



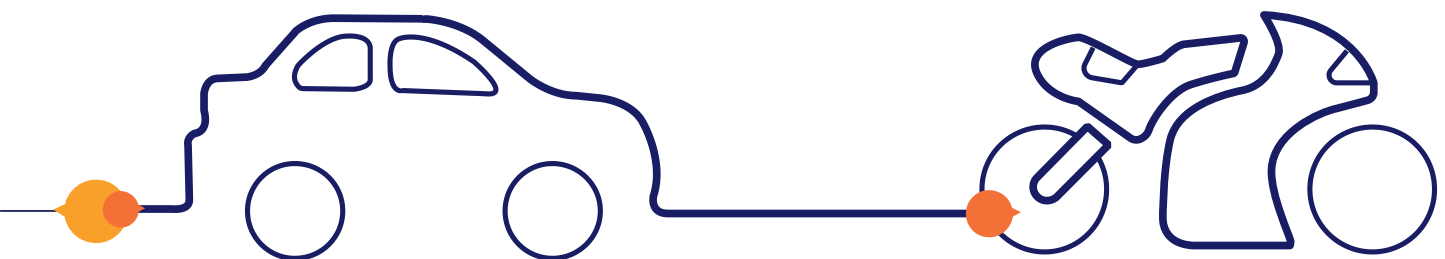
accidents don't have to happen

RoSPA Advanced Drivers and Riders

Derbyshire Riders – Group Riding Guidance

Version: 2.0

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1. Introduction

This guidance is issued to ensure a consistency of expectation, approach and experience in the conduct of our group riding, in a safe and responsible manner.

- 1.1 Derbyshire RoSPA encourage all members (associates under training, full members and tutors) to attend and join in our group rides.
- 1.2 Group rides provide a great way for members to enjoy in a shared passion, but they also provide a fabulous opportunity to improve their skills by seeing how other more advanced riders ride.
- 1.3 Group rides achieve this by allowing a friendly and relaxed opportunity to discuss '*ride technique and the system of motorcycle control*' and provide participants with the opportunity to improve through observation and replication.
- 1.4 Group riding at Derbyshire RoSPA aims to be safe, legal, supportive, welcoming and friendly.
- 1.5 Any Full Member or associate under training is welcome to attend. Pillions are welcome with Full Member (who have passed their Advanced Motorcycling Examination). We are completely inclusive and try to reasonably accommodate all skill levels and choice of machinery.

2. The Responsibilities of the 'Ride Leader'

- 2.1 Ensure the route and nature of the ride is publicised in advance. This should include an estimate of the mileage and duration, any special focus of the ride, and enough information to provide everyone with the ability to choose whether it is for them.
- 2.2 Arrange a suitable departure time and location. Provide a suitable briefing on the start and return.
- 2.3 The route selected must allow participation by all group members. It should not intentionally include green lanes and should allow it to be ridden confidently by all classes of motorcycle.
- 2.4 During COVID, or during very popular rides, you should devise a grouping system that provides for sub-grouping (to whatever size is stipulated by government controls) where each subgroup has a known sub-group leader, with a Group Tutor or Full Member at the rear acting as 'Last Rider' (or 'Back Marker').
- 2.5 If using sub-group leaders, ensure the route is understood by them in advance (note it does not matter if satellite navigation systems route the journey differently, so long as all group ride participants leave and stop in the same places), and all stops, and destinations are understood.
- 2.6 Ensure everyone is accounted for at all stops. Stops on route should be for all to relax, refresh and recharge, to discuss learning points, and if necessary, deal appropriately with any unsuitable standards of riding (i.e., issues of speed, safety, legality etc.). The meeting points must therefore be conducive to the group size and should be safe and allow conversation to take place. The ride should provide for the normal human needs – comfort stops, refreshment facilities, and tea and coffee stop if possible.





- 2.7 The 'Ride Leader', 'Last Rider' and/or a qualified Tutor in attendance must ensure appropriate feedback is provided to anyone riding outside the understood standard of the group ride. If the rider continues to ride in a manner that does not meet the understood standard, the matter should be referred to the chairman and club committee for consideration.
- 2.8 To ensure any lost or missing riders are located and the ride is facilitated as normally as possible.
- 2.9 New full members and associates who are participating in their first group ride are to be welcomed by the 'Ride Leader', introduced to everyone and generally allowed to settle in.
- 2.10 Ensure everyone is known and has current membership. Due to insurance constraints non-members cannot be allowed to participate in any Derbyshire Riders '**Official Group Ride**' events.
- 2.11 The 'Ride Leader' **must** conduct a pre-ride briefing, prior to departure.
 - Check that all riders know how the 'Second Rider Drop Off' works (See Section 7 for more details).
 - Provide instructions on how to manage travel on motorways or dual carriageways if the route utilizes them (see Section 8 for more details).
 - Ensure everyone has a general understanding of the route, where you may be conducting stops and make it known to all riders who the 'Last Rider' is.
 - Ensure you have access to the mobile numbers and emergency contact details of all attendees.
 - If in-helmet communications are available, provide instructions on how this will be used.

3 The Responsibilities of Tutors, Group Leaders and the 'Last Rider'

- 3.1 'Last Rider' is also often referred to as 'back marker', 'sweeper' or 'tail-end' within motorcycling.
- 3.2 In conducting the ride:
 - Ensure everyone understands the stopping points and destination. Satnav *gpx* files, Postcodes or ride notes can be provided to attendees to assist.
 - The leader/group leader and the 'Last Rider' are a team. It is beneficial if the 'Ride Leader' and 'Last Rider' are in radio communication with each other.
 - The 'Last Rider' should ensure he will be clearly visible to all in the group (e.g., wear 'Hi Viz' garments and ensure headlight is on).
 - Periodically check that the group is together, and the 'Last Rider' can be seen.
 - Never knowingly leave anyone behind without ensuring they are safe, and help is on the way.

4 On Road Incidents

- 4.1 As per the Group Constitution, if any person(s) becomes involved in an incident whereby injury or damage is caused to anyone or anything, the Group Chair, Secretary or Training Officer should inform RoSPA HQ, giving the circumstances of the incident together with any injuries/damage sustained (even if minor), along with name and contact details of the associate/group member(s) involved.





4.2 If anyone has an accident or breaks down, Ride Leader and/or Last Rider, with the assistance of other group ride participants as appropriate, will ensure that: -

- The scene is safe.
- The rider is OK.
- The emergency services are called if required.
- The machine is OK, and recovery is arranged where needed.
- Everyone gets home safely.

5 Responsibilities of those taking part in the Group Ride

5.1 New Associates are encouraged to discuss attendance with their tutor before joining an '**Official Group Ride**', to ensure that they are aware of how these rides are conducted.

5.2 If you are carrying a pillion passenger, please ensure they are aware of the rule of the group ride.

5.3 Ensure you understand that this is a RoSPA Derbyshire Riders group event. It is therefore expected that:

- The ride will be conducted within the spirit of 'Motorcycle Roadcraft' and 'Highway Code'.
- The ride will be conducted in a safe and legal manner.
- The riders will respect one another, and other road users at all times.
- Overtaking is allowed providing it is safe, clean, respectful and legal.
- Everyone knows that they are to **RIDE THEIR OWN RIDE**, ride at a pace they are comfortable with and are responsible for their own safety (and the safety of their pillion passenger, if applicable).
- Individuals have a good understanding of the additional hazards that arise from riding in a group and the associated mitigation measures (as noted in Section 6).
- The group will not knowingly leave anyone behind.
- Ensure the 'Ride Leader' has your contact details, just in case.
- Remember to adapt how you ride to address the needs and hazards of group riding (see Section 6).

6 Adapting to Group Riding

6.1 As an advanced rider, or training to become one, you should approach the additional hazards posed by Group Riding using the systematic approach as detailed in Roadcraft.

Additional Hazards

- 1) Differing rider abilities (experience, predictability and reaction to hazards).
- 2) Proximity to each other and impact on visibility.
- 3) Complacency, and its impact on risk awareness and observation (following the rider in front into an unplanned overtaking manoeuvre).
- 4) Human factors and other impacts on one another (e.g., differing speeds, possible frustration, uncertainty of the route or losing contact with the group).





Mitigation Measures

- 6.2 The aim of these guidelines is to assist in mitigating these hazards to ensure the whole group returns safely having had an enjoyable and responsible ride.
- 6.3 Hazards 1 to 4 above, are very much inter-related. These can be minimized by: -
- 6.3.1 Individual riders in the group should show respect and consideration to the other riders in the group by adapting how they ride:
- To the rider in front.
Give them Space.
Give them Time.
Be 'In Their Mirrors' so they can see you.
Ensure your spacing meets the "2 second rule" on the open road.
 - To the rider behind.
Do not be unpredictable.
Signal your intentions (in line with I.P.S.G.A. and T.U.G. principles).
Signal them past if you feel you are holding them up and they want to go past.
- 6.3.2 Overtaking within the group is permitted but must be undertaken safely with the same preparation and consideration, as you would if you were riding alone, including considering a lifesaver check before moving out.
- 6.3.3 Watching how the rider in front positions their bike on the road and reacts (e.g., unexpected braking or movement) can provide advance warning of an approaching hazard but try not to fixate on them. You need to also read the road (particularly bends) for yourself. Do not just blindly follow the same track as the rider in front.
- 6.3.4 The 'Ride Leader' should progress at an appropriate legal speed / pace to suit the general ability level within the group; there is little point pushing on if there is no one able to follow you.
- Remain alert to other riders who are not part of the group working their way forward; it is safer to allow them to overtake.
 - Individual group riders taking proactive steps to try and keep the group together and/or reform where safe and appropriate to do so, such as the 'Ride Leader' slowing down early when approaching urban areas to allow the rest of the group to catch up.
- 6.3.5 Adopting a staggered formation on dual carriageways, motorways and appropriate sections of single lane (See Section 8 for more details). This allows the group to ride closer together but maintaining adequate safety margins. A more compact group provides a greater deterrent to other road users trying to "squeeze" into an inappropriate gap within the group.
- 6.3.6 Closing up and adopting a staggered formation when stopping at traffic lights or at junctions. Being more compact should allow more group members to get through.
- 6.4 If we ride as described above, we should not have any negative impact on other road users.





7 The 'Second rider drop off' System

- 7.1 The 'Second rider drop off' system of group riding ensures that all turns are marked so everyone gets where the group is going, even if they do not know the route.
- 7.2 The system allows progress while enabling the group to stay together even though there may be quite some distance between the 'Ride Leader' and the 'Last Rider'.
- 7.3 There are 3 types of riders within the system:
 - 1) The '**Ride Leader**' – this rider is always the lead bike and will know the route.
 - 2) The '**Last Rider**' – this rider is always the last bike and should be highly visible.
 - 3) The '**Marker**' – the second rider in the group formation, who will mark junctions, turns etc.
- 7.4 The system requires one rider at the front of the group (the '**Ride Leader**') who will be familiar with the route and will navigate the way.
- 7.5 The system also requires one rider at the back of the group (the '**Last Rider**'), who will stay at the back of the group throughout the entire ride. This rider should be easily distinguishable to all members of the group ride.
- 7.6 The '**Ride Leader**' and '**Last Rider**' are the only two riders who remain in their position within the group (note it is preferable that these riders have an in-helmet communications system available).
- 7.7 When the '**Ride Leader**' needs to take a turn at a junction, a roundabout, fork in the road, or any change of direction that may not be obvious to the rest of the group, the rider directly behind the 'Ride Leader' (this rider is the '**Marker**') must find a **SAFE** place to stop that is **VISIBLE** to the following group members as they approach the turn and does not impede other road users.
- 7.8 To avoid confusing other road users and members of the group ride, route directions should be given by the '**Marker**' using hand signals when group members approach rather than their vehicle indicators.
- 7.9 Careful thought should be given as regards whether to mark the turn either before or after the turn (which is safest and most visible).
- 7.10 Complex turns may need to be marked both before (by the '**Marker**') and after the turn (by the following rider, who will be a second '**Marker**').
- 7.11 If a group member is unfamiliar or uncomfortable with undertaking the '**Marker**' role then they should be placed third in the group and the other group members instructed to safely overtake them as necessary, so that they always remain the third rider in the group. This way they are able to safely observe the second rider drop off system in action.





T-Junction Example:

7.12 The diagram shows an example of 'Marking' a left turn at a 'T-junction' during a group ride:

- The '**Ride Leader**' has turned left at a junction.
- The rider directly behind the 'Ride Leader' has been placed as the '**Marker**' for the junction.
- The '**Marker**' has found a ***SAFE PLACE TO STOP*** and is indicating the direction of travel with hand signals.
- Other riders should be visually aware of the '**Marker**' and the direction of travel that the group should follow.
- If for some reason the second rider in the group neglects to mark a junction, then "next rider up" ***SHOULD*** mark the junction and be the '**Marker**'.
- The whole group must pass the '**Marker**', except for the '**Last Rider**' who keeps the group together.
- The '**Marker**' re-joins the group in front of the '**Last Rider**'.



Traffic Island / Roundabout Example:

7.13 The diagram shows an example of 'Marking' a left turn on a roundabout during a group ride:

- The '**Ride Leader**' has turned left at a roundabout.
- The diagram shows that two other riders have already passed the '**Marker**' and are following the '**Ride Leader**'.
- The '**Marker**' has found a ***SAFE PLACE TO STOP*** and is indicating direction of travel to the rest of the group.
- The diagram shows that one more rider needs to pass the '**Marker**', and they are followed by '**Last Rider**'.
- Once this rider passes the '**Marker**', the '**Last Rider**' will indicate to the '**Marker**' (usually by flashing their headlights) that they can re-join the group in front of the '**Last Rider**'.



7.14 This approach involves the entire group and means that the '**Marker**' gets rotated from front to back and gradually move up to the front again.

7.15 Even though a group ride will operate this system, it should be appreciated that this method is not fool proof. Rider members do occasionally get lost, after all, there is only so much the '**Ride Leader**' can do from the front.

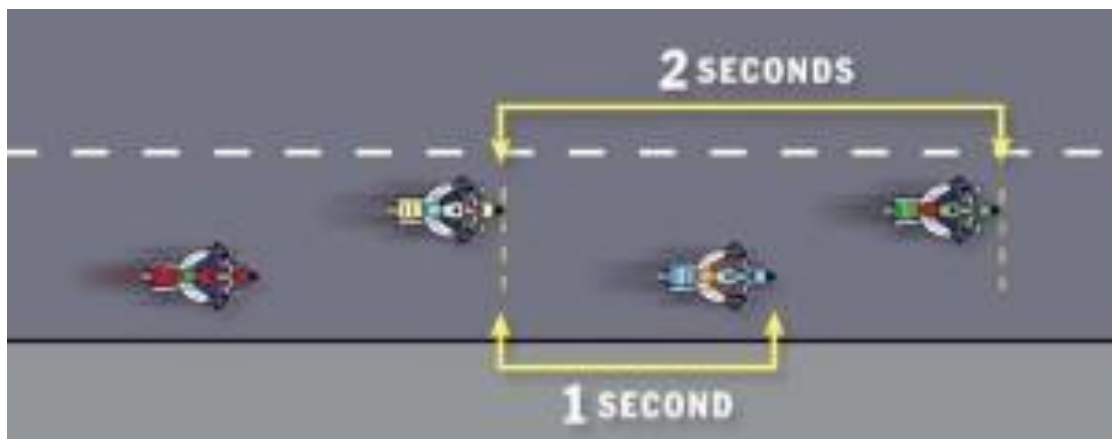
7.16 Remember to ***RIDE YOUR OWN ROAD*** and at a pace you are comfortable with; that way everybody will have the maximum amount of fun, but more importantly, stay safe.





8 Group Riding on Motorways and Dual Carriageways

- 8.1 The staggered formation (as shown below) should be used on Motorways, Dual Carriageways or Wide Roads (only if appropriate) to maintain group structure and safety:



- 8.2 Preferably the **'Ride Leader'** should maintain the staggered formation at all times on a motorway, to ensure that the whole group remains in visible contact. Additionally, this formation allows other road users to be visually aware of the group.
- 8.3 The **'Ride Leader'** **must** ensure that instructions are provided to **ALL** group members on how to use the staggered formation on motorways or dual carriageways (i.e., roads with a speed limit of 70mph).
- 8.4 When approaching an exit, the **'Ride Leader'** should adjust his speed to allow the group to re-form and they are visible to the **'Last Rider'**.
- 8.5 The 'Second rider drop off' system must **not** be used to 'mark' exits on motorways, as it is illegal to stop on a motorway unless there is an emergency. Furthermore, motorway and dual carriageway slip roads are extremely dangerous places to stop on a motorcycle.
- 8.6 The **'Ride Leader'** **must** ensure that instructions are provided to all group members on how to 'mark' motorway exits or dual carriageway roundabouts, if the route utilizes motorways or dual carriageways (i.e., roads with a speed limit of 70mph) because of the dangers of high-speed traffic.

