

CTC GRAMPIAN SAFETY GUIDELINES

Cycling in a group is safe providing simple safety rules are followed. Please take time to familiarise yourself with the following guidelines:

Group awareness and communication are key elements to cycling safely in a group.

Non members are welcome on our rides. After 3 rides you will be expected to join the Cyclists' Touring Club. See the web site www.ctc.org.uk for joining instructions.

In order to comply with Child Protection Legislation, before taking part in a ride, anyone under the age of 18 must complete a CTC Standard Entry Form with the signature of a parent or guardian. In addition anyone under the age of 13 must be accompanied by an adult who takes responsibility for them.

WHAT YOU NEED ON A RIDE

- .• A cycle in good working order.
- .• Puncture repair kit, spare inner tube.
- .• Front and rear lights on winter and evening rides and on dull days.
- .• Clothing that will be suitable for the prevailing weather conditions (check the forecast). High visibility clothing and cycle helmets are advisable but not compulsory.
- .• Adequate food and drink for the day's ride.
- .• Each rider should carry emergency contact details so that the leader can contact next of kin in the event of an accident.

HOW OUR GROUPS RIDE

- If you are new to the group introduce yourself to the leader.
- The ride leader will give the group an explanation of the proposed route at the start of the ride, and after lunch.
- It's advisable to stay behind the leader to avoid missing a turn.
- Anyone leaving the ride should notify the leader.
- Try to stay in touch with the group so that you can tell them if you have a problem.
- Choose a ride with the speed/length that you are sure you are capable of doing.
- Take care and pass animals slowly. Watch & listen for signals from those in charge of them.
- When turning at a junction signal clearly and well in advance. At busy junctions it may be safer to get off and walk.
- On very narrow roads it is advisable to pull in at a field gateway to allow vehicles to pass.
- Comply with the Highway Code, showing consideration for all road users.
- In order to facilitate overtaking traffic, ride in small groups of no more than 6 or 8. Keep at least 50 metres distance between groups.
- The group may ride two abreast when it is safe to do so, but should single out on narrow or busy roads.
- When singling out the rider on the outside should drop back and make sure there is space to get in.

- Never overtake or overlap to the left of the cyclist in front.
- When regrouping, (or stopping for a repair) the group should not obstruct junctions, and should never stop on a bend.
- If you need to fix your bike get it off the road. A field gateway is ideal.
- Ride smoothly and do not to slow or stop suddenly without warning. When following another rider, keep your hands on the brake levers and be ready to slow down or stop without notice
- Very close riding (drafting) is only for experienced riders who know the cycling habits of the person being followed
- Be watchful for gravel/sand/leaves/pot holes etc when going round a bend. The line the cars use is probably safest.
- Shout or signal warnings of danger, e.g. “Hole”, “Glass”, “Gravel”, “Car Behind”, “Car Down”, “Stopping” etc. Do not rely on the rider in front to warn you of a hazard. He/she may not have seen it.
- On shared cycle paths/footpaths make yourself heard when passing pedestrians. A bell is advisable but not compulsory.
- . Always check behind before starting off or changing direction. When turning, signal early and clearly.
- . The ride leader should regularly check that all riders are keeping up with the group. If not he/she should reduce the speed of the ride and/or regroup at appropriate points.

SAFETY

In the event that you are threatened, assaulted or abused whilst riding report the incident to the police, telephone: **101**

If you see hazards on Aberdeen cycle paths, contact Aberdeen City Council roads dept, Telephone: **01224 522000**

A simple way to avoid 4 common types of bike crashes can be found in this document: **BikeCrashAvoidance.pdf**