



## **BCN London**

### **Members Code of Conduct**

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# **BCN London General Information and Code of Conduct**

All BCN members must adhere to our Code of Conduct.

## **1. Group rides and meeting point:**

We hold two types of rides. BCN Saturday morning laps sessions and Sunday Epic rides. In the summer we host Tuesday and Thursday evening sessions. Tuesday laps in the park and Thursday hill reps.

Saturday morning laps session:

- Start time: 08:00
- Location: London Zoo Car Park, Regent's Park, London NW1 7SR

Sunday Epic:

- Start time: 08:00
- Location: London Zoo Car Park, Regent's Park, London NW1 7SR
- Occurrence: every two weeks.
- Info: Sunday epic rides are longer rides of 63 miles (100km) or more. They usually head out East to Essex or West to Windsor.

Sunday epic rides have a difficulty rating from 1 to 5 stars. Long distance: 80+ miles. Medium distance: 50 - 79 miles. Rides that are 4 stars and above usually have an elevation of 4000+ ft.

5 Star: Long and hilly route. This route is for riders at G2+ and above.

4 Star: Long and hilly route. This route is for riders at G2 and above.

3 Star: Medium and hilly. This route is for riders at G3 and above.

2 Star: Long and flat. This route is for riders at G3 and above.

1 Star: Medium and flat. This route is for riders at G3 and above. G4 riders may be invited on recommendation by a Ride Captain.

## **2. Epic Rides:**

Entry to BCN Epic Rides will be allowed to riders who have participated in multiple regular Saturday club rides in group G3 and above. Due to the nature and difficulty of these more extended events, all riders must prove that they are up to the demands. Ride Captains reserve the right to turn riders away if they do not believe that they will be able to complete an Epic Ride safely.

All riders participating in BCN Epic Rides must RSVP (Reserving a place) on the BCN Strava page in advance of the ride, to let everyone know that they will be attending. This will allow Ride Captains to appropriately organise groups before the event takes place.

Riders are expected to be able to take care of themselves should they fall behind and are unable to keep up, as well as be able to manage their mechanical issues such as punctures or gear problems. The group will aim to remain together as long as it is possible and aid anyone who has bicycle-

related issues. Still, riders who can no longer keep up with the group are required to have basic mechanical knowledge and deal with these issues.

Riders are required to have all route maps used during BCN Epic Rides. These will be distributed in advance via the BCN WhatsApp group, BCN Strava and BCN website. If riders are forced to ride alone, they will be required to navigate back home safely. Route maps will make this easier.

Riders are required to get the contact details of at least one Ride Captain during these rides so that they have the means to contact someone in the group should they become separated or have an accident that the group is unaware of.

At BCN Epic Rides the highest levels of discipline and safety must be adhered to. If riders are seen to be riding dangerously, not communicating effectively and deemed risky their level will be discussed and they may be required to discontinue the ride. They will have the opportunity to work on their skills at the Saturday group rides.

### **3. BCN 10 Golden Rules**

- No Helmet, No Ride.
- No distractions. No headphones or music. We need to be able to hear each other.
- Communicate both verbally and visually. Pay attention to your surroundings. Call & point out dangerous obstacles in the road, such as potholes, debris, and sharp objects like glass.
- Do not overlap wheels.
- No dangerous riding or stunts while in the group.
- No close passes. Keep a 1.5-meter gap between you and stationary vehicles/other riders when passing.
- Do not jump red lights.
- Do not use abusive language towards other riders or members of the club and the public.
- Do not spit or perform a 'snot-rocket' while in the group.
- No littering. Keep your rubbish with you.

### **4. Inappropriate behaviour**

BCN is committed to ensure that all members have a fun, safe and positive experience. All club members have a part to play. Abusive or discriminatory will not be tolerated, towards Ride Captains and members. If you have a concern about the conduct of another member please report them to your Ride Captain. If you have concerns about safeguarding please contact Club Welfare Officer Simon Lewis: [Welfare.London.bcn@gmail.com](mailto:Welfare.London.bcn@gmail.com)

Members are expected to ride in a safe manner and respect each other when representing the club, especially when wearing the BCN kit. We will not tolerate discrimination of any kind.

### **5. Punctuality:**

Riders are expected to arrive at all pre-designated meeting locations on time. Rides will leave promptly at the designated departure time. If you are running late, message the whatsapp group, if you are late you must make yourself known to the Ride Captain this ensures that we can keep within the group numbers for safety, do not just merge into a group unannounced.

### **6. Joining BCN (Probationary Period):**

All riders must complete at least three Saturday group sessions in theiding will be assessed by a Ride Captains before they can officially join the club.

First time riders at BCN despite experience will join G3 or G4, to familiarise themselves with how we ride at BCN, our calls-outs, hand signals. This is to ensure the safety of the G2 and above riders who are riding at speed. After an initial ride a rider may progress up but this is at the discretion of the Ride Captains.

The Skill Group, otherwise referred to as G4, has been put in place to help instruct and assess new riders that wish to come along to regular BCN rides and events. However, riders may be asked to start in the more experienced G3 group if they can show a higher level of skill and experience.

Your Ride Captain will be looking out for:

- Ability to complete drills effectively (e.g. no surging, erratic riding)
- Signalling and communication. Calling out dangers.
- Bike handling.
- Decision making. Insufficient slowing/over confidence at junctions to make a safe clear/not clear decision.
- Overlapping the wheels of the rider ahead.

After the 3 rides, the probationary period is over. New riders can then choose to remain within G4 or progress onto one of BCN’s regular groups with the approval of their Ride Captain.

Should the G4 Ride Captain feel that a rider is not ready to progress up to a larger group, they may ask that they complete more rides in the Skills Group. The rider may remain in that group until the Ride Captains are satisfied that the rider has mastered the basic skills necessary to progress up to bigger group rides.

## 7. BCN Groups:

Group and Speed	Experience Level	Requirement
<b>Group 1 (G1) – Fast Group</b>  <b>Speed</b> 22mph/35kph +	Highly Experienced Riders/Racers – Invite Only Group	This group will cover complex drills at race pace with emphasis on riding as a team rather than a group. You must have extensive experience riding in a group or race environment. You will have ridden for a period within our G2 group and been invited to step up by a BCN Ride Captain.
<b>Group 2 (G2) – Experienced Group</b>  <b>Speed:</b> 19mph/31kph - 21mph/34kph	Experienced Riders – Invite Only Group	This group will cover complex drills at a fast pace, therefore you must have significant experience riding in a group. You will have ridden for a period within our G3 group and be comfortable riding within half a wheel of the bike in front. This is an invite only group and you will be invited to step up from G3 by a Ride Captain when you consistently display safe riding practices within the group environment.

<b>Group 3 (G3) – Steady Group</b> <b>Speed:</b> 17mph/27kph – 19mph/31kph	Experienced Riders	This group will cover drills and etiquette within a group environment, therefore confidence on your bike is essential and some experience of group riding is desirable. You will have ridden for a period within our G4 group and will move up after discussion with a BCN Ride Captain.
<b>Group 4 (G4) – Skills Group</b> <b>Speed:</b> Up to 14mph/22kph – 16mph/26kph	Confident Riders	This group is our entry level group for rider who are new to group riding and riding on the road. This group will cover simple drills to build skill and confidence including hand signals and calls. This is a no drop group.

### 8. Group selection:

Other than the G4 Skills Group, BCN members are allowed to move between the various groups we offer, depending on their skill set and experience. Riders who have progressed up from the Skills Group are required to do their first large bunch ride with the BCN Casual Group (G3) so that they can get a feel for what it is like to ride in a larger organised group.

Regular riders are free to move between the Casual and Experienced groups depending on the sorts of riding they wish to do and overall riding experience. There is no limit to how long a rider can remain in a group. Riders can choose to stay in the Casual Group if they wish.

For the BCN Fast Group, specific requirements must be met to maintain a higher level of safety. Due to the intense effort and drills carried out in the BCN Fast Group, the risk is high and the margin for error is slim, so the safety of all riders is paramount. In order to participate in the BCN Fast Group, riders must have taken part in several BCN Experienced Group rides.

Upon completion of these rides, a Ride Captain will then invite the rider to join the Fast Group should they believe that the rider is skilled and experienced enough to ride with them. Safety is our number one priority, so even if the rider is strong enough to ride with the fast riders, the rider will not be allowed to ride with the fast group until the rider has acquired the necessary skills and ride experience.

### 9. Group sizes:

To make our rides manageable and safe, all groups will be limited to a maximum of 10 riders where possible. If groups can be further split into smaller groups, Ride Captains will decide as to whether this will be necessary.

Groups are not allowed to merge when on the road, as this congests the public highway and puts riders at risk. Groups are to remain separated, and riders are asked to stay with their designated group unless stated otherwise. Changing groups is only permitted at designated stop locations such as at mid-ride café' stops. If there is adequate space in a new group for another rider, they are only permitted to change groups under the authorisation of the Ride Captain of the new group.

### 10. Ride etiquette:

From the Novice Riders Group, all the way up to the BCN Fast Group, ride etiquette should be followed up by all Ride Captains.

Where possible, riders are encouraged to ride two abreast within their groups. Riders are not allowed to ride three abreast at any time whilst out on the road as this is dangerous and hinders other road users.

However, groups may occasionally have to go into a single file line, in which case, a Ride Captain will shout, "Single!" This callout is expected to be passed back through the group so that all riders are made aware.

Riders are expected to maintain orderly groups when riding together. They should also aim to remain close to the wheel in front. This helps keep the whole group in a neat formation and prevent riders from scattering across the road. Failure to do so will negatively affect other road users, as well as endanger other riders.

Riders are expected to call out obstacles and obstructions to all members of their group, as failure to do so will result in a crash and possible injury.

When on the front, always ride at the same pace as the person next to you. If riders are struggling to hold a consistent pace on the front of the group, they will be asked to spend more time in the centre of the group where they are better sheltered. This will help to prevent them from being dropped by a group and prevent accidents due to fatigue.

Stronger riders are also encouraged to stay on the front and pull longer turns. However, they are expected to keep a steady tempo whilst on the front of their respective groups, to prevent the groups from being split by unexpected surges in pace.

Try not to brake suddenly, for the sake of those behind you. Riders are expected to always watch ahead for possible danger and traffic calming measures such as speed bumps and traffic lights. If a group needs to slow down or stop, it should be done in a controlled manner. Riders should call "Slowing!" to signify to the rest of the group that they need to slow down, and "Stopping!" to indicate that the group needs to come to a halt. Gradually come to a stop, being mindful of the other riders around you.

## **11. Ride communication:**

During rides, a series of verbal and physical signals will be used to communicate, point out and warn the fellow riders in the group. This is usually done via specific hand signals and a shout, we cover these in our Introduction at our Saturday rides. If unsure it is the responsibility of the rider to clarify before setting off.

It is important that all callouts and hand signals must be passed up and down the line so that riders are made aware of upcoming obstacles or danger – a shout from the front of a group cannot always be heard at the back, and vice versa. We stress the importance of communication in group riding. The riders at the front and the back are the ears and eyes.

Examples of essential hand signals are as follows:

- If someone points to the floor: a pothole/drain is coming up.
- If the rider in front waves a hand behind their back- This means that there is a car/obstruction on the road. The group will be required to move around it safely.
- A hand in the air: means the group is slowing down to stop, usually at traffic lights.

All riders are expected to look after those around them, including the public. Riders are to follow the highway code including stopping at red traffic lights and pedestrian crossings, ride into oncoming traffic unnecessarily and must follow the law.

As representatives of BCN and representatives of the cycling community we have a duty to uphold the standards and demonstrate good practise.

If riders are caught at traffic lights or railroad crossings, the rest of the group is responsible for waiting for the riders until it is safe for them to regroup. Do not feel tempted to run lights or put your life in unnecessary danger.

## **12. Young Riders:**

All riders under the age of 18 should be accompanied by an adult or have permission from their parent or guardian.

## **13. Health concerns:**

Any riders with specific health requirements or medical conditions should make themselves known to the Ride Captains, so that correct procedures can be put in place to best cater to their needs.

Before taking part in any rides, a rider with specific health requirements should always inform their Ride Captain. This is important, as, in the event the rider may require medical attention, the Ride Captain can pass this information on to emergency services or administer appropriate first aid.

## **14. Mechanicals:**

Groups will wait if someone has a mechanical problem or puncture. Groups should look out for each other and make sure that all their members make it to the end of the ride where possible. If riders are unable to continue a ride for whatever reason, the group is responsible for making sure that those riders can get homes safely, such as aiding them to local transport hubs like train stations.

If a ride is stated as a 'Drop Ride', riders are then responsible for taking care of themselves if they are dropped by their group. In this instance, a group is not required to wait for riders, other than for mechanicals and punctures. If a rider is dropped during a Drop Ride, it is their responsibility to make their way home safely in whatever way they deem suitable.

## **15. Accidents and First-Aid:**

In the event of an accident, we advise all members to get out of the road and onto a safe area before administering first aid. If the rider(s) involved in the accident is seriously hurt. First consider your own safety, the safety of other members of your group, the on-going safety of the casualty and the safety of other road users as you don't want to make the situation worse. Use other members of the group to ensure that other road users are aware of the accident scene. This will ensure no further accidents occur. Make sure that all injured parties are safe from further harm. If you suspect any injury to the spine, try your utmost not to move them.

Find out if anyone in your group or at the scene has any first aid qualifications and follow their instructions or, if you hold a qualification, follow the procedures you learned.

Contact the emergency services. Dial 999 or 112. Even if your network hasn't got coverage, you still may be able to make a 999 call. Be prepared to give them details of your location, what happened and any information you're able to provide on the casualty. If you are concerned about the condition of the casualty and no-one has any first aid knowledge, the emergency telephone operator will be

able to talk you through what to do. Make the casualty as comfortable as possible until the emergency services arrive and ensure they are kept warm.

#### **16. Use of recreational drugs, performance-enhancing substances, and other narcotics:**

Any use of performance-enhancing drugs is prohibited, both in competition and in recreational use. Not only is this an unfair advantage and dangerous to your health, but it also goes against rules set out by the World Anti-Doping Agency (WADA) and UK Anti-Doping (UKAD). Riders caught using performance-enhancing drugs of any kind, without proper permission granted via a therapeutic exemption form, will face an instant and permanent ban, as well as being reported to the national governing body.

Use of other recreational drugs and narcotics is also prohibited unless taken for legitimate medical reasons. In such instances, leeway will be granted for riders with specific medical needs. Use of drugs for any other reason will not be tolerated by the club, and swift procedures will be taken to safeguard other members.

#### **17. Competition rules**

All riders who wish to compete either on the BCN Race Team or as a member of the BCN Club are expected to follow all sporting regulations put in place by British Cycling (BC) and the Union Cycliste Internationale (UCI). Links to the competition rules are provided on the BCN club website or can be accessed by going to

UCI: <https://www.uci.org/inside-uci/constitutions-regulations/regulations>

BC: [https://www.britishcycling.org.uk/road/article/bcst\\_rulebook\\_and\\_constitution?c=EN](https://www.britishcycling.org.uk/road/article/bcst_rulebook_and_constitution?c=EN)

Any riders found to be in violation of the competition rules will face reprimand or expulsion by the club committee.