry has developed this document to outline some specifics about how our training rides and the Bondi2Berry ride itself will operate – of most importance is communication within the bunch, and following the direction of ride captains.

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, this causes confusion and limited visibility for the cars and may lead to an accident.

Riding in a group / peloton / bunch

Each group will usually have 2 ride captains, positioned at the front of the group and at the rear of the group. A third ride captain if available, is to be positioned mid pack, around 4th or 5th wheel. The ride captains 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 2-3 metres when descending, or in wet weather.

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.

Please **<u>do not</u> 'half wheel' or overlap wheels** with the rider in front of you. This is not safe riding, and increases the chance of a crash in the group. Any movement from the rider in front may cause the bike to move left or right and clip your wheel. If you see any one 'half wheeling' please ask them to slow and come back into formation, and inform the ride captains.

If you are about to **get out of the saddle**, be aware that this movement results in your bike slowing slightly and reducing the gap to the rider behind you. Try to reduce the reduction in speed by having downward pressure on the pedal to maintain your speed. Communicate by saying "up" or waving your elbows up and down like a chicken a couple of times.

Riding in single file

The ride captains are responsible for calling “single file” formation when the road narrows, or traffic increases, or at the ride captain’s discretion.

A **raised open hand above the helmet** pointing forward (the shark fin) 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.

Communicate at all times and form single file as safely as possible.

Riding ‘1 in 1 out’

When the group is shoulder to shoulder, with the riders on the left side of the group positioned in the shoulder, and the riders on the right side of the group in the lane.

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 in the pack.

The riders on the front of the group are the eyes for the entire group, ensure all road hazards are communicated to the riders following. 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.

Please **do not wear headphones or ear pods** (incl bone conduction) or use your mobile phone when participating in Bondi2Berry training rides or event day.

It is every rider’s responsibility to repeat calls and pass the calls through the group.

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, use the following calls:

- Hole left - called by the left lead rider
- Hole middle (of both lead riders) called by one or both riders
- Hole right called by the right rider.

Hole left Hole middle Hole right

Other communication / calls that apply

When passing another rider or group **always pass on the right hand side** (never on the left), advise the rider or the group by calling **"Riders back".** When passing the bunch, keep calling **"Riders right"** so all riders within the group are aware your bunch is passing. Do not cut off a rider or come back left too early, wait for a call from the rear ride captain.

When approaching traffic lights only the lead riders / lead ride captain 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 entirely 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, with suggested timing every 5-10 minutes (approx. 5kms).

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

The visual signal is to raise your hand and rotate in a circular motion.

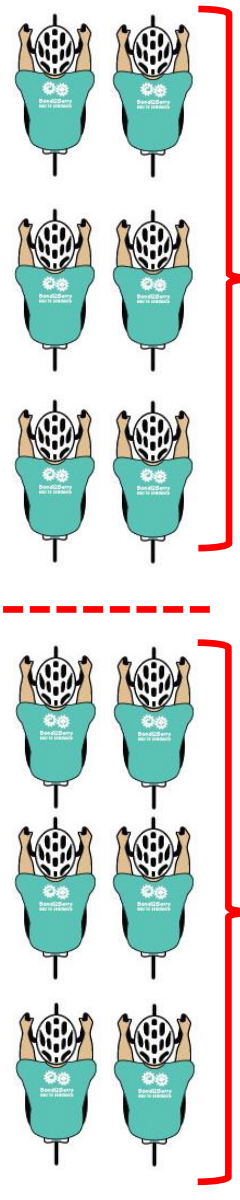
Rolling is done at the call of the ride captains, or when the rider on the front wants to roll, and it is best done on a flat stretch of road and not on, or at the start of a hill.

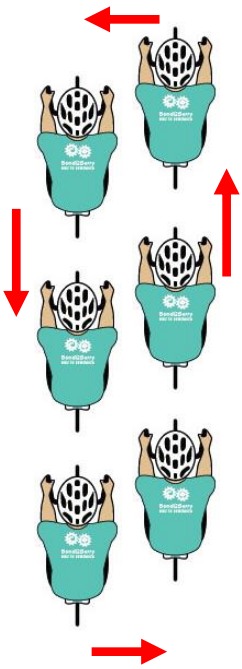
Sometimes, there will be a **gate system** in place, where only the front 6 riders “roll” or rotate, therefore having a gate in place where the next 2 riders in the group stay in position.

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.





Summary

- Each group will usually have 2 ride captains, at the front and rear of the group.
- A third ride captain if available, is to be positioned mid pack, around 4th or 5th wheel.
- The ride captains will make decisions and calls for the group at all times.
- The groups will ride in pairs of 2, riding 2 abreast (unless otherwise instructed by the ride captains to ride in single file).
- Ride evenly with the rider next to you, handlebar to handlebar, do not surge.
- If you are about to get out of the saddle, be aware that this movement results in your bike slowing slightly and reducing the gap to the rider behind you.
- When in pair formation and a hazard (hole, stick, gravel) is identified, the lead riders make the call:
  - Hole left
  - Hole middle
  - Hole right
- Always pass other riders on the right hand side and advise the rider or the group by calling “Riders back” and then “Riders right”.
- Never pass a group or a rider on the left.
- When approaching traffic lights only the lead riders / lead ride captain will make the call of “stopping” or “rolling”.
- When entering a roundabout or turning at an intersection the lead riders must call "clear" or "car left / right" or “stopping”.
- Other calls used when on the road
  - Car up
  - Car back
  - Runner / walker up
- To change lanes, raise an arm up to notify the rider at the back of the group who will then give the call to either “wait” or “over right”, ensuring it is clear.
- When starting at traffic lights please accelerate slowly at a relatively smooth pace, and not accelerate quickly ‘out of the saddle’.
- Ride over tram tracks as straight as possible, ideally perpendicular to the tracks to avoid the wheel being caught, and keeping your body weight centred over the bike.
- Groups will “roll” or rotate during the ride, with suggested timing or distance being approximately 5-10 minutes.
- A gate system in place is where only the front 6 riders “roll”, therefore having a gate in place where the next 2 riders in the group stay in position.
- Communication is key and all riders should communicate clearly and loudly with each other throughout the ride.
- It is every rider’s responsibility to repeat calls and pass the calls through the group.
- Please listen to the ride captains and follow their guidance and direction at all times.

Please do not:

- Please do not wear headphones or ear pods (incl bone conduction) or use your mobile phone when participating in Bondi2Berry training rides or event day.
- Please do not ‘half wheel’ or overlap wheels with the rider in front of you.
- Please do not pass a group or rider on the left, always pass on the right hand side.

Please do:

- Ride in a safe manner and communicate within the group.
- Take the opportunity to speak to your fellow riders and find out more about why they are riding.
- Have fun and enjoy the rides!