



Bury Tandem Club – Club Rules

The following rules have been established to ensure that club members behave in a way which reduces risk to themselves and other club members, protects club equipment and facilities, and which portrays a positive image of the club to members of the public.

Front riders should consider the needs of their visually impaired rear rider – some of the rules ensure rear riders know the riding conditions and are not having to react to dangerous situations they can't see.

All riders are expected to abide by the rules of the club when riding with the club, or when wearing a club top. Any questions or comments relating to the club rules should be addressed to a member of the committee.

1. Consider the potential actions of other road users. Due consideration must be given to other road users and the Highway Code must be adhered to. Please read the Highway Code sections 59 – 82, at the end of this document.
2. Do not ride too close to the tandem in front. Keep a minimum distance of at least two tandem lengths (5 metres) at average speeds. Allow more on descents.
3. Overtaking on the inside of a tandem is not allowed
4. The overtaking tandem has the responsibility of alerting others before passing. The front rider must call “**outside**” prior to overtaking.
5. Braking tandems must alert those following. The front rider must shout “**behind**” prior to braking.
6. Responsibility for direction signalling lies with the front rider who must either signal personally or instruct the rear rider to do so.
7. During prolonged braking, use the rear brake principally to reduce the risk of skidding or losing control of the bike..
8. Make every effort to avoid potholes. Read the road ahead and take any necessary corrective action in good time.

9. Take a suitable position in the lane. Do not sit in the middle of the lane unnecessarily, but equally do not ride in the gutter, as this encourages drivers to attempt to squeeze past, and also increases the risk of hitting a pothole. About 1m from the road edge is usually OK.
10. Front riders should inform the rear rider of any changes in good time; i.e., steep climbs or descents, traffic lights, turnings left and right, poor road surfaces, changes in speed due to type of road, traffic etc..
11. A free and easy exchange of information between front and rear rider makes for an enjoyable ride.
12. Always consider the mobility needs of visually impaired members when not on the tandem. Ask them to explain to you how they would like to be guided. Give warnings of kerbs up, kerbs down, stairs up, stairs down, posts and bollards, overhanging obstacles (such as branches and signs), mud, puddles of water, ice, uneven ground etc.
13. Bright clothing must be worn by both front and rear riders. Riders should wear club tops if they have them
14. Any member acting in a manner detrimental to the safety of other members, or to the Club in general, will be asked to forfeit their membership.
15. Club members must act in a way which presents a positive image of the club at all times. All cyclists will encounter inconsiderate or ignorant drivers from time to time; do not act aggressively or abusively towards them or other members of the public.

16. Club tandems are for use by Club members only. They will not be hired out or loaned unless prior permission has been obtained from the committee. Club tandems may be used by club members at any time, providing this is not to the detriment of regular club runs.
17. Present and prospective members must produce a Doctor's Note if requested by the Club's officers to confirm their fitness for tandem riding.
18. Any faults detected must be written on the whiteboard in the workshop at the earliest possible time by the front rider.
19. All new front and rear riders must be trained by Club Officers before being eligible to ride the Club tandems.
20. If a club member has committed to a particular ride, they must make every effort to attend, otherwise they are letting down another rider. Any member not able to attend a Sunday Club run must inform the Pairs Coordinator of the inability to attend as soon as possible so that pairing up of suitable alternative partners can be arranged. Notification must be by phone, to ensure that the message is received; sending an email to another club member is not acceptable.
21. All members must have up-to-date insurance with the club's current insurance provider
22. On Club runs, pace and distance will be decided out of consideration for the least fit and experienced. Wherever possible, partners will be selected with one strong rider and one less fit rider to maintain a steady pace.

23. Riders should try to ensure that no bike becomes separated from the rest on a ride. This can be a particular issue at traffic lights. Rides should regroup at appropriate points e.g. junctions.
24. All riders who own a mobile phone should ensure they have the phone numbers of other club members stored in the phone's address book, in case a bike does get lost or has a mechanical fault. An up to date list of phone numbers can be obtained from the Membership Secretary at any time. Members must notify the Membership Secretary if their contact details change.
25. All members must be at the workshop in Tottington Road by 9.15am so that the whole Club is able to depart at 9.30am
26. Members must not partner any tandem belonging to the Club with a non-member of Bury Tandem Club, except by agreement of the committee. The committee will be obliged to take action against those members known to be doing so without committee approval.
27. The outward route for each Sunday Club run will be briefed to riders before leaving the workshop. The return route will be briefed on leaving the café. Members should not deviate intentionally from the agreed route.

Bury Tandem Club – The Highway Code (59 to 82 rules for cyclists)

59

Clothing. You should wear

- a cycle helmet which conforms to current regulations, is the correct size and securely fastened
- appropriate clothes for cycling. Avoid clothes which may get tangled in the chain, or in a wheel or may obscure your lights
- light-coloured or fluorescent clothing which helps other road users to see you in daylight and poor light
- reflective clothing and/or accessories (belt, arm or ankle bands) in the dark.

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At night your cycle **MUST** have white front and red rear lights lit. It **MUST** also be fitted with a red rear reflector (and amber pedal reflectors, if manufactured after 1/10/85). White front reflectors and spoke reflectors will also help you to be seen. Flashing lights are permitted but it is recommended that cyclists who are riding in areas without street lighting use a steady front lamp.

Law RVL R regs 13, 18 & 24

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Cycle Routes and Other Facilities. Use cycle routes, advanced stop lines, cycle boxes and toucan crossings unless at the time it is unsafe to do so. Use of these facilities is not compulsory and will depend on your experience and skills, but they can make your journey safer.

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Cycle Tracks. These are normally located away from the road, but may occasionally be found alongside footpaths or pavements. Cyclists and pedestrians may be segregated or they may share the same space (unsegregated). When using segregated tracks you **MUST** keep to the side intended for cyclists as the pedestrian side remains a pavement or footpath. Take care when passing pedestrians, especially children, older or disabled people, and allow them plenty of room. Always be prepared to slow down and stop if necessary. Take care near road junctions as you may have difficulty seeing other road users, who might not notice you.

Law HA 1835 sect 72

63

Cycle Lanes. These are marked by a white line (which may be broken) along the carriageway (see [Rule 140](#)). Keep within the lane when practicable. When leaving a cycle lane check before pulling out that it is safe to do so and signal your intention clearly to other road users. Use of cycle lanes is not compulsory and will depend on your experience and skills, but they can make your journey safer.

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You **MUST NOT** cycle on a pavement.

Laws HA 1835 sect 72 & R(S)A 1984, sect 129

65

Bus Lanes. Most bus lanes may be used by cyclists as indicated on signs. Watch out for people getting on or off a bus. Be very careful when overtaking a bus or leaving a bus lane as you will be entering a busier traffic flow. Do not pass between the kerb and a bus when it is at a stop.

66

You should

- keep both hands on the handlebars except when signalling or changing gear

- keep both feet on the pedals
- never ride more than two abreast, and ride in single file on narrow or busy roads and when riding round bends
- not ride close behind another vehicle
- not carry anything which will affect your balance or may get tangled up with your wheels or chain
- be considerate of other road users, particularly blind and partially sighted pedestrians. Let them know you are there when necessary, for example, by ringing your bell if you have one. It is recommended that a bell be fitted.

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You should

- look all around before moving away from the kerb, turning or manoeuvring, to make sure it is safe to do so. Give a clear signal to show other road users what you intend to do (see [‘Signals to other road users’](#))
- look well ahead for obstructions in the road, such as drains, pot-holes and parked vehicles so that you do not have to swerve suddenly to avoid them. Leave plenty of room when passing parked vehicles and watch out for doors being opened or pedestrians stepping into your path
- be aware of traffic coming up behind you
- take extra care near road humps, narrowings and other traffic calming features
- take care when overtaking (see [Rules 162 to 169](#)).

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You **MUST NOT**

- carry a passenger unless your cycle has been built or adapted to carry one
- hold onto a moving vehicle or trailer
- ride in a dangerous, careless or inconsiderate manner

- ride when under the influence of drink or drugs, including medicine.
Law RTA 1988 sects 24, 26, 28, 29 & 30 as amended by RTA 1991

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You **MUST** obey all traffic signs and traffic light signals.
Laws RTA 1988 sect 36 & TSRGD reg 10(1)

70

When parking your cycle

- find a conspicuous location where it can be seen by passers-by
- use cycle stands or other cycle parking facilities wherever possible
- do not leave it where it would cause an obstruction or hazard to other road users
- secure it well so that it will not fall over and become an obstruction or hazard.

71

You **MUST NOT** cross the stop line when the traffic lights are red. Some junctions have an advanced stop line to enable you to wait and position yourself ahead of other traffic (see [Rule 178](#)).

Laws RTA 1988 sect 36 & TSRGD regs 10 & 36(1)

2. Road junctions (72 to 75)

72

On the left. When approaching a junction on the left, watch out for vehicles turning in front of you, out of or into the side road. Just before you turn, check for undertaking cyclists or motorcyclists. Do not ride on the inside of vehicles signalling or slowing down to turn left.

73

Pay particular attention to long vehicles which need a lot of room to manoeuvre at corners. Be aware that drivers may not see you. They may have to move over to the right before turning left. Wait until they have completed the manoeuvre because the rear wheels come very close to the kerb while turning. Do not be tempted to ride in the space between them and the kerb.

74

On the right. If you are turning right, check the traffic to ensure it is safe, then signal and move to the centre of the road. Wait until there is a safe gap in the oncoming traffic and give a final look before completing the turn. It may be safer to wait on the left until there is a safe gap or to dismount and push your cycle across the road.

75

Dual carriageways. Remember that traffic on most dual carriageways moves quickly. When crossing wait for a safe gap and cross each carriageway in turn. Take extra care when crossing slip roads.

3. Roundabouts (76 to 78)

76

Full details about the correct procedure at roundabouts are contained in (see [Rules 184 to 190](#)). Roundabouts can be hazardous and should be approached with care.

77

You may feel safer walking your cycle round on the pavement or verge. If you decide to ride round keeping to the left-hand lane you should

- be aware that drivers may not easily see you
- take extra care when cycling across exits. You may need to signal right to show you are not leaving the roundabout

- watch out for vehicles crossing your path to leave or join the roundabout.

78

Give plenty of room to long vehicles on the roundabout as they need more space to manoeuvre. Do not ride in the space they need to get round the roundabout. It may be safer to wait until they have cleared the roundabout.

79

Do not ride across equestrian crossings, as they are for horse riders only. Do not ride across a pelican, puffin or zebra crossing. Dismount and wheel your cycle across.

80

Toucan crossings. These are light-controlled crossings which allow cyclists and pedestrians to share crossing space and cross at the same time. They are push-button operated. Pedestrians and cyclists will see the green signal together. Cyclists are permitted to ride across.

81

Cycle-only crossings. Cycle tracks on opposite sides of the road may be linked by signalled crossings. You may ride across but you **MUST NOT** cross until the green cycle symbol is showing.

Law TSRGD regs 33(2) & 36(1)

82

Level crossings/Tramways. Take extra care when crossing the tracks (see [Rule 306](#)). You should dismount at level crossings where a 'cyclist dismount' sign is