

Ride leader Handbook for Cycling UK Groups



A guide to leading social and leisure rides for cycling groups

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Introduction

Being a ride leader is enjoyable, rewarding and fun: you have the satisfaction of sharing your knowledge and skills with others and you get to choose when and where you ride. You are also helping Cycling UK fulfil its mission of enabling millions more people to cycle.

These guidelines will help you and your group get the most out of the experience. It looks at the resources you might need to plan and lead an enjoyable leisure or social ride, whether on or off-road and also guides you through the insurance, legal and other requirements. It is not primarily aimed at groups more interested in racing or peloton-style rides.

Our heritage

Cycling groups are the backbone of Cycling UK's activities: our volunteers have been involved in running them since we were founded back in 1878. Whether groups are run by and for our members (Member groups) or are affiliated to us, we believe they should be run to make cycling with a group safe and enjoyable for everyone: both riders and the volunteers who put on activities for them.

Our mission

We are Cycling UK, the national cycling charity. Our mission is to enable millions more people to cycle. Whether it's for the thrill of the wind in your hair, or being out in the open in the fresh air, we all love to ride our bikes. It's fun, it's healthy and it's good for the environment.

Founded in Harrogate on 5 August 1878 by Stanley Cotterell, we promote all forms of cycling, inspiring people of all ages, backgrounds and abilities to discover the joys of cycling.

As well as supporting our members, we also play a prominent campaigning role, fighting to defend cyclists' rights for safer roads, better infrastructure and legal protection.

Best practice

This guide to ride leading is based on the best practice that Cycling UK, its clubs, groups and instructors have accumulated over the years. The policies in this handbook have been set by Cycling UK and are designed to enable groups to carry out cycling activities legally and efficiently, with the minimum of bureaucratic intervention.

Cycling UK's policies and related statements provide a structure in which Affiliated Group and member group activities can take place safely. Our policies must be followed by Cycling UK members, staff and volunteers involved in delivering or supporting Cycling UK activities.

The Ride leader Role

What does it take to be a ride leader?

Being a ride leader is a rewarding activity, enabling more people to experience the joy of cycling, whether in a town or city, or out in glorious countryside. Volunteer ride leaders may come from all sections of the community, whether experienced group members or relatively new to the activity.

There are no particular qualities, training or knowledge required to lead a leisure ride, except perhaps common sense and an enthusiasm for cycling, alongside a desire to share that passion with others. However, professional qualifications are available (see Further Resources p23). Other attributes might come in useful that make the experience more enjoyable for all, including:

- Patience
- A friendly, welcoming attitude
- A sense of humour
- Empathy
- Punctuality
- Flexibility

In addition to the above, a few practical skills may come in handy. For example:

- Navigational skills - either using a Garmin-style device, paper maps or just good local knowledge
- Bike maintenance skills - sometimes you may be asked to help with small adjustments to riders' bikes but extensive mechanical knowledge is not expected
- First Aid skill - formal qualifications are not usually required (unless you are a professional ride leader/instructor or you are leading rides for a particular institution or organisation.) Note that Cycling UK recommends that only qualified first aiders carry out first aid.
- Knowledge of the Highway and Countryside Codes - it's important not to give cyclists a bad name by, for example, riding on the footway or on footpaths.
- Communication skills to help convey instructions and understand the needs of your riders
- An understanding of our ride leader checklist and our other guidance

Remember that different people can bring different things to rides, so don't worry if you can't meet all these expectations - perhaps you have other knowledge, skills or experience that are useful? For example, you might know all about local wildlife or a city's hidden landmarks to make a ride more interesting.

What are the benefits of being a Ride leader?

Volunteering as a ride leader not only benefits the wider community by enabling people to be happier and healthier through cycling, it also benefits those who perform this essential task.

Sharing local knowledge and love of a particular area is very rewarding. As ride leader, you usually get to choose the time, day and distance of the ride, as well as the stopping points along the way. So, whether you enjoy a gentle pootle and a leisurely catch-up over coffee, or you're more of a head down mile-eater, the pace and style of the ride is entirely up to you (taking into account any specific needs of your riders too, of course)!

As ride leader, you may also enjoy better fitness, due to having to commit to actually turning up for the scheduled ride - (try never to cancel a ride unless there are extenuating circumstances such as illness or extreme weather conditions). Some people struggle with motivation but being the ride leader means you have a cast iron incentive to get out of bed and go outdoors, even if you're not particularly feeling like it - and you'll feel the better for it.

Riding in a group is a social activity and you will automatically be extremely popular for taking on the role of ride leader, having the opportunity to make new friends, and possibly benefit from their experience and knowledge of cycling too.

However, occasionally you may find you are out front leading while everyone is busy chatting in the bunch behind you! This may be a little frustrating if you like a chat too but at least you have the satisfaction of knowing that your riders are enjoying the ride.

As ride leader, you have duty of care to the people you are leading to ensure that they have a good time and stay as safe as possible while out on their bikes so a little preparation beforehand will make this task easier.



How to become a ride leader

There are usually no formal qualifications required for the role in a local group or club setting. However, Cycling UK offers courses in group leading that lead to a recognised qualification if required - see Further Resources p24.

For Cycling UK member groups, we just require the names of a proposer and seconder from within the group who can vouch for your competence to lead rides (note that Member group volunteers must all be full members of Cycling UK and registered with us) by emailing groups@cyclinguk.org.

For Affiliate groups, we **strongly recommend** that any volunteers are registered with us for insurance purposes and that they are also listed as members of your group or club, however you choose to do this.

Once you have been registered as a ride leader by your group, you are then covered to lead rides under our Organisers' Liability insurance. You can also lead rides before then if necessary but please make sure you are registered with us as soon as possible afterwards.

Before leading your first rides, however, it would be a good idea to familiarise yourself with the recommendations in Appendix 1: Ride leader checklist plus any local instructions or guidance your group or club provides.



How to have peace of mind when leading a ride

Introduction

Many people are concerned about issues around liability when leading a ride. Ride leading is a voluntary role but, nevertheless, ride leaders do have a duty of care to ensure that the experience is as safe and enjoyable for participants as is reasonably possible. Claims against ride leaders are extremely rare. With the protection of Cycling UK's insurance, and our long history of organising cycling activities, you can relax and enjoy the experience. Below is a summary of the cover in place so bear these points in mind when thinking about the kind of ride or event you're planning, and read them alongside the current Insurance Guidance Notes at: cyclinguk.org/ride-and-event-organiser-insurance.

Note: Cycling UK member groups and affiliate groups must abide by our guidance for insurance purposes, but other bodies may have their own rules and regulations to be followed in addition for example, community cycle clubs, schools and youth groups.

Our cover

Ride leaders are covered by our master insurance policy, as long as they are registered with Cycling UK and lead rides for either a Cycling UK member group or a cycling group affiliated to Cycling UK. The main points of our Organisers' Liability guidance are:

Affiliate groups

- You are covered as a ride leader for damage caused to a third party during a ride which leads to a claim against you or your group as organisers.
- You must be a fully paid-up member of your group and registered to lead rides.
- You are **NOT** covered for organising any form of competitive event, except as listed in the Guidance Notes.
- You are covered for social events run as part of the ride eg tea stops, barbecues.
- You should have no more than ten non-members of your group on any one ride.
- Non-members of your group should not ride any more than three times with the group before being asked to join.
- These limitations do not apply to 'events' open to both members and the public, which should be registered with Cycling UK.
- Cycling UK must be informed of events/rides involving more than 200 riders by registering the event on our [Events Guide](#).
- You are covered for rides/events in collaboration with other bodies, provided your group is clearly the organiser and the ride/event is run in accordance with our guidance.
- You are covered for any ride/event which takes place anywhere except USA/Canada.

Note: Riders may only be covered third party if they are also members of Cycling UK or another organisation that provides this.

Member Group Cover

Member groups

- You are covered as a ride leader for damage caused to a third party during a ride which leads to a claim against you or your group as organisers.
- You must be a full member of Cycling UK and registered with us to lead rides.
- You are **NOT** covered for organising any form of competitive event, except as listed in the Guidance Notes.
- You are covered for social events run as part of the ride eg tea stops, barbecues.
- You should have no more than ten non-members of Cycling UK on any one ride.
- Riders who are NOT Cycling UK members are covered for claims made against them by another Cycling UK member on a member group ride ONLY.
- Non-members of Cycling UK should not ride any more than three times with a Cycling UK member group.
- These limitations do not apply to 'events' open to both members and the public, which should be registered with Cycling UK.
- Cycling UK must be informed of events/rides involving more than 200 riders by registering the event on our [Events Guide](#).
- You are covered for rides/events in collaboration with other bodies, provided your group is clearly the organiser and the ride/event is run in accordance with our guidance.
- You are covered for any ride/event which takes place anywhere except USA/Canada.
- Affiliate members may ride with Cycling UK member groups but may not lead rides for them.

Note: We strongly advise ride leaders and event organisers to familiarise themselves with the current Guidance Notes, which are updated every October, and can be found at: cyclinguk.org/insurance/event-organiser



Safeguarding Code of Conduct

It is the policy of Cycling UK to make every effort to safeguard its members from physical, sexual and emotional harm while participating in Cycling UK activities. Cycling UK takes all reasonable steps to ensure that, through relevant procedures and training, children, young people and adults taking part in Cycling UK activities do so in a safe environment. All our policies around safeguarding can be found in the Cycling UK website at: cyclinguk.org/article/legal-guide/safeguarding

All Ride leaders, instructors and other volunteers have an obligation to avoid creating distressing situations. Therefore they are expected to follow the Code of Conduct below:

You are expected to:

- respect everyone as an individual;
- provide a good example of acceptable behaviour;
- respect everyone's right to privacy;
- show understanding when dealing with sensitive issues;
- adhere to the organisation's policies;

As a Cycling UK volunteer you may not:

- permit abusive behaviour;
- have inappropriate physical or verbal contact with others;
- jump to conclusions or make assumptions about others without checking facts;
- make suggestive or inappropriate remarks or actions;
- deliberately place yourself or others in a compromising situation;

Other adults present

Ride leaders, instructors and other volunteers should avoid situations where they are alone with a young person or vulnerable adult. This precaution protects all parties by removing the feeling of threat from an insecure participant and by providing a witness if an accusation of improper behaviour is made. However, there may be occasions where this is not possible and a judgment will have to be made as to what is in the best interests of the young person or vulnerable adult.

Physical contact

Physical contact between an individual and the Ride leader or instructor or other volunteer should be avoided. There are instances when it is necessary, eg to demonstrate a skill, but such contact should remain impersonal so there is no risk of it being misinterpreted.

Appropriate language

Care should be taken about what is said, and the way it is said. Leaders, instructors and volunteers should avoid saying anything which could be interpreted as being aggressive, suggestive, or containing an innuendo.

Creating false impressions

It is important that Ride leaders, instructors and other volunteers do not create a false impression. Words and actions can be misunderstood, and care should be taken to avoid awkward situations. Should such a situation arise, it is essential to handle it with care and consideration to minimise embarrassment to Ride leaders, instructors, other volunteers and participants.

Planning a Group Ride

Why do people go on a group ride?

There are many reasons why people choose to go on a group ride: for example, they may be nervous about riding on their own due to a lack of mechanical or geographic knowledge; they may like the companionship that riding in a group brings and enjoy the social interaction above all else, or they may simply prefer to leave the responsibility of deciding on a route and pace to other people. For many, riding with a cycling group or club is a chance to forget about everyday cares and responsibilities and let other people make the decisions.

Other people may have completely different motivations for going on group rides: they want to feel a sense of progression in their cycling by comparing themselves to others. Other riders not only provide competition, they can also give encouragement and advice, as well as being a reliable source of knowledge about local road and trail conditions, other cycling events and rides, equipment, holidays and tours and so much more.

Predominantly, however, people who go on group rides enjoy the social aspects of riding with other people so remember to allow for this when planning and leading the ride. Appendix 2 the Group Rider checklist contains some useful tips to pass on to people new to group riding.



How to plan a great ride

Route planning methods

The first thing to consider when organising a ride is obviously planning the route. Some people will use technical devices such as Garmins and programmes like Strava and Komoot; others prefer tried and trusted methods such as OS paper maps, local knowledge or routes they've previously ridden.

What to take into consideration

Whatever method you choose, take into account these factors:

- Is the proposed speed of the ride suitable for you and your riders - do they prefer a fast, slow or medium pace?
- The terrain - how hilly is it? What are the surfaces like? How busy is the traffic?
- The likely weather conditions - how will they affect the intended route or riding style? (see section on risk assessment below)
- The time of year - do you need to be back before dark or can you stay out longer? Will there be wet leaves and other potential hazards that might affect the plans?
- Stopping points - is there somewhere en route for riders to use the toilet, grab a hot drink or snack, have a rest and a chat and so on?
- Are there any particularly interesting sights, sounds and smells it would be good to include to make the ride more interesting?
- Are there any other events or large rides taking place at the same time?

How to increase participation

There may be other factors to consider too but if you tailor the ride to the participant level, ability and intention, that is a great start. Groups that offer a diverse range of activities at different times and dates often succeed in attracting new riders.



When to carry out a risk assessment

Completing a risk assessment

Some organisations may require certain activities to be more formally risk assessed than others. At Cycling UK, we believe that it may not be practicable to risk assess every ride in advance. Therefore, we recommend that if you have an event open to the public ie aimed at riders who are not regular members of your group, you should carry out a risk assessment and keep it on file for your records.

The risk assessment will involve riding the planned route as near to the event as possible and noting down any likely hazards your riders may encounter. For example, is there a particularly busy stretch or junction to negotiate? Are there trail features that might be difficult to tackle by the riders? It might also include the start/finish areas of the ride.

Once the hazard is noted, you should then write down any proposed actions that can be taken to mitigate any dangers they pose.

Be prepared to review your risk assessment if needs be to take into account, for example, planned or unplanned roadworks and so on. Remember, you may need to vary your route at short notice so it's a good idea to have a plan B up your sleeve.

Our risk assessment form can be used as a template to record any potential hazards and how you made allowances for them.



Ride Etiquette

Pre-ride Checks

The day of the ride finally dawns. You meet at the allotted time and place (preferably earlier than your participants!) and, hopefully, at least one other soul turns up.

Pre-ride checks

Once everyone arrives, there are a few brief formalities to go through before you set off, such as finding out who is on your ride and their readiness for the activity, taking a note of their emergency contact details using the Signing In/Out sheet. Riders under 18 must have a signed Parental Consent form whether accompanied or not (under 13s **MUST** be accompanied by a parent or guardian).

Briefing the riders

A short briefing explaining the destination, route and any planned stops is advisable before the ride starts. It is also a good idea to introduce new riders and also explain any hand signals or calls used by the group.

Don't forget to point out any known hazards in advance, and reassess the condition of the riders, the route and the weather conditions at regular intervals - be prepared to vary or even abandon the ride if any of them deteriorate.

Although riders are responsible for deciding on their own suitability for the advertised activity, ride leaders should greet each participant and assess their general health and wellbeing before starting the ride.



Leading the Group

Rider equipment

Some organisations and groups require ride leaders to provide a list of suitable items for riders to bring. All riders should bring a suitable cycle for the activity but you may be asked by your organisation to check riders' bikes. The M-Check sheet and ABC list show how you might briefly assess somebody's bike to see whether or not it is safe to ride.

Points to note:

- Cycling UK advocates freedom of choice as regards the wearing of helmets and hi-viz clothing so it is not up to ride leaders to promote or otherwise the pros and cons of these.
- Bear in mind, however, that other organisations may require riders to use certain items of clothing and equipment: It is the ride leader's prerogative to refuse anybody on their ride who they deem to be so ill-equipped they may pose a danger to themselves or others but note point above on helmets and hi-viz clothing.
- Cycling UK advocates only making minor adjustments or repairs to a rider's bike if you are sure you are competent to do so by experience or qualification - our Organisers' Liability insurance may not cover you for this: check the relevant Guidance Notes at: cyclinguk.org/insurance/event-organiser.

Leading the group

What is the optimal group size for road riding? Should you appoint a backmarker? What techniques could you employ to ensure the group stays together? This section discusses ways to manage a group ride.

Group size

There are no hard and fast rules about the amount of people acceptable on a group ride as it depends on many variables, such as: the competence of the riders and ride leaders; the number of assistant ride leaders available; the demands of the planned route and so on.

As ride leader, you should be confident you can handle the number of people who turn up for the ride. Cycling UK recommends considering dividing up groups of 12-15 or more into smaller groups of no more than six and/or appointing an assistant ride leader (or backmarker) to help keep an eye on the riders.

Don't forget to take a headcount at the start and at regular intervals during the ride, especially if it is a larger group! If people leave the ride part-way through, they should let the ride leader know.

Positioning

Position of ride leaders and assistant ride leaders

Where should you position yourself during the ride? Is riding always at the front or back necessarily the best place to be? Consider where else you might be able to ride for maximum enjoyment and security. Think about the best options for the following situations:

Situation	Position of ride leader	Position of assistant
<ul style="list-style-type: none"> • Normal riding • Descending • Climbing • Crossing main trails/roads • Stopping points • Junctions 	Example: At front of the group	Behind last rider

Positioning of riders

It is important that each participant understands that they are responsible for their own safety. Encourage them to keep away from the gutter and to watch out for any potential hazards, which they should point out to other members of the group – see chapter How to Communicate With The Group. They must also be careful not to ride too closely to each other or the ride leader.

Riding two abreast

The Highway Code in Rule 66 says: “You should never ride more than two abreast, and ride in single file on narrow or busy roads and when riding round bends.” Cycling UK guidelines therefore are that riders should never ride more than two abreast, except when passing and should drop into single file on narrow or busy roads, unless it would be unsafe to do so. When riding two abreast, the less experienced cyclist should usually ride on the inside.

Note: Ride leaders should be aware of the other rules for cyclists in the Highway Code and do their best to ensure that groups comply with them.



Singling Out and Communicating

When should groups single out?

It is very much up to ride leaders to decide how and when to move the group from two abreast to single file or vice versa.

If cycling on busier roads, riding two abreast means the group might be more visible and take up less space so following vehicles can overtake more easily. If possible, it might be appropriate for the group to single out (riding in single file) or even pull in, for example on a longer stretch of narrow lane, and allow following drivers to pass safely. Cycling UK guidelines are that riders should show courtesy to other road and trail users and be a good ambassador for cycling.

However, you should put the safety of your riders first and avoid singling out if it might lead to dangerous close passing, with drivers being tempted to overtake you where there is not enough room to do so. Riders are responsible for their own and others' safety so they must decide if singling out is appropriate at the time and how the manoeuvre should be accomplished, remembering to leave enough room between themselves and other cyclists.

How to communicate with the group

Many groups have their own jargon and gestures to communicate warnings and instructions to each other. For example, some ride leaders shout 'car up!' if a car is approaching from in front, while others might use 'oil down!' for a vehicle coming up from behind. Or the opposite. Some groups use a circular hand gesture to signify potholes in the road surface, while others use one hand behind their backs. What terms could you use to communicate with your group? Don't assume everybody will know what they mean. Be wary of using terms such as 'Clear!' when at crossings and junctions - let each rider decide for themselves in case it isn't clear when they decide to cross.



Stopping Points

Stopping points

There might be times when you might need to stop or slow the group down, for example when turning right off a busy main road or before a particular trail feature, or simply to allow others to catch up. If you want to slow or stop the riders, clearly shout 'Slowing!' or 'Stopping!', otherwise there may be a pile-up behind you.

Remember, stopping points must be identified for their appropriateness: do they allow the whole group to get off the carriageway or track, without inconveniencing other users? People can become sheep-like when in groups so may be prone to stopping wherever they feel like it, blocking the trail or road. It is your job as Ride leader to prevent this!



In mixed ability groups, some riders want continuity of riding and as few stops as possible, while others will welcome frequent rests. Be mindful of this but remember that you can't please all the people all the time so aim for the middle ground - however, try NOT to set off as soon as the slowest riders have caught up with the group. This can be dispiriting, especially if they need a breather and a drink. In any case, allow time for at least a couple of stops as most leisure riders appreciate a comfort stop and a chance to chat.

What to Do If Things Go Wrong

How to deal with unexpected incidents

Ride leaders should aim to keep the ride flowing as smoothly as possible, allowing time for breaks where necessary, but there may be times when incidents occur. Some situations may arise out of the blue but some can be prevented with a little forethought - for example, carry some small snacks if riders 'get the bonk' (run out of energy); appoint a competent rider to backmark and wait at junctions for the tailenders, and so on. However, occasionally, a major incident involving serious injury or even (very rarely) a fatality might occur.

In these circumstances, an Accident/Incident Report form should be completed and submitted to Cycling UK. This is why it's important to have a note of people's emergency contact details, as well as knowing who to tell if something happens. The Emergency Operating Procedures on the next page set out what else you need to do should there be a serious incident of any kind.

NOTE: Full Cycling UK members are entitled to free legal advice and claims assistance from our lawyers Slater + Gordon on 0844 736 8452 – affiliate members and other riders may still phone for general advice in the event of an incident involving a third party.



Emergency Operating Procedures

What to do if there's a major incident - a step by step guide

1. Think of yourself first and make sure you are safe. Count to 10 before acting.
2. Get other people off the road or trail and away from danger.
3. Make the area safe. Ask for two (or more) people to stop any traffic or other riders if necessary.
4. Assess the casualty if qualified to do so or ask if anybody has a first aid qualification. Only move the casualty if absolutely necessary.
5. Call the emergency services if required by dialling 999 or 112. They will need to know your location and the details of the injured parties. Identify your location by either a grid reference or using apps such as [what3words.com](https://www.what3words.com) or OS Locate.
6. Send people to guide the emergency services if required.
7. Reassure the casualty and, if they are conscious, ask who they would like to be contacted.
8. If they are unconscious, try and locate their emergency contact details (ICE) on their phone or on the Signing in/out sheet.
9. Keep an eye on the rest of the group - look out for anybody suffering from shock, which can be dangerous.
10. When help arrives, ask where the casualty is being taken so you can inform the emergency contact. Try and get the job number as well in case the ambulance is redirected en route.
11. Do not go with the casualty.
12. Make a note of any witnesses and other parties and write down their details on the Accident/Incident report form as soon as possible. Record briefly what happened and take photos of the scene.
13. Decide what to do with the casualty's bike and possessions - perhaps a local resident could look after it for the time being or you could lock it up somewhere and retrieve at a later date?
14. Decide whether or not to continue with the ride. People may appreciate the chance to sit down quietly and discuss what has happened over a hot drink. They may also feel able to carry on with the ride as planned.
15. Send a copy of the Accident/Incident report form to Cycling UK as soon as possible - email to incidents@cyclinguk.org
16. Contact any relevant managers or partner organisations to let them know what has happened.
17. If you think there could be a claim against you or the group, or any of the parties might need legal advice, contact Cycling UK's Incident Line as soon as possible on 0844 736 8452 - it's open 24 hours a day, 365 days a year.

Further Resources

Cycling UK courses and training

Once you have led a few rides, you might be interested in undertaking some formal training to improve your knowledge and skills. Why not consider taking one of Cycling UK's courses? The Cycling UK cycle training course structure is at: www.cyclinguk.org/training - take a look if you wish to further your knowledge and skills of ride leading either as professionally or as a volunteer. Courses on offer include:

- Assistant Group Leader
- Group Leader
- Mountain Bike Leader
- Advanced Mountain Bike Leader
- Club Leader
- National Standard Instructor
- First Aid in the Outdoors
- Night Rider Module
- Expedition Module
- Advanced Maintenance
- Safe Working Practices
- Basic and Trailside Maintenance
- Tour Leader

The course calendar will tell you when the next available public course is or we may be able to arrange bespoke training for small groups of students: contact training@cyclinguk.org. We can also arrange insurance for individual Cycle Activity Providers - see www.cyclinguk.org/insurance/cycle-activity-provider-insurance.

If you are part of a Member group or group affiliated to Cycling UK, you may also be eligible for bursary to cover some of the cost of providing training courses to your group.



Appendix 1: Ride leader Checklist pt1

Ride leader Checklist - our top tips for making a ride go smoothly

Becoming a ride leader

- Speak to someone on your committee so they can register you in order to be covered by our insurance.
- Familiarise yourself with Cycling UK's Riding in a Group Checklist (Appendix 2) and our Safeguarding Code of Conduct.

Before the Ride

- Work out a route you think your group is likely to enjoy, taking into account: distance; terrain; traffic; refreshments; toilets; points of interest; weather; season; ability of the riders; and any other factors.
- Be prepared to vary the ride if any of these change.
- Decide how you will navigate: GPS, maps, local knowledge, or a combination of all of these?
- Advertise your ride – don't forget to include: the meeting time and place; the approximate distance and pace; likely return time; and other essentials such as what the riders should bring, any planned stops and so on.

During the ride

- Find out the names of everyone on your ride – not just for insurance purposes but it's also friendlier. Ask everyone to fill in their contact details on the Signing In and Out sheet.
- Enlist the help of any experienced riders to: keep an eye on newer ones; act as backmarkers; lead a second group; or even act as 'human signposts' at junctions or gates.
- Explain how you will lead the ride: any jargon and hand signals you might use; when and where you will wait for slower riders; how you will deal with traffic and so on but remind each rider they are responsible for their own safety.
- Point out any likely hazards in advance. In the unlikely event of an incident, please complete an Accident/Incident Report form as soon as possible.
- Avoid blocking roads and trails – choose stopping points carefully.
- Keep the ride flowing smoothly but do stop occasionally and give stragglers a rest before restarting.
- Some faffing is inevitable but don't allow it to go on too long or other riders will begin to get cold and restless.
- You have a duty of care to the riders and the public, so if you think someone may endanger themselves or others, have a quiet word; if their behaviour persists, you are entitled to ask them to leave the ride.
- You should lead by example and remain courteous and considerate to all road and trail users, including fellow riders.
- Ensure anyone who wishes to leave the ride is happy to make their own way home.
- At the end of the ride, thank people for coming and let them know details of the next one.

Appendix 1: Ride leader Checklist pt2

Suggested list of things to bring as a ride leader. It's a good idea to carry a few essential items such as:

- Maps or GPS unit
- Selection of small tools, inner tubes, tyre levers and a puncture repair kit
- A fully-charged mobile phone
- Cards or coins for phone box – in some areas there may be no signal
- A supply of: Photo Consent forms; Accident/Incident Report forms; Group Rider Checklist for new/returning riders
- A Signing In/Out sheet

More suggestions for items to take can be found in Appendix 3: Ride leader Equipment



Appendix 2: Group Rider Checklist pt1

Here are a few tips to pass on to new or returning riders:

Joining a group ride is more than just the chance to make new friends – there is no better way to find the best cycle routes, bike shops and cafes in your area. Whether with a local Cycling UK group or at an event, following an experienced Ride leader with like-minded souls can enhance your cycling – and may lead to further adventures in the great outdoors.

Your fellow riders can also give you tips on choosing and maintaining your bike, improving your fitness and riding style, as well as provide moral support and even encourage you to try out a whole new style of cycling. These guidelines will show you how to get the most of out of the experience.

Where do I find a ride near to me?

- There is a list of Cycling UK groups at www.CyclingUK.org.uk/localgroups or consult our UK Cycling Events guide at www.CyclingUK.org.uk/uk-cycling-events.
- Contact the local group to discuss the kind of rides they do – the chances are there will be a group locally that matches your requirements. If not, they may know of others that will. Cycling UK members are free to ride with any Cycling UK Member groups anywhere in the country so contact them if you are nearby. Affiliate groups may charge a fee to join or have other entry criteria.
- The group should have a ride or 'runs' list, either in print or on a website, with its upcoming activities. Some groups use social media such as Facebook, Twitter, Instagram and also group magazines.
- It's a good idea to contact the Ride leader first to let them know you are thinking of coming along. If you are not a member of the group yet, you will usually be able to come along for up to three times before being asked to join.

What is it like on a group ride?

- You will have an experienced Ride leader who will have a great route planned so relax and enjoy it
- If you are new to group riding, let them know – they will keep an eye on you, or assign someone to do so.
- You will be asked to complete a Signing In/Out Sheet with your contact details.
- Keep in mind that Ride leaders and Assistant ride leaders are volunteers so listen carefully to any instructions. Let them lead!
- They should explain any jargon and hand signals they may use to keep control of the group, however you are always ultimately responsible for your own safety.
- If you fall behind, don't worry – your group should wait for you at the next junction or at the top of a climb.
- Be aware of the Highway and Countryside Codes and always remain courteous to all other road and trail users.

Appendix 2: Group Rider Checklist pt2

What should I bring on a group ride?

- Any appropriate cycle in good working order. If in doubt, have it checked over by a local bike shop or qualified mechanic.
- Carry at least a spare inner tube, pump and tyre levers.
- Dress for the weather and bring a spare layer.
- Bring a drink and a snack or energy gel plus a picnic or cash for refreshments if out all day.
- Good lights are essential if there is any chance of riding in the dark or poor visibility.
- Medication if required
- Emergency contact details

Top Tips

- Find your ride at <https://www.cyclinguk.org/groups-listing>
- Let the Ride leader know if you are new to riding or to the group
- Listen to all instructions carefully and do not overtake the leader unless instructed to do so
- Abide by the Highway and Countryside Codes



Appendix 3: Ride leader Equipment pt1

The amount of equipment the Ride leader carries depends on the type of ride being led, the number of participants on the ride and the carrying capacity of the riders. Equipment can be divided into three parts:

1. Leader's own kit
2. Additional equipment
3. Nice-to-haves but not essentials

Leader's Own Equipment:

<p>Two spare tubes</p> <p>Tyre levers</p> <p>Good pump</p> <p>Small tyre boot</p> <p>Multi-tool</p> <p>Phone</p> <p>Money</p>	<p>To fit the leader's bike</p> <p>A small bit of cloth should suffice</p> <p>Should include the following:</p> <ol style="list-style-type: none"> 1. Allen keys: 2, 3, 4, 5, 5.5, 6, 8 2. 8mm, 10mm spanners 3. Flathead and crosshead screwdrivers 4. Spoke key 5. Chain tool <p>In plastic bag</p> <p>Bank card/loose change</p>
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Additional Equipment:

<p>Puncture repair kit</p> <p>Tube</p> <p>Dumbell spanner</p> <p>Route sheet</p> <p>Parental consent forms</p> <p>Photo consent forms</p> <p>Signing in/out sheet</p> <p>Accident/incident report form</p> <p>Small first aid kit</p> <p>Waterproof bag</p> <p>Spare food/water</p>	<p>To fit another size tyre</p> <p>Or sufficient spanners to fit most sizes</p> <p>Or map</p> <p>In case of any under 18s on ride</p> <p>In case of filming/photography on the ride</p> <p>To record who is on the ride and ICE details</p> <p>To record details of any incidents during ride</p> <p>Plasters and maybe a medium bandage</p> <p>Big enough to cover everything</p> <p>In case riders run out</p>
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Appendix 3: Ride leader Equipment pt2

Nice-to-Haves But Not Essentials:

Proper spoke key

Proper chain tool

24" tubes

Spare folding tyre

Survival bag

Larger first aid kit

Ideally one for each size wheel

Be careful though, you must be qualified to use it



Appendix 4: Cycle Assessment (M-check) sheet

Bikes can be assessed for trail and roadworthiness using a simple M-check, starting at the rear wheel then moving up the frame to the saddle and back down to the bottom bracket, then up the downtube to the handlebars and headset before checking the front wheel. See our YouTube channel for more: www.youtube.com/user/CTCOnline/videos

Parts of the bike to be checked in an M-check:

Brakes:

Both front and back need to work. The brakes should bite quickly when the levers are pulled, not when they are tight against the handlebars. Brake blocks also need to be checked for wear and alignment. If they are not aligned properly to the wheel rim, they will wear unevenly and be less efficient. Adjust (unscrew) the barrel adjusters to ensure the brakes bite.

Wheels and Tyres:

Tyres wear. The back tyre wears more quickly than the front, as it carries more of the cyclist's weight. Badly worn tyres must be replaced, look for the carcass showing through. Tyres should be well-inflated so that they are hard to the touch, requiring strong pressure on the sidewalls to make any impression on them. Wheel rims and spokes should also be checked for dents and other damage.

Chain:

The chain should be oiled and have no serious defects. On non-derailleur bicycles (BMXs) they are often too slack. When properly adjusted, it should not be possible to derail the chain.

Steering:

One area which is often overlooked on a bike check is the steering. This can be checked by standing with the front wheel held firmly between your legs while facing the saddle and turning the handlebars against the pressure from your legs. If the steering turns independently from the wheel, then the stem side bolts need tightening (head bolt on a threaded fork).

Gears:

Index the gears by adjusting the rear derailleur barrel adjuster.

Lights:

Appropriate lighting should be discussed according to conditions.

Appendix 5: ABC Checklist

You could also use a simple ABC checklist:

A	Air	Tyre and wheel. Spin and look
B	Brakes	Front and back
B	Bolts	Is anything loose?
C	Chain	Check for colour and tightness. Spin the pedal backwards
D	Drop	The bike to the ground from about 5cm and see if anything rattles - if so, advise rider take it to a bike shop
E	Ends	Are the handlebar ends covered? These can hurt if you crash!



Appendix 6: Ride leader Log p1

You may like to keep a record of the rides you have led so that you can report on them (number of riders, destination and so on), as well as note down anything unusual that occurred. You can also use the log to chart your progress as a ride leader.

Ride leader Initials	Date	Distance & Destination	No. of Riders	Notes

Appendix 6: Ride leader Log p2

You may like to keep a record of the rides you have led so that you can report on them (number of riders, destination and so on), as well as note down anything unusual that occurred. You can also use the log to chart your progress as a ride leader.

Ride leader Initials	Date	Distance & Destination	No. of Riders	Notes

Appendix 7: Volunteer Toolkits

Further guidance, support, documents and resources can be found on the Cycling UK website:

Secretary's Toolkit
Chair of Cycling Group Toolkit
Event Organiser Toolkit
Publicity Officer Toolkit
Registration (Membership Secretary) Officer Toolkit
Ride leader Toolkit
Treasurer's Toolkit

<https://tinyurl.com/Support-for-Cycling-Groups>



Find us on: Facebook and Twitter

T: 01483 238301

www.cyclinguk.org

Cycling UK, Parklands, Railton Road, Guildford, Surrey GU2 9JX

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