



MODULE

GROUP MANAGEMENT FOR ON-ROAD SESSIONS

**IN AN ON-ROAD ENVIRONMENT
SAFE MOVEMENT OF A GROUP
IS A CRITICAL SKILL AND
UNDERSTANDING OF
PROCEDURES TO ENSURE
THIS IS VITAL**

TRAINING GROUND RULES



- Trainees should only **ride when instructed to by their trainer.**
- Trainees should **only ride on the road**, never on the path, unless there is a bike path.
- Trainees should **do what their trainer asks** them to do.

- **Safe** and effective **management** of a group on road requires the trainers to position one **at the front**, the **other at the back of the group.**
- The **order** of the group is determined before setting off with the **strongest rider to the rear** to take back position when the rear trainer moves to the head of the group at junctions.
- At **Stage One**, a **no overtaking** rule is generally imposed.
- At **Stages Two and Three**, where trainees take an increasingly active role in determining the form of the journey, there may be overtaking, for example, where one trainee might judge it safe to overtake someone in front who is tiring.
- Trainees are told not to proceed simply because the person in front has but should **use their own judgement.**
- If they want/need to **stop** they can, but must communicate (calling “Slowing” or “Stopping”) to the rider immediately behind that they are doing so.





POSITIONING OF TRAINEES ON ROAD



- Trainees should **never obstruct either the path or the road.**
- **Blocking the path** sets a **bad example** to trainees and other road users.
- Trainees should always **mount their bike from the kerbside.**
- Trainees should never **stand in the road.** The only exception to this may be where they have to set off from outside a line of parked cars or obstruction. Where possible this should be avoided.
- Start manoeuvres **away from hazards/junctions.**

It is important to be aware that many trainees may not apply particular rules or procedures because they don't see the need for them and, therefore, they may take dangerous 'short cuts'.



The key to safety is **keeping the group together** and the following are examples of situations where the group may split:

- Whilst negotiating a junction, **part of the group may have to give way.**
- A **vehicle overtaking** the "snake" **has to pull in** before the manoeuvre is complete (this is more likely with large groups).

The **aim** is to have **other road users treat the line** of trainees as a **single entity**. The **trainers** will ride as though they were a **pair** but with a line of riders between them. The **primary position** is the **default** position for the **trainer at the rear** of the group.

As the group moves along the trainers ride as follows:

- **Front Trainer**
 - Rides **slowly**, looking back to **maintain visual contact** with the trainees in the line.
 - **Stops** if any rider **needs** to stop.
 - **Stops at the first safe point possible if the group is split** (e.g. at a set of traffic lights) to **allow the group to reform.**
 - ~ Ensuring all riders are **well clear of the junction.**
 - ~ Ensuring all riders can take position safely at the **edge to the road, or off the road**, while waiting.
 - Gives **instructions** to be passed down the line **verbally from trainee to trainee.**
- **Rear Trainer**
 - Uses **better observation position to manage and communicate** with riders up the line
 - **Ensures** riders are **appropriately positioned**
 - Adjusts to **primary position to protect riders**
 - **Stops** if any rider **needs** to stop, communicating ahead to the head of the line if the whole group needs to stop
 - **Moves to the head of the line for junctions as required**
 - ~ **Left-hand turn, minor to major**, moving up the right side of the line of trainees (ensuring last trainee knows that they are now at the back of the line)
 - ~ **Right hand turn, minor to major AND major to minor**, moving first to primary position to protect the line of trainees who will then move to that position, then moving up the left side of the line of trainees (ensuring last trainee knows that they are now at the back of the line)



MANOEUVRES



Moving the group to a lane to the right:

- **Rear trainer LOOKS, SIGNALS and MOVES** into the chosen lane.
- **Front trainer follows** and in sequence each of the **riders** starting with the trainee immediately behind the front trainer.
- The **rear trainer** needs to **keep the line protected**, and may therefore maintain a primary position rather than a full right-hand turn position, **guarding the lane**.

Turning to the left or right:

- **Right or Left turn, minor to major road**
 - The **rear trainer comes forward** to the stop or give way line, progressing down the left or right side of the trainees as appropriate – this can be done on the approach to the junction.
 - Trainees can be seen safely across the junction from a position of **good visibility**.
 - A trainer **does not have authority to direct traffic** but drivers are often co-operative to halting traffic to move a group.
 - The **rear trainer** will look for a **gap** in the traffic which will allow the whole group to move out.
 - Trainers need to be able to **stop the group** if someone with **right of way wishes to continue**.
- **Right turn, major to minor road**
 - ~ **Rear trainer undertakes** the group and positions to **protect** the group from **oncoming traffic**.
 - ~ Trainers should consider their **best position** to see everyone **cross safely** – this could be one trainer on **either side of the junction**.
 - Trainees should have clear instructions as to **where to wait** to allow everyone to stop safely **clear of the junction**.
 - For **large junctions** the trainees may have to **cross in groups**.

- The **front trainer** should cross with as **many of the riders as possible** stopping where there is sufficient room for the whole party to **regroup safely** clear of the junction.
- The **rear trainer** should **send the others across** when safe to do so finally **following the last trainee** over.

Remember it may be both safer and quicker to walk over certain junctions.



Traffic light, zebra and pelican crossings

- On approaching traffic lights, zebra crossings or pelican crossings the **rear trainer comes forward** to control the riders should it be necessary to stop.
- When signalled to do so the rear trainer will send the trainees forward to join the front trainer's group.

Group Management

- **Moving a group** can be **time consuming** and requires considerable effort to ensure **control**.
- If you encounter a **traffic jam** do not attempt to **filter** the group though it.
- **Walking past the jam using the pavement may be an option**.
- **Parents and other helpers** should always be either **part of the line** or ride completely separate from it.

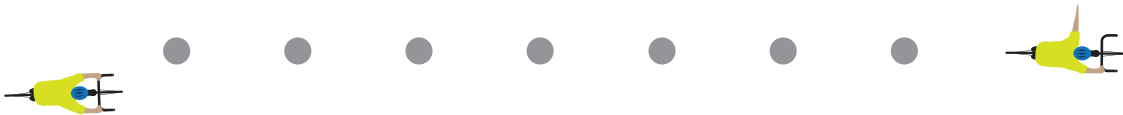


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Moving Groups on Road

Turning Left, Major to Minor



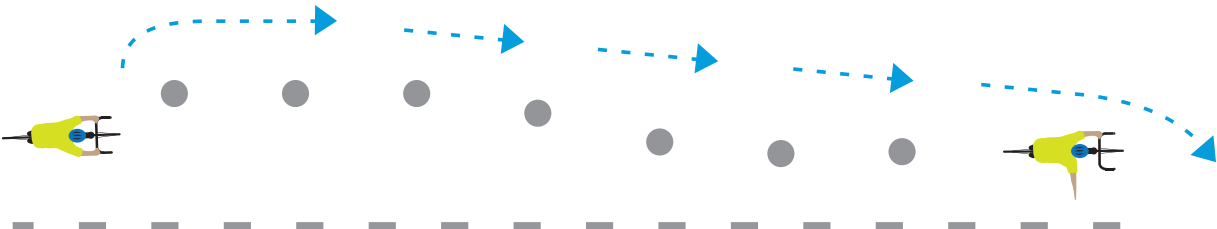
Rear leader stays to rear in extended position.

Turning Left, Minor to Major



Rear leader moves up on RIGHT side of group to reach head of junction before front leader and group START TO TURN.

Turning Right



Rear leader moves initially to the right to protect the group. Once the group, STARTING with the front leader, moves to the right, the rear leader moves up the LEFT side of the group to reach the head of the junction.