



MEMBERSHIP OF GEOGRAPHE CYCLE CLUB (INC) IMPLIES ACCEPTANCE OF THE CONSTITUTION AND BYLAWS.

RIDING SAFETY BYLAWS

(July 31st, 2017)

Any significant group of cyclists travelling together on cycleways and roads need to be aware of and abide by a set of behavioural riding principles. This is in order to safeguard their own safety as well as that of other road users and pedestrians. The following points are for the information of members in the interest of cycling safety.

1. RIDE CAPTAIN

The Ride Captain and Vice Ride Captain are elected each year under the Constitution at the Annual General Meeting. The occupant of the position has a number of rights and responsibilities and in accordance with the Constitution any Rule or regulations issued by the Committee. This requires the Ride Captain to plan and conduct each ride with particular emphasis on the welfare, comfort and safety of members.

This responsibility includes the authority to:

- a) Vary or cancel any intended ride due to adverse weather, road conditions or other factors and
- b) Prohibit any member from participating in a ride in his/her opinion the intended Cycling machine or safety apparel is unsafe or inappropriate for the ride, and,
- c) Impose restrictions, conditions or limitations on the use of riding equipment or safety apparel.

The Ride Captain's decision on these matters is absolute and cannot be overruled.

In the absence of the Ride Captain or Vice Ride Captain he/she will appoint an acting Ride Captain for the day who will assume all duties and responsibilities of the Ride Captain.

2. RIDE LEADER

Prior to each ride the Ride Captain will appoint a Ride Leader. The appointed Ride Leader will usually have knowledge of the various routes and the ability to gauge conditions, speed and comfort of fellow riders in the Group. Ensure members of the Ride Group have the ability to suit the Group, such as fitness.

All riders should be aware of the relationship and responsibility each one has to the Leader. When climbing a long hill, you must stop at the top of the hill and wait for your group to catch up.

If the Leader is riding on a cycleway, it is not acceptable for riders to ride on a parallel road.

3. STOPPING DURING A RIDE

When stopping during a ride give a stopping hand signal and/or call out "**STOPPING**" in a voice loud enough for the rider behind to hear you, and the call to be passed down the line (as it is not possible at times to give hand signals).

There are two main reasons for stopping a ride. Firstly, at a planned comfort or other recognised zone and secondly for a fall or mechanical breakdown, puncture, etc. **At all stops riders should remove themselves and their bicycle from the cycleway or road immediately.** (This means right off the road, not just on the edge of it). This is for their own safety as well as that of other cycleway or road users. When a mishap occurs, the ideal situation is for the whole Group to come to a halt until the Ride Leader makes an assessment of the situation. In practice, this is not always possible as those at the front of the ride may not be aware of what has occurred behind them. In this case those aware of the mishap should stop until the Ride Leader or some responsible person assesses the position and advises further action.

3A. MOBILE PHONES

Answering a mobile phone during a ride is strongly discouraged. If any rider is expecting an urgent or emergency phone call, riders must advise the Ride Leader and the Group prior to the ride commencing. When answering the call, riders are to call out "Stopping" to answer the call and pull over to answer it **completely off the road or cycleway.** The rest of the Group to stop somewhere in a safe place at the Ride Leader's discretion.

4. LEAVING THE RIDE

Riders who wish to leave the ride during its progress should not do so without notifying the Ride Leader, or the Tail End Charlie. This is a matter of common courtesy as well as common sense.

5. SAFETY DURING THE RIDE

Each member carries the responsibility for their own safety as well as that of other riders. This includes:

- Maintain a safe distance between you and cyclist in front of you (see 6 & 7 below)
- Always ride as near as safe and possible to the left side of road
- It is very important to indicate to the Ride Leader if you fatigue
- Always indicate hazards, such as potholes, sticks or honky nuts **via signal and loud voice** and pass down the line to last rider (see 6 below).
- Communication between riders is vital at all times during the ride

6. SAFETY ON CYCLE OR DUAL USE PATHWAYS (DUP)

The rule is that pedestrians have the right of way. Riders should ride in single file always keeping to the left. Obstacles such as signs and posts in the middle of the DUP's should always be passed on the left. Riders behind should be warned by shouting, "**POST**" or some similar warning. Warnings should also be given for dangers such as holes, bumps or loose sand on DUP. A lookout should also be kept for other cyclists who often approach or pass at high speed. Warnings of "**BIKE UP**" or "**BIKE FRONT**" for cyclists approaching from the front and "**BIKE BACK**" for cyclists passing from the rear. This also applies to walkers eg, "**WALKERS UP**".

*** These calls should be passed along the line so that all riders are aware of these hazards.**

7. SAFETY ON ROADWAYS

Riders must obey the traffic code at all times. For instance, the stop sign relates to cyclists as it does to motorists and not stopping carries the same penalty. When riding on roads try to keep to groups of 5-10 riders with at least 50 metres between the groups. (This is to help allow traffic to pass safely)

A minimum distance of at least one bike length is required for overall safety. **Overlapping is not tolerated.** It is legal to ride two abreast, but on major highways or under the Ride Leaders instruction, single file will be observed. In all cases where there is a double white line marked, **single file will be adhered to.** Particular care should be taken when turning right and when crossing a main road. If necessary stop and walk across.

8. TRAFFIC CODE

Members are expected to make themselves aware of and obey the current Road Traffic Code of W.A. at all times.

9. BICYCLES

At all times responsibility for the condition and safety of a bicycle rest solely with the rider. However, for the purpose of participation in the club's rides, a bell, effective front and rear brakes shall be fitted and the use of rear tail lights are encouraged.

Two (2) wheel recumbent cycles are not permitted on Club rides. Three (3) wheel recumbent cycles may with special permission of the Committee be allowed on Club rides.

The Ride Captain, or Vice Ride Captain will assess on the day and be referred to Committee.

Riders who have tribars on their bikes are not permitted to use them during a Club ride. This is dangerous to other riders as reaction time and the time to reach brakes on handle bars is too long in an emergency.

If the Ride Captain deems a bike unsafe the rider shall not be able to participate on that bike in the Club ride.

10. CLOTHING AND ACCESSORIES

Light or bright colour clothing shall be worn if you haven't got Club colours. Dark tops are not permitted.

Suitable shoes shall be worn whilst cycling. Bare feet, thongs, scuffs, etc. are dangerous and unacceptable.

Particular attention to shoe laces is advised, they shall be tied to prevent entanglement in the chain.

Radios, Earphones or any other device or clothing which may interfere with hearing or sight **shall not** be worn or carried.

Members are expected to carry their own adequate supply of tools and spare parts (minimum 1 spare tube) and to make their own provision for sufficient food and drink (minimum 1L water) for the duration of the ride.

Members are required to wear protective headgear when riding with Australian Standard rating AS/NZ 2063.

11. ALCOHOL

No alcohol shall be consumed for the duration of the ride.

12. CONDUCT

- a) Members shall show respect towards all individuals and their property.
- b) Members shall obey all rules applying to accommodation used by the club.
- c) Any member, who, because of his/her misconduct or medical condition, places any other rider in danger, may be expelled from the ride. In extreme cases, his/her actions or condition may provide grounds for termination of his/her membership.

13. RIDE CAPTAIN'S RIGHTS AND RESPONSIBILITIES

- a) The Ride Captain shall ensure that new and/or inexperienced riders are adequately supervised.
- b) The Ride Captain has the right to prohibit any rider from participating in a ride if he/she considers the rider may not be able to complete the ride safely.
- c) The Ride Captain may reprimand any rider for misconduct or wilful disruption of a ride. The Ride Captain may demand that that rider leave the ride.
- d) The person selected to lead a ride shall remain the Leader to the conclusion of the ride unless he/she hands the leadership over to another member.

14. RIDES AND CAMPS

- a) All Riding Members are expected to take their turn at back-up/morning tea and be reimbursed as per the schedule.
- b) Participants in the ride or camp shall meet all expenses, including organising costs.
- c) A closing date may be set for any ride or camp by which time all fees shall be paid.
- d) all Camp attendees are expected to undertake duties as required.

15. BACKUP VEHICLE INSTRUCTION

15.1 Warning sign "Caution Cyclists Ahead"

Warning sign **Caution Cyclists Ahead** to be attached to the rear of the backup vehicle and must be **clearly visible** at all time. When carrying bikes on the rear of the backup vehicle the warning sign **Caution Cyclists Ahead** must be attached making the **sign clearly visible**.

15.2 Amber Flashing Light

- (a) The amber flashing light must be mounted vertically on the roof of the backup vehicle.
- (b) The amber flashing light is to **be left on at all times** when following bikes.
- (c) **Turn off** the amber flashing light **when not following bikes**.

15.3 Backup Vehicle position on the road

Position the backup vehicle as far to the left on the road as safely possible.

15.4 Backup vehicle position behind the riders

- (a) Maintain a safe distance behind the riders. This will be determined by the road conditions and vehicular traffic (minimum distance 200 metres). The safe distance should be sufficient **to allow overtaking vehicles to pull in between** the riders and the backup vehicle.
- (b) When approaching corners and hilltops the same should apply.
- (c) **Do not overtake the last rider**. If the rider has a toilet or comfort stop or any other rest stop the backup vehicle **must remain behind the riders**.

15.5 Mechanical problems (bikes)

In the event of a mechanical problem with a bike that cannot be fixed within 10 minutes the bike will be loaded onto the backup vehicle. The Tail End Charlie (rider) to assist with the loading of the bike.

15.6 Rider difficulties

If the rider appears to be a danger to themselves or others the backup vehicle driver has the right to tell that Rider to utilize the backup vehicle and should advise the Ride Captain as soon as possible. (Ride Captain duties covered in Section 13(c)).

15.7 **Responsibilities of the backup driver**

The responsibilities of the backup driver will commence and cease at a location determined by the Ride Captain.

The phone should be left on until 1.00pm of the ride day.

The backup driver will follow the last rider into town (after morning tea) on the shortest route as determined by the Ride Captain.