

Third party insurance

It is a requirement that when riding with the club all riders must have valid third party insurance available from [British Cycling](#) (BC Bronze level does not provide 3rd party cover), [Cyclecover](#) or [CTC](#). [Triathlon England membership](#), [Triathlon Scotland](#), [Welsh Triathlon](#) with insurance is also used by our members.

If you have your own insurance we require proof of insurance to be e mailed to the relevant [ride leader](#) prior to riding.

PAC-tri cycling guidelines

General notes on cycling conduct

When “peleton” riding, in a group on busy roads we normally take 1-2 minute turns (100 revolutions) on the front. At the end of the period of leading, the person at the front checks behind for cars and then moves out (towards middle of road) and drops to the back of the pack, and person behind him/her takes over.

Everyone should ride with the objective to keep the group: together, moving and safe. Riders should also remember that they're responsible for their own actions, look as far ahead as you can and help those around you with signals and audible warnings of oncoming hazards.

- 1- Cycle helmets are mandatory
- 2- Wear reflective / high visibility clothing is recommended for inclement conditions
- 2- Cycle single file when on major roads
- 3- NO overtaking until the passage of cars is clear from behind you
- 4- When cycling two abreast and need to revert to single file (e.g. to let a car to pass) allow the rider closest to the kerb to go ahead
- 5- All riders should give clear indication of road defects / hazards i.e.
 - Pot hole: point to ground on side where pot hole is
 - Slowing down: extend arm directly out to the side parallel to the road with palm facing down slowly wave the extended arm up and down
 - Obstruction ahead (e.g. parked car): put arm behind your back to signal the direction you are to travel to avoid the hazard.
- 6-Braking, give warning by either sitting up or verbal warning identifying the cause
- 7-When emerging from junctions, tell the riders behind if passage is clear
- 8-When stopping to allow people to catch up, stop bikes 10m away from junctions to avoid irritating motorists by blocking the road
- 9-Keep to the left side at all times, no wandering in the middle of the road.

10-We nominate leaders for each ride; if we are a mixed group one leader for the faster group and one for the slower group. Please follow the leaders' instructions so that we do not lose any members

11-Stick together in our group rather than spreading out. We should take turns at the front. Only on hills are the groups allowed to split up before re-joining/waiting at the top or bottom.

12-On fast descents keep 5 lengths behind the person in front (unless overtaking)

13-Clear communication of cars behind "Car up" and cars in front "car down" the group must move to single file. It is all riders' responsibility to communicate this to the rest of the group

15-Never ride directly behind the person in front, try to keep slightly offline (six inches is enough when on the flat, more when descending) this gives you a head start when trying to avoid trouble.

Note: The police have the power to impose fines on dangerous cycling (jumping red lights, riding on pavements, speeding, danger to other road users etc.).