



Rider Conduct during road racing events

1 BACKGROUND

Under Section 85 of the *Transport Operations (Road Use Management) Act 1995*, any form of racing on public roads is illegal. However the legislation allows for racing to take place under the authority of a permit issued by the police. These permits have conditions attached, and compliance with these conditions is mandatory. Among the standard conditions will be a requirement to obey road rules.

Riders also have an obligation to behave in accordance with the rules, regulations and codes of practice of cycling's governing bodies.

In addition to these requirements, riders need to conduct themselves in a manner that is socially acceptable, and reduces the risk to themselves, those around them and other road users.

2 ISSUES

Maintaining appropriate rider conduct is imperative in satisfying the requirements of police permits. This includes ensuring that riders obey road rules during events.

In order to secure the future of road racing in the district, it is important that the Club:

- ensures that the requirements stipulated in police permits are met;
- ensures that competitors behave in accordance with the traffic regulations, and;
- avoids issues between competitors and other road users that may lead to complaints, or feelings of ill-will towards cycle racing or cyclists in general.

Riders need to understand that the conduct of racing under police permit does not:

- bestow any special privileges to those taking part in the event, nor;
- release them from any obligation to obey all road rules

unless conditions under which road rules may be disobeyed, and the conditions under which this is allowable, are stipulated in said permit.

In addition riders need to be aware of strategies to reduce the risk to themselves and others.



3 SEVERANCE OF THE POLICY

These policies have been formulated to comply with the requirements of the *Transport Operations (Road Use Management - Road Rules) Regulation 1999 (RR Regs)*, the technical rules of the Cycling Queensland, and the Code of Conduct of Cycling Australia. They in no way replace or override any of the above mentioned instruments.

Where a member feels that :

- this policy no longer reflects the requirements of these instruments, or;
- a particular circumstance means that following this policy would constitute a contravention of these instruments,

they should inform the nearest Club official, warn other riders of the situation, and follow the appropriate course of action to maintain compliance with the instrument in question.

4 POLICY

4.1 Rider Education

4.1 (a) The club shall ensure that;

- (i) riders are informed and instructed in the contents of this policy, and;
- (ii) that the policy is be available to members.

4.1 (b) Members should ensure that they are familiar with the requirements of:

- (i) this policy;
- (ii) the Technical Regulations of Cycling Queensland (*CQ Tech Regs*); and
- (iii) the Queensland road rules as given in the *Transport Operations (Road Use Management - Road Rules) Regulation 1999*.



4.2 Obligation of members to report hazards

4.2 (a) Where a member believes that a situation presents a risk, they must:

- (i) warn others potentially at risk from this situation, and;
- (ii) report the situation to Club officials as soon as practicable.

4.3 Obligations of riders to understand the road rules

4.3 (a) Riders shall ensure that they have a thorough understanding of the road rules as they relate to their participation in road racing events.

4.4 Obligations of riders to understand the rules of cycle racing

4.4 (a) Riders shall ensure that they have a thorough understanding of the rules of cycle racing as required in section 3200 (a) of the *CQ Tech Regs*.

4.5 Rider conduct during road racing

Adherence to traffic regulations

4.5 (a) The Club does not accept that it is necessary for riders to contravene traffic regulations under normal circumstances. Riders shall adhere to road rules as stipulated in the *RR Regs* while engaged in club events and activities unless instructed that contravention is allowed under the terms of the Police Permit, or ordered to do so by a police officer.

4.5 (b) Adherence to road rules is also a requirement of *section 3300(p)* of the *CQ Tech Regs*. As such any breach of the road regulations is also a breach of the rules of cycling, and may result in a rider being withdrawn from an event.

4.5 (c) While taking part in Club events riders shall observe road rules, which include but may not be limited to the following.

- (i) Riders shall keep as close as practicable to the left of the road, in accordance with



section 129 of the *RR Regs*. Riders who fail to do so may be penalised.

(ii) Riders shall keep to the left of the centre of a road without a dividing centre line in accordance with *section 132 (1)* of the *RR Regs*. Riders that do so may be penalised.

(iii) Riders shall not cross a broken centre line on the road, in accordance with *section 132(2)* of the *RR Regs*. Riders that do so may be penalised.

(iv) Riders shall not cross an unbroken centre line, in accordance with *section 132(3)* of the *RR Regs*. Riders who do so will be penalised.

(v) Where an obstacle, (such as railway tracks) occurs, riders shall negotiate it without crossing unbroken centre lines. Strategies to achieve this may include, but are not limited to:

(a) slowing down and/or;

(b) riding single file and/or;

(c) spreading out.

(vi) The above strategies should be accompanied by waiting for riders to regroup before resuming previous speeds and/or formations.

The Club does not accept that under normal circumstances there is any reasonable excuse for crossing an unbroken centre line.

(vii) Where a rider believes that it is not possible to negotiate a permanent obstacle without crossing unbroken centre lines, this should be reported to Club officials for investigation, as it may indicate that the course is unsafe for racing. Likewise other situations that they believe dangerous should be reported to Club officials for evaluation.

(viii) A rider shall not ride through:

(a) a red traffic light, in accordance with *section 56* of the *RR Regs*, or;

(b) a level crossing warning signal, in accordance with *section 123(a)* of the *RR Regs*.

A rider who does so shall be penalised.

These actions are also forbidden under *section 3300(p)(iii)* of the *CQ Tech Regs*

(ix) Riders may ride two abreast, (in accordance with *section 151(1) & (2)* of the *RR Regs*, but may only ride three abreast whilst riders are being overtaken (in accordance with *section 151(3)* of the *RR Regs*).



(x) Wherever practicable, riders to be overtaken should not pull to the left to avoid possible contravention of *sections 129* (keeping as close as possible to the left) and *253* (cyclists shall not form a traffic hazard by moving into the path of a driver) of the *RR Regs*. Riders finishing a turn on the front should, where practicable, place themselves in a position for other riders to pass on their right. That is, riders pulling off the front should, where practicable, be on the left, and pick a line as close as practicable to the left considering the road conditions. As such, wherever practicable, the passing riders, should pass to the right of riders pulling off, and should do so while remaining as close as practicable to the left of the road.

(xi) While paragraph (x) expresses the club's preference, it is recognised that for various reasons it may not be appropriate for riders to rotate in this way. As such, it is left to the discretion of riders to decide the most appropriate way to rotate according to the circumstances. However riders must ensure that they undertake these manoeuvres safely and in accordance with the road rules.

(xii) Riders shall avoid creating an obstacle to other traffic in accordance with *section 253* of the *RR Regs*. In order to do this it may be necessary for them to refrain from passing while traffic overtakes. Riders who unnecessarily obstruct traffic may be penalised.

(xiii) Riders must maintain no less than one hand on the handlebars at any time in accordance with *section 245(b)* of the *RR Regs*. Riders who remove both hands from the handlebars may be penalised.

Removal of hand(s) from handlebars without reasonable excuse (eating, drinking etc.) is also forbidden under section 3200(d) of the *CQ Tech Regs*.

(xiv) Mobile telephones and other electronic devices such as MP3 players, Ipods, radios etc. may not be used during the race, or when warming up or cooling down on the road.

Conduct in the bunch

4.5 (d) The Club expects a standard of behaviour from riders while engaged in Club activities and events. This shall include, but not be limited to the following.

(i) Riders shall treat each other with consideration, dignity and respect in accordance with the *CQ Code of Conduct*.

(ii) Riders shall not use offensive language, nor behave in an offensive manner in accordance with the *CQ Code of Conduct*.



(iii) Riders should avoid overlapping wheels with other riders.

(vi) Riders overtaking should be mindful of their responsibility to ensure that they are clear of the riders they have passed before moving across their line.

(vii) Riders should avoid unnecessary sudden variation in line.

(viii) Riders should be mindful of the need to use care when using their brakes while riding in a bunch.

(a) Brake application should be kept to a minimum and application should be kept light except in an emergency.

(b) Riders who use their brakes to in an effort to disturb, disrupt or unsettle following riders will be penalised. Instances of this occurring should be reported to Club officials.

(ix) Riders should be mindful that the greatest danger to their safety comes from those in front of them. As such they should be attentive to what is happening in front of them and should not be looking behind them apart from:

(a) when they wish to change line, and are checking they are clear of other riders, or;

(b) when they are at the rear of the bunch and are looking out for traffic or riders coming from behind.

(x) Riders shall signal the presence of obstacles and other potential dangers to those behind them. This is important in ensuring that those unsighted by other riders do not suddenly find themselves presented with hazardous situations.

(xi) As riders have little indication of what is happening behind the limit of their vision, a rider should always be able to choose their line in a corner without having to concern themselves with what is occurring outside where they can see. As such riders should never try to pass on the inside while going around a corner unless:

(a) the rider in front is clearly allowing other riders through, or;

(b) it is clear that there will be room between the rider in front and the apex of the corner for the passing rider to get through without the front rider having to change their line, or;

(c) the rider in front is deliberately being obstructive and endeavouring to interfere with the progress of riders behind.

(xii) Where a rider passes another rider in a corner (whether on the inside or outside), it is the responsibility of the passing rider to choose a line that will not bring them into contact with the rider being passed. The passing rider should not expect the rider being passed to change their line to allow them past unless other mitigating factors can be



clearly shown.

(xiii) Where a rider endeavours to pass in a corner, and an accident arises due to contact with the rider being passed, the passing rider shall be deemed responsible unless other mitigating factors can be clearly shown.

(xiv) A rider who acts in a manner considered dangerous to other competitors or the public will be penalised in accordance with section 3200(b) of the *CQ Tech Regs*.

Interaction with other road users

4.5 (e) Riders shall treat road users and pedestrians with dignity and respect. The following actions towards road users and pedestrians shall not be acceptable under any circumstances.

(i) Verbal abuse

(ii) Use of offensive gestures

(iii) Behaviour in any way aimed at causing offence

Riders who behave in a manner that may offend other road users or pedestrians may be penalised.

4.5 (f) Riders may use whatever means they feel appropriate to warn road users or pedestrians of their presence, so long as what they do cannot be reasonably viewed as offensive.

4.5 (g) Where a rider objects to the behaviour of another road user, they should:

(i) endeavour to get the registration number and description of the offending vehicle;
and,

(ii) report these details along with a description of the behaviour encountered to a Club official as soon as practicable.

Where appropriate, riders may consider dropping back to the official car, or in serious cases calling a stop to the race to expedite appropriate action.

Littering



4.5 (h) Riders shall not discard litter. This includes, but is not restricted to, drink bottles or tyre inner tubes. The only exceptions to this are biohazardous stuffs which may only be discarded in a manner that will not cause a nuisance to other people.

Equipment and clothing

4.5 (i) Riders shall ensure that their bicycles, tyres and any other equipment are in good order, and do not present a danger of failing, and/or creating a danger to themselves or other people. Potential issues include, but are not limited to:

- (i) tyres must be in a safe condition;
- (ii) tubular tyres must be securely glued to the rim;
- (iii) bar ends must be plugged,
- (iv) pumps and other items must be secured, and;
- (v) quick release levers must be orientated to minimize risk in the event of a crash.

Where a rider creates a potentially dangerous situation due to the condition of their equipment, the rider may be penalised.

4.5 (j) Glassware of any kind cannot be used for carrying food or drink.

4.5 (k) Backpack type drink containers (such as Camelback) may not be used.

4.5 (l) Clothes, shoes and helmets must be neat and clean, and jerseys must cover the shoulders

Behaviour during a sprint

4.5 (k) Riders should endeavour to ensure that sprint finishes are as safe as practicable. In the run into the finish and during the sprint, riders should conduct themselves in the following manner.

(i) Riders should be aware of their surroundings, and issues that may pose a threat to their safety. These may include, but are not limited to:

- (a) vehicles, both parked and moving;



- (b) animals;
 - (c) pedestrians;
 - (d) spectators;
 - (e) road conditions, and;
 - (f) fellow competitors.
- (ii) On the run in to the finish, riders shall avoid sudden changes in line.
- (iii) Riders shall hold their line in a sprint.
- (iv) Riders shall keep both hands on the handlebars in a sprint.

4.6 Conduct around the start/finish areas

4.6 (a) People in the start finish area should be mindful of the need to avoid unnecessary obstruction of traffic, and reduce the risks of an incident with a passing vehicle. As such the following should be observed.

- (i) Unless riding at the time, all persons shall be a distance of at least one metre from the road edge.
- (ii) Riders must comply with all road rules, and ensure that they do not unnecessarily obstruct traffic when warming up, cooling down or leaving the event.
- (iii) Vehicles brought to the event must be properly and appropriately parked.
- (iv) When leaving a race, drivers should be mindful of other traffic on the road.

4.6 (b) Riders shall not take toilet breaks in public view, or in any way that might cause offence.

4.7 Night time criterium racing

Lighting

4.7 (a) All bicycles must be fitted with lighting that complies with the requirements of



section 259 of the *RR Regs*. As such all bicycles must be fitted with

- (i) a red rear tail light that is clearly visible for a distance of at least 200 metres, and;
- (ii) a white front light that is clearly visible from a distance of at least 200 meters.

4.7 (b) Where a rider presents at a race with either a front or rear light that does not comply with the requirements of the road rules, the rider will not be allowed to start the race.

4.7 (c) If in the opinion of the Chief Commissaire the intensity of a competitors front or rear light no longer complies with the requirements of the road rules, the competitor will be withdrawn from the event.

4.7 (d) In addition to the requirement for lights to comply with the road rules, the club requires that front lights be of a sufficient power to throw a beam of light which aids the vision of riders. A level of light intensity equivalent to the output of a five watt halogen light is considered the minimum standard. As guidance, an acceptable light could be described as:

- (i) being a 5W halogen light, or;
- (ii) having a light output equivalent of a 5W halogen light, or;
- (ii) being able to throw a beam clearly visible on the road at a distance of 5m.

4.7 (e) Where a rider presents at a race with a front light that does not comply with the requirements of 4.7 (d), the rider will not be allowed to start the race.

4.7 (f) If in the opinion of the Chief Commissaire the intensity of a competitors front no longer complies with the requirements of 4.7 (d), the competitor may, at the discretion of the Chief Commissaire, be withdrawn from the event.

4.7 (g) Where possible, lights should be set to give off a constant beam rather than flashing.

4.7 (h) The Chief Commissaire may request that riders in a particular division operate their rear lights in flashing mode to allow them to be distinguished from other competitors.