



Ride Participant Guide 2026

Welcome to the Peterborough Cycling Club (PCC)

What you must have to ride:

- PCC membership and Ontario Cycling (OC) membership or membership in an OC affiliated club.
- Road bike, or gravel bike, or pedal assist e-bike (maximum 500w motor, no throttle) with drop handlebars for all Rec 2 and up road rides (straight bars or mountain bikes are allowed on Rec 1).
- Aero or TT bars allowed for time trials only.
- Mountain bikes are allowed for mountain bike rides, beginner CX
- Helmets are mandatory, cycling gloves and sunglasses recommended.
- No aero or tri bars (unless in a Time Trial event)
- No mirrors beyond the width of the handlebars
- The bike must be in good repair with two working brakes.
- ID, water/hydration, and food sufficient for the ride. Cell phone and money recommended.
 - **No bottles made of hard materials, i.e. hard plastic, aluminum, etc.”**
- Clothing appropriate for the weather.
- Materials and capability to repair flats or make minor repairs.

What skills you need:

- The ability to ride comfortably in the pace of the selected ride
- Understanding of group riding techniques (see Group Riding Techniques section below)
- Riding double, “Tight and to the Right”, pace lines
- Familiarity with the contents of this document



How PCC rides are organized – The CycleClub app:

- All club rides can be found on the app with Ride Type, links to routes, and brief description. Use this to determine if the ride is right for you.
- You must enrol in advance for any ride using the CycleClub app. on your phone or computer; Your email address given to CCN at registration is your user ID for the app.
- Important: Be sure to update your CCN profile with any changes to your contact information (phone, email, emergency contact).
- The app is also the best source of information for Rides. You will find the ride calendar, announcements, upcoming events, ride changes, cancellations, and rescheduling.
- If you use the same email for multiple registrations, you will need to identify the specific person when using the CycleClub app.
- You will receive basic usage instructions as part of club registration.
- Riders are responsible to ride within the pace of the Ride Type and must not push the pace beyond the upper limit.
- We strongly recommend you download the route from the CycleClub app to your bike computer.
- At the ride meeting site, larger groups will be split into smaller subgroups of optimally 8-10 riders who will ride together; we try not to have riding groups larger than 16. Maximum is 20 riders in a group with exception to the Thursday Nighter competitive ride.
- Every riding group must have at least one PCC Ride Leader, or Co-leader who knows the route, has a cell phone and is responsible for ensuring the ride follows PCC ride policies and guidelines.

Zero tolerance

- Riders who break safety rules will be asked to leave the ride and may be susceptible to disciplinary action by the Peterborough Cycling Club.

Ride cancellations may occur due to:

- Severe weather warnings or lightning warnings (see weather policy)
- No appropriate Ride Leader available (let us know if you are interested!)

Group Rides

Rec Rides

Recreational rides are No Drop rides - this means two things. We ride as a group, and we maintain a steady pace within the average posted speed.

As a participant you need to respect the ride you have joined - going too slow or too fast disrupts the ride and the enjoyment of others. If you are struggling, talk to the ride leader and consider leaving the ride (assuming you are not suffering any health risks). Likewise, if you find you are pushing the group, you will need to back off... maybe it is not the ride for you!

TandemEyes	16-19 Km/h	10-35 Km	Road/Hybrid	Offering tandem cycling for people with vision loss
Rec Level 1	16-19 Km/h	30-45 Km	Road/Hybrid	If you are new to group road riding, or looking for a more-relaxing pace, these would be the ideal groups to consider
Rec Level 2	19-21 Km/h	30-45 Km	Road/Hybrid	
Rec Level 3	21-23 Km/h	30-65 Km	Road	
Rec Level 4	23-25 Km/h	30-65 Km	Road	For riders who have been on group rides before. Participants should be comfortable riding in a group formation, both single file and two-abreast
Rec Level 5	25-27 Km/h	35-100 Km	Road	Well suited for those who have been road riding for some time and looking to increase the pace, distance, or generally improve group riding skills
Rec Level 6	27-30 Km/h	50-80 Km	Road	

Tempo Rides

Riders should be comfortable at higher speeds with the ability to maintain bike handling skills at speed and as fatigue sets in. You will have a wider variance in the speed.

Uphills will match slowest riders, unless it is designated as a 'hot spot', downhills can be well above average, consistent with a well-organized group and potentially a little faster than average on flats depending on conditions. If 'hot spots' are to be incorporated in a route, the Ride Leader will announce their location at the start of the ride.

Tempo	29-34 km/h	50-80 km	Road	Mixed terrain with some hills and faster flat sections.
Gravel 1 (B)	26-28 km/h	50-80 km	Gravel/CX	Predominately gravel roads or trails. Be sure to read description as some rides may take fire routes and other adventures
Gravel 2(A)	28-32 km/h	50-80 km	Gravel/CX	

Competitive Rides

These are **drop rides** and emulate race conditions; fast accelerations, hills, gravel, and varied ride formats often two-abreast echelon with riders attacking at any time.

Participants must ride Tempo Rides or have raced prior to attending.

Level 1 (B)	32-40 km/h	30-80 km	Road	Mixed terrain. Sprinting, echeloning, eating and drinking at high speeds
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Level 2 (A)	35-45 km/h	30-80 km	Road	should be skills already mastered with some hills and faster flat sections.
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Etiquette and Skills of Group Riding

Riding as a group has a lot of advantages; a group is more visible for vehicles, and it saves energy so you can ride longer, faster and is a nice social affair. Every group ride has a degree of compromise, one person's "hammerfest" is another person's recovery ride. We offer as many different groups as possible each with a target pace for the flats, the group will be slower going up, and faster going down. With exception of competitive rides, and tempo hot spots, the intention is the group stays together at all times.

Group riding is a learned skill that demands focus, awareness, and a shared understanding among all riders. With so many wheels moving in close proximity, it can quickly become dangerous if someone is not riding *with* the group.

The true measure of a strong rider isn't simply speed — it's the ability to move smoothly and seamlessly within the pack.

Be a "**smooth operator**" — Inspired by Sade and Carlos Sainz Jr.

Basics of our Rides

- We operate as a single unit on group rides.
- Be kind and considerate to your other riders and users of the road.
- Do not cross the centre of the road (yellow line).
- There should never be more than two riders abreast.
- Every member has a "duty of care" to all members.
- Hold your line. Be predictable, signal and shoulder check prior to changing lanes.
- Never allow your front wheel to overlap the rear wheel of the rider ahead of you.
- Move completely off the road when stopping.
- Please read the rest of this document!

Some special situations to consider:

- Railway Crossing
 - Always cross tracks at a right angle (do a shoulder check for traffic first)
 - Reduce speed before crossing. Communicate within the group that there are tracks ahead and a speed change.
 - Tracks are very slippery when wet
 - Use hand signal for tracks
- Accidents
 - The group stops, completely off the road.
 - Care for anyone who is injured (call 911 if necessary)
 - Ride Leaders are to follow the Emergency Action Plan
 - Please see our **Concussion Policy** on the PCC website

- Emergency Stops:
 - Sometimes a group needs to stop quickly due to road hazards, an accident, or an emergency vehicle (fire truck, ambulance, or police) with lights and siren activated (we are required under the HTA to pull over our group and stop; it doesn't matter if the emergency vehicle is approaching from the front or behind).
 - Act fast but act safely with a controlled and safe stop.
 - How to stop a group assuming your group is riding 2-abreast; the Ride Leader calls out to the group:
 - "EMERGENCY STOP, GROUP STOPPING NOW"
 - "RIGHT LINE STOP FIRST"
 - "LEFT LINE PASS AND STOP"
 - Stop clear of any intersections
 - See Stopping below
 - This can all happen within seconds; there is no need for panic. What is essential is that the decision to perform an "emergency stop" be made quickly, loudly and clearly so that the group has time to perform the stop safely.
- Group stops (mechanicals, emergency vehicles, regrouping, or snacks)
 - The right line of the paceline stops first
 - Left line of the paceline continues past them and then stops
 - Reduce speed in a controlled manner
 - Move completely off of the road.
- Passing
 - Always call out "on your left"
 - Ride single file when passing another group of cyclists
 - Do not cut in front of a rider you have passed – ease back in the lane when clear

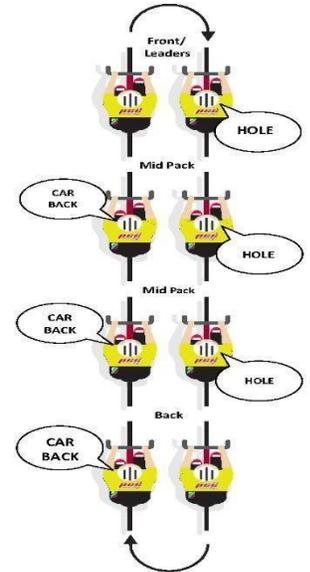
Group Riding Techniques:

- The basic ride formation is "**Tight and to the Right**".
- Our goal as a disciplined and well-organized club is to share the enjoyment of the road with our club members, as well as the general public. We understand we must share the road with motorized vehicles and to reduce the potential conflict between these two groups we travel at off peak hours; and we only frequent the least travelled roads possible.
- To further protect ourselves, we travel two abreast or in a double paceline. This is an internationally recognized cycling formation used by professionals and amateurs around the world. The main objective of the double paceline is to reduce the length of the line of cyclists to allow vehicles to pass with greater ease and increased safety. It encourages drivers to make full lane changes when passing which provides a safer gap between the passing vehicle and the cyclists.
- "**Tight and to the Right**" means the group is as far right as is safely possible. Our goal is to accommodate the approaching driver with a clear view forward so that they make a clean and safe pass as soon as possible.
- By 'tight' we mean that the cyclists are to be 0.3-1.0 metre (2-3 feet) apart laterally at the shoulders, and 0.3-1.0 metre (2-3 feet) apart front to back or wheel to wheel. The primary goal of the group is to maintain the cohesion of this formation. It is the individual discipline of each rider to hold their position in a smooth predictable manner and not create gaps or overlaps which jeopardize the ride quality.

- Sometimes two abreast is not safe or impedes the flow of traffic and we will use a single paceline. The disadvantage is that this may create a long line of cyclists that is hard for vehicles to pass. In these cases, the group should split, with an obvious gap between the groups to allow vehicles to negotiate a pass of each group separately and safely.

Roles in Formations

- Front- Maintain constant pedaling efforts, call and signal turns well in advance, ensure no half-wheeling, ride bar to bar and tight to the right, indicate debris, railway crossings, stop signs, etc.
- Middle - Stay alert and responsive to signals from the front. Pass information from lead riders back and vice versa. Look ahead up the line and keep your eye on the back of the rider in front of you; do not watch their rear wheel.
- Back – Monitor upcoming traffic from behind. Stay alert and responsive to signals from the front. Look ahead up the line and keep your eye on the back of riders in front of you; do not watch their rear wheel. Indicate left turns and lane changes. Ensure no one is left behind. If riders are at risk of being dropped call out “easy” so speed can be adjusted. Relay messages to the riders ahead, i.e. “car back”, “mechanical”, etc.



Prohibited Group Riding Formations

For the safety of our riders and the public, and in keeping with our “Tight and to the Right” strategy, the following formations are not permitted on any club ride, including competitive rides (Thursday nights).

Our guiding principle is simple:

👉 Drivers must always be given a clear view up the left side of the lane to pass safely when appropriate.

1. Long Single-File Lines

While this may appear orderly, extended single-file lines:

- Make it difficult for vehicles to pass safely
- Encourage motorists to squeeze by when it is unsafe
- Create communication challenges from front to back
- Often result in a “snaking” line that drifts riders toward traffic

This formation increases risk and is not acceptable for sustained periods.



2. The Unstructured Peloton

Professional riders compete in large, wide pelotons that may occupy the entire lane. We cannot replicate this.

- Our roads are not closed
- We must share the road with vehicles and other users
- A wide, uncontrolled peloton blocks the lane entirely

A large, unstructured peloton is not permitted on any club ride.

3. Diagonal Echelon

An echelon spreads riders diagonally across the lane to gain shelter from a crosswind.

While effective in racing, it:

- Occupies the full lane
- Blocks vehicles from passing
- Directly contradicts our “Tight and to the Right” strategy

This formation is unacceptable in our community riding environment.

Approved Formation

All club rides will adhere to:

- Riding tight to the right-hand side of the lane
- A maximum of two riders abreast
- A compact, predictable, and disciplined formation
- Clear communication and steady pacing

Safety, predictability, and respect for the public are non-negotiable.

What to Avoid while Riding

Half Wheeling

- At all times try to maintain a steady pace and stay level with the rider beside you. This is especially important if you are riding on the front of the group. In the picture, the right rider (A) is half-wheeling the rider on the left (B) with their wheel in front. Instead of bar to bar, they are staggered and the organized group falls apart. Why? Rider B will accelerate to match and if A continues to half-wheel we end up faster than desired, or B stays in position (which they should if they are at the proper pace) but now there will be gaps in the paceline, or offsets throughout the paceline.

Accelerating and Slowing

- Never brake suddenly, nor accelerate suddenly (exception to competitive rides where fast accelerations are part of the ride).
- When it is your turn at the front, your role as pace setter is to maintain a steady speed and to stay within the pace of the ride group. If you need to bring the pace up, do it gradually and pull the group back up to speed.
- Be smooth and hold a steady pace and effort. If you are on and off peddling, you are likely causing havoc behind you. Peddle a little lighter and continuously.
- If you are falling off the rider in front, resist the urge to quickly get back, instead try to smoothly get back into position, increase your speed gradually and then back off as you approach to avoid braking.

Overlapping wheels

- One of the main causes of accidents is when two riders rub wheels. Never overlap the rear wheel of the rider in front of you. Maintaining ½ to 1 metre between wheels is desired and will allow you time to adjust if the pace changes. If you overlap, don't panic, just move to one side and slow yourself down with the wind or feather your brakes. If the overlap is recurring, maintain more distance and advise the rider beside you so you can maintain bar-to-bar.
- Do not throw your bike back when standing (if you stand quickly, your rear wheel will go backwards and potentially into the rider behind you).

How We Rotate:

We use two methods to rotate cyclists when riding two abreast, the “Social Paceline” and the other as a “Rotating Paceline”. The Ride Leader will call out the appropriate formation for the needs of the group but any cyclists within the group can call out a suggestion.

Social Paceline:

- This is our standard rotation used while warming up or just cruising along; in the Social Paceline we start from the premise of the two abreast formations where everybody is 0.5-1.0 metre apart laterally and fore/aft. The two leading cyclists are breaking the wind and setting the pace.
 - A very important point to rotating a group: While you are in front of the group, the group is at your mercy; anything you do, good or bad, will affect the entire group. If your pass is smooth and steady, then the group will remain smooth and steady. If you accelerate aggressively it will start to shatter the group and create gaps and confusion. If you half wheel the lead rider beside you it will offset the whole group or create gaps. We all have a responsibility to the riders behind us to move in a smooth and predictable way and watch the road surface ahead.
 - One of the lead riders asks the other to “rotate” and both should ‘flick their right elbow’ or twirl their right finger in the air to indicate the rotation.
 - Rider #1 accelerates gently and pulls ahead and then moves to the right lane.
 - Rider #2 does the same. They move up past Rider #1, and then move into the right lane. They are now the lead riders in the right paceline.
- Note: It is possible for Rider #1 to remain at the front if desired, but they need to communicate with Rider #2 so they know to remain in the left paceline.
- Rider #3 moves up beside rider #2 carefully judging speed to avoid any braking
 - In turn, the left side of the group will continue to gently advance forward to the front of the group beside the right line.
 - Those two new riders, #2 & 3, will now lead the group for however long they feel comfortable.
 - Call “clear” to the rider fading right when safe to do so.
 - Call “last wheel” to the back rider when rotating through.



Rotating Paceline (note within the PCC this is often referred as an Echelon):

- This rotation is different from the Social Paceline in one fundamental way: The act of rotating is constant; it is like a continuous circle. When the left lead rider moves smoothly and gradually forward and clears the right line of riders, they then gently fade to the right. The right rider can assist by calling out ‘clear’ when the passing cyclist is safely ahead.
- As soon as that first rotation is complete the next one begins as if all the cyclists in the group are part of the same chain. In the Rotating Paceline all the cyclists should be moving through the rotation at the same speed with one paceline 2-3 km/hr faster than the other.
- Do not attack or surge off the front when it is your turn to pull; maintain the same speed which was already slightly faster than the receding line. Surging or attacking will cause gaps and jerk the speed of the line around.
- When you have moved over, gently lower your speed to the rider you just passed and provide shelter for them.

- Do not leave gaps, all riders need to focus on maintaining the same gaps all the way around the rotation.
- Riders wishing to miss a rotation can do so by sitting a bike length back of the group and allowing the group to rotate through. It is best to call out to the rider ahead that you are not pulling through to avoid their hesitation.
- It is also helpful for the last rider on the advancing side to call out to the last rider to remind the last receding rider that they need to transition next. Gaps often happen when the last rider misses the transition.
- The rotation can go from left to right or vice versa. Experienced cyclists will tailor the rotation so that the advancing line is sheltered from a crosswind.

Single File Paceline:

- We make every effort to ride on the quietest roads at the quietest times. At times when we are traveling on an excessively busy road, we will ride single file to get past the congested section. We also will ride long descents single file.
- Long pacelines (more than 10 riders) are not advised. The group should split.

Tempo Ride Hot Spots:

New for 2025. We also offer different opportunities along the route for some hard efforts, sections where the option exists for the riders to break from the group and go as fast as they wish. We call these the “**Hot Spots**”.

Hot spots are only for Tempo Rides. Typically, they are on long climbs, and at the end of the ride, the group is allowed to break formation and regroup at the pre-designated spot.

To maintain safety, riders must:

- Stay to the right and not scatter across the road, we still want to stay “Tight and to the Right”.
- No more than 2-abreast. Be patient. You may be blocked and have to wait.
- Shoulder-check before changing your cycling lane.
- Slower riders stay right and leave the left cycling lane for the faster riders, no more than two across.
- If the ride leader has not called for a hot spot, the expectation is the pace is maintained as a group.
- There are no hot spots in Rec rides.

Ride Leaders will inform the group of the Hot Spot locations before and during each ride. There are three common denominators to a Hot Spot:

1. A very quiet section of road.
2. No traffic lights or stop signs.
3. A safe regrouping location at the end of the section.

Riders that violate these guidelines may be asked to leave the ride, face disciplinary proceedings, which may include having membership revoked.

Some rules about Hot Spots:

- Going hard is optional, not compulsory.

- All riders will wait at the regrouping spot. Soft pedaling down the road causes confusion for the late arrivals who may think the group is leaving them behind. If you feel the need to keep moving, ride back toward the late arrivals and then return with them.
- Regrouping spots will offer plenty of space to pull over safely; never regroup in a manner that would obstruct traffic in any way.

Communication:

Communication is critical to the success of all group rides. On the road, riders need to communicate the ride formation, rotation and pace. Riders at the front need to call out road hazards and traffic situations. Riders at the back need to call out cars approaching from the back. The bottom line is that the quality and safety of the ride is dependent on frequent and clear communications between all the riders. Never assume everyone in the group knows a car is approaching or that the group is turning. Everything that can affect the group needs to be called out.

We have Ride Leaders who are there to maintain the quality of the ride but realistically they can only do so much. We all need to communicate best ride practices. So, if you see someone riding inappropriately i.e. overlapping wheels, surging off the front we all should say something. Be polite but make it known that that was not proper. We all have a responsibility to the riders around us, so don't wait for the Ride Leader to say something as we all own the ride equally.

**All riders are expected to communicate hazards to others, both verbally and with hand signals.
Never remove your hands from the bars at the risk of your own safety.**

Call Outs

Should be made clearly for riders who are behind or in front to hear and pass on. All riders are responsible for helping the call-outs get passed through the group by repeating it for the person behind them. Don't assume because you heard the call out that the person behind did, pass it along. Similar to call outs, hand signals should be passed through a group by repeating them for the riders behind. Do not assume that the riders behind you or in front of you heard the call out or saw the hand signal. Always repeat it. Be sure to only call out items that pose a potential hazard to the rest for the group.

"Slowing" – indicates that you or the group is slowing in pace, so all riders should stop pedaling, be prepared to apply brakes and slow down.

"Stopping" – indicates that you or the group is stopping; this call out should be made with as much advance notice as possible. The group should gear down and stop pedaling. Riders at the back should start breaking right away and riders towards the front should initially brake very gently. Move completely off the road when stopping to chat, fix a flat, etc...

"Car back" – indicates that there is a car(s) approaching from the rear of the group.

"Car up" – indicates that there is a car(s) approaching from the front of the group.

"Car left/right" - indicates that there is a car(s) at the intersection that might cross your path.

"Gravel" or **"Glass"** – indicates that riders need to be cautious and avoid the gravel or glass on the road.

"Right turn" or **"Left turn"** – indicates that the group will be turning.



- “Road kill” – self-explanatory. Pointing to the side of the obstacle or calling on left or right.
- “Single up” – indicates single file formation is necessary.
- “Double file” – indicates it’s safe to ride back in the social pace line, please get into double formation.
- “Hole” – indicates that riders need to be cautious and avoid pothole(s).
- “Tracks” – indicates that riders need to be cautious of the railway tracks coming up.
- “Easy” – indicates that riders need to gradually decrease the speed 1 or 2 km/hr.
- “On your left” – indicates that you are passing or coming up their left
- “Runner/Walker/Bike up” – indicates that there is a runner, walker or cyclist ahead of the group on the road or side of the road.
- “Flat or Mechanical” - indicates that riders need to slow and pull over to the right and completely off the road to assist with the mechanical.
- “Clear” – indicates that you approached an intersection, looked in all directions and there is no traffic. This means it is safe for you and the rider behind to clear the intersection.
- “Standing” – indicates that you need to anticipate the climbing rider ahead of you rising out of the saddle, as their bike may “go backwards” when they stand out of their saddle.

Hand Signals

When pointing obstacles out never remove your hands from the bars at the risk of your own safety.



TRACKS
Two fingers waved or held behind your back indicates upcoming train tracks.



MOVING IN
Let the rider know you’re moving in on their line.



HAZARD
Pointing to pot hole or hazard that needs to be avoided. Accompanied with call of “hole” (or appropriate call out).



GRAVEL
Indicate glass or loose gravel by shaking your hand, palm down on the side where the hazard is.



OBSTACLES
Arm outstretched beside your glute, hand fanning away a bad smell. Alerts everyone to get over for parked cars, obstacles, traffic or riders.



ROTATION
Flick the elbow to signal the next rider to pull.



SINGLE FILE
One finger raised overhead to indicate single file formation is necessary.



DOUBLE FILE
Two fingers raised overhead to indicates to return to social pace line.



LEFT TURN
Arm out straight and pointing in the direction of turn.



STOPPING
Arm bent, palm flat facing behind you, finger splayed.



SLOWING
Wave/pulse one hand as if patting a dog.



RIGHT TURN
Arm out straight and pointing in the direction of turn.



PCC Code of Conduct

The Peterborough Cycling Club (PCC) is dedicated to ensuring a safe and positive environment by making individuals aware that there is an expectation, at all times, of appropriate behavior consistent with the PCC's core values. The PCC supports equal opportunity, prohibits discriminatory practices, and is committed to providing an environment in which all individuals are treated with respect and fairness. This Code will support and enhance the reputation of the Club and, more importantly, will assist in making the roads and trails a safer place for all users.

This policy applies to all of our members and persons acting on behalf of the PCC, including officials and other support personnel assisting or conducting PCC Events.

RESPONSIBILITIES

This code of conduct applies to social events, rides and races led by the Club or including club participation, club social media spaces, interactions between club members, and any other situation in which a rider is wearing the Club kit or representing the Club. Members are expected to:

- Be aware of and maintain uncompromising adherence to the Highway Traffic Act (HTA), the Club's guidelines, Bylaws and policies;
- Respect and adhere to the directions of the Ride Leaders;
- Act with honesty and integrity and conduct themselves in best interest of the PCC;
- Be a positive example to other riders and a good ambassador of cycling;
- Consider the safety and comfort of other riders, as well as other users of the trail or road;
- Behave responsibly, courteously and safely in the presence of all other road users;
- Treat others respectfully and kindly and always display good sportsmanship;
- Do not pollute, urinate, or otherwise make a mess of public or private property. Carry your garbage home, use proper facilities, and if absolutely necessary to relieve yourself on the road, do it discreetly.
- Ensure that all interactions with other members are consensual and avoid unwelcome attention;
- Respect the boundaries of other riders, be it physical, social, sexual, etc.;
- Notify the Club leadership in the event that another member is making a rider feel uncomfortable;
- Show respect to all people regardless of gender, sexual orientation, colour, race, or creed
- Refrain from use of alcohol and other intoxicating substances when participating in any PCC Club hosted cycling event and competition



PCC Weather Policy

The Peterborough Cycling Club (PCC) is committed to safety and will implement reasonable practices to ensure the safety of those participating in PCC rides. Ride leaders are responsible for tracking weather conditions (e.g. Environment Canada/Weather Network) leading up to the ride and for cancelling rides as required, or if the ride leader is not comfortable leading a ride in the forecasted weather conditions. We follow the Ontario Cycling weather policy.

<https://ontariocycling.org/wp-content/uploads/2025/05/OC-Weather-Policy-Guidelines.pdf>

MANDATORY RIDE CANCELLATION

Ontario Cycling requires ride cancellation by Ride Leaders under the following Weather Conditions

- Lightning / Thunder within 30 min of ride.
- Possible Tornado / Funnel Clouds - if any warning or advisory issued
- Air Pollution (AQ) - AQ is 8 or above
- Extreme heat and/or Humidity - 40C with Humidex and above
- Extreme cold - minus 20C
- Strong winds - 40Km/h or above (includes gusts)
- Poor visibility - less than 100 Metres

Any members who choose to still ride when a club ride has been cancelled will do so at their own risk!

Ride cancellations should be communicated by ride leaders on the CycleClub App:

- Best practice is to cancel the ride at least 1 hour before the ride start time.
- Give a brief weather-related rationale for the cancellation.
- If the cancellation is "Last Minute" the ride leader should drive to the meeting spot for the ride (assuming it is safe to do so) to ensure that all riders know the ride is cancelled.

The ride leader may cancel a ride due to weather at their discretion.

UNEXPECTED POOR WEATHER

If a ride has already started and is later faced with inclement weather, ride leaders should practice the following:

- Pull off of the road where safe to do so and then discuss plans to either:
- Seek temporary shelter if available;
- Return to the ride start point taking as direct a route as safely possible; or
- Ride an alternate route to avoid the weather if time and the group's ability allows.

Risk Management

Adopted: March 2018

Last Reviewed: March 2026

Cycling can be a dangerous activity. The Peterborough Cycling Club (PCC), in association with Ontario Cycling (OC), has developed this Risk Management Plan to document how PCC rides are to be managed to reduce risks associated with cycling activities.



These policies are to be practiced by PCC members, as well as any visiting riders as permitted by Ontario Cycling (OC) rules, during every PCC ride. All PCC members, and any permitted visiting riders, share the responsibility for making PCC rides as safe as possible. Each PCC member shall receive a copy, electronic or otherwise, of this Risk Management Plan and a copy shall be available on the PCC website. Additional information regarding Ride Participant Guidelines and Club Ride descriptions can be found on the PCC website.

PCC annually registers with Ontario Cycling (OC), thus obtaining General Liability Insurance coverage for the organization for sanctioned activities and events. General Liability Insurance is designed to protect a person (member) or any entity (Club, Team, Ontario Cycling, Cycling Canada) against any legal responsibility arising out of a negligent act or failure to act as a prudent person would have acted, which results in bodily injury or property damage to another party.

Membership with PCC is conditional upon all members purchasing an Ontario Cycling membership for that cycling season. With OC membership, a member has access to individual General Liability Insurance coverage and, depending on the level of membership, Sport Accident Medical Benefits coverage while participating in sanctioned activities. Sport Accident coverage provides these members an opportunity to have some medical expenses covered because of an injury sustained during a sanctioned activity or event. This program is secondary to Provincial Health Care Program coverage and any existing benefit program coverage of the member. Common expenses can include physiotherapy, dental coverage, or coverage for other medical costs. Members should familiarize themselves with the terms of the insurance coverage and can obtain more details at the [OC website](#).

For anyone needing additional coverage, you can also purchase additional Personal Sport Accident Medical Benefits coverage when obtaining your OC membership. There are two options: Personal Training or Anytime-on-Bike (which includes using your bike for commuting purposes). This additional coverage does NOT cover liability.

PCC Incorporation

The PCC was incorporated on March 3, 2003.

Definitions

Club Rides refer to rides formally organized by the PCC, as described on the PCC website. Rides not listed and described on the PCC website are not PCC rides.

Ride Leaders are PCC members who have volunteered to provide appropriate organization and leadership during club rides.

Ride Director is a position on the PCC's Board of Directors and is responsible for the overall organization and operation of scheduled club rides and special events.



Risk Management Policy

Adopted: March 2018
Last Reviewed: Feb 2026

Standards of Care

This Risk Management Plan and all PCC programs and rides shall adhere to the following, as applicable:

- Union Cycliste Internationale (UCI), Cycling Canada (CC) and Ontario Cycling (OC) rules and regulations as they pertain to club rides; and
- The Ontario Highway Traffic Act (OHTA)
 - While on PCC Rides using roads, all members must adhere to and obey all rules of the road as per the Ontario Highway Traffic Act. The Ontario Highway Traffic Act is available here: http://www.e-laws.gov.on.ca/html/statutes/english/elaws_statutes_90h08_e.htm

Risk Management

General:

- Club rides and events are restricted to PCC members except for special rides that are pre-arranged club try-a-ride or guest rides with members of other OC-affiliated clubs or single day OC licences.
- While on PCC rides using roads, all PCC members must adhere to and obey all rules of the road as per the Ontario Highway Traffic Act.
- Each PCC ride participant will conduct themselves in a responsible manner and retain liability for their own actions.
- Any PCC member on a PCC ride should immediately advise the ride leader(s) and other members of the ride should the member feel the group or individuals in the group are riding in an unsafe manner. The member should withdraw from the ride if they feel unsafe.
- All members of the PCC are responsible for bringing forward to the PCC Ride Leader any safety issues related to PCC rides, or the trails used during PCC rides which present themselves throughout the riding season.
- All participants of PCC rides must provide proof of membership in good standing prior to each ride, if requested by the ride leader. If an ineligible rider insists on participating even after being asked not to, then the PCC ride may proceed, however, the ride leader shall advise the ineligible rider, with a witness present, that he or she is ineligible and is not covered by any PCC insurance and is responsible for all his/her actions.
- All PCC rides and events are subject to the Club's Code of Conduct, Screening Policy, and applicable Safe Sport policies as adopted by Ontario Cycling.

Safety

- Bicycle helmets must be always worn while participating in any PCC rides. As well, other protective equipment is strongly encouraged (e.g. gloves, eye wear, etc.)
- Front and rear lights are required for any PCC rides that will still see riders on the road one half hour before sunset and/or extend into darkness.
- The PCC will operate both competitive and non-competitive events according to our established risk management policies and procedures which are designed to reduce the possibility of accidents.
- All participants in PCC rides and events will be informed that the ultimate responsibility for safety rests with the individuals.



- All participants are responsible for ensuring their emergency contact information is current within the Club's attendance system. Riders are strongly encouraged to carry personal identification and relevant medical information while participating in PCC rides.
- A bicycle must be in safe and proper working order.

Ride Leaders

- A Ride leader(s) represents the PCC on each ride and is responsible to follow the PCC policies and guidelines. The ride leader will identify oneself to the group so that everyone is aware of who is coordinating the ride. The ride leader may describe the general ride route and may provide a brief safety tip at the commencement of the ride.
- The ride leader(s) has the final authority on all matters pertaining to the PCC ride and his or her judgment must be respected by all participants.
- The ride leader may appoint a designate, also known as a co-leader, should the ride leader be unable to attend a PCC Ride or in cases with larger groups which maybe split into smaller groups.
- Ride leaders will carry cell phones for emergency use on all PCC Rides. The phone will have the CycleClub app on it and used for attendance and notification of emergency contacts if necessary. Riders should immediately call 911 in the event of an emergency if the Ride Leader is unable.
- Ride leaders are encouraged to maintain current First Aid and CPR certification and to carry basic first aid supplies appropriate for the ride type.
- Ride leaders have been provided with guidance and direction from the PCC Board as to their roles and responsibilities and are encouraged to discuss concerns with the PCC Ride Coordinator.
- Training for captain and stokers on tandem bikes will be provided by TandemEyes ride leaders.

Rides

- When deciding on routes for PCC rides, the focus will be on utilizing lower-traffic roads where possible and practical.
- When a large number of riders come out for any given PCC ride, the riders will be encouraged or required by the ride leader(s) to break into smaller groups. A size of 10-16 is a reasonable group, but if appropriate for the riders, route, and other users of the road a larger group is acceptable. Groups should be at least 100 metres apart on the road to allow other vehicles to pass safely. Since a PCC ride may split into smaller groups, each individual group on a PCC Ride may not have a leader, but will be appointed with a co-leader who is responsible within the sub-group.
- Most PCC rides are designated as "No Drop" which indicates that riders will not be left behind unless they first confirm with the ride leader(s) that they are departing from the group. Members who intend to leave a ride at any point are responsible for ensuring that they have properly notified the ride leader(s) before they leave.
- While trail riding, all riders must be courteous and considerate of other trail users and the trail system.
- PCC members are responsible for ensuring they are sufficiently fit for their desired activity.
- PCC members are responsible for bringing sufficient liquids and food, as required, for each PCC ride. As well, they must provide their own appropriate tools/spare tubes, etc.
- PCC members must not be under the influence of alcohol or any drug that could impair their riding ability and judgment while on a PCC ride. Members displaying impaired ability or judgment will be asked not to join or to leave the ride by the ride leader.
- PCC rides will follow its Weather Policy, as set out on the PCC website
- All ride leaders, captains and instructors working with anyone in our vulnerable sector must follow the Screening Policy, as set out on the PCC website



Incidents and Accidents

- Ride leaders are to follow the PCC Emergency Action Plan (EAP).
- All incidents and accidents that occur during PCC rides shall be reported as soon as possible to the PCC Ride Coordinator by the ride leader using the reporting procedures and forms provided by Ontario Cycling (OC). The PCC Ride Coordinator shall forward the report to the OC and PCC President. [Incident and Accident Reporting](#) here.
- In addition to accidents, ride leaders are encouraged to report significant near misses, aggressive driver incidents, hazardous road conditions, or other safety concerns to the Ride Coordinator for review.
- Accident reports will be maintained on record by the PCC Board for 3 years.

Skills Development

- The PCC encourages all riders to be comfortable and proficient with group riding before joining a PCC ride, and makes available Ride Participant Guidelines
- To support rider skills development, the PCC may periodically hold skills development programs for road riding or other disciplines and encourages all PCC members to attend these programs, as well as other cycling skills courses. Ongoing skill development takes place during club rides through guidance from ride leaders and other members.
- Riders may be requested to complete a skills development program before attending or continuing to attend regular scheduled PCC rides. This applies for both road and off-road PCC rides.

Waivers

- All club members must complete the OC approved membership waiver. This is completed online utilizing the OCA-approved online registration system.
- Club members under the age of 18 must have a parent or legal guardian (18 years or older) complete the waivers.
- Young, members under 18 must be accompanied by their parent, legal guardian, or an assigned chaperone if on a regular club ride (non-youth specific ride). Chaperones are designated by the parent and not the PCC. Chaperone and youth must be together at all times.
- Non-PCC members wishing to try a PCC ride as part of a scheduled Try-A-Ride promotion (as approved by OC), must obtain, sign, and return to the rider leader a waiver form prior to participating in the PCC Ride.
- Waivers will be stored by OC for a minimum of 7 years, to ensure that they can be accessed if legal action is taken against the Club. Waivers are crucial in defending the Club and OC during litigation.

Failure to comply with this Risk Management Policy may jeopardize insurance coverage and expose individuals and/or the PCC to liability.



Drop Ride Risk Management Policy

The Peterborough Cycling Club (PCC) provides both “drop” and “no drop” rides. On a “drop ride”, the group would not slow down or stop to accommodate a rider that is unable to keep up. Due to the inherent risk in dropping riders, the PCC has formalized the following Drop Ride Risk Management Plan. To limit risk on drop rides, the PCC will:

- Post the Drop Ride Risk Management Policy on the PCC’s website;
- Include the Drop Ride Risk Management Policy with the PCC’s standard Risk Management Policy;
- Have members agree to and acknowledge the Drop Ride Risk Management Policy when also acknowledging the standard Risk Management Policy as part of registering for their membership regardless of whether or not a rider intends to participate in drop rides (i.e. all riders must agree to this policy);
- Clearly advertise the ride as a “drop ride” and communicate that it is **intended for cyclists with extensive group riding experience and an appropriate fitness level for the anticipated average speed and distance**. This will be noted on the PCC’s website in the ride description, calendar and posts made by the ride leader in the PCC Cycling App.
- Have ride leaders post the intended route on the PCC’s Cycling App in advance of the ride;
- Have Ride Leaders post the Drop Ride Risk Management Policy link on the calendar and the PCC Cycling App. Ride leaders need to remind members that they have already signed off on the policy as part of their registration.
- Ensure that rides start and finish at the agreed upon location noted by the ride leader in the PCC’s Cycling App unless this is not possible for safety purposes such as inclement weather, etc. In this case, appropriate policies will be followed, including but not limited to, Weather Policy;
- Ensure that ride leaders of drop rides make an announcement prior to the commencement of a drop ride that:
 - Cyclists are participating with the full understanding of the risks associated with a drop ride;
 - Riders are responsible for communicating to the group if they intend to leave prematurely; and
 - Any dropped rider is no longer considered a part of the PCC’s organized ride and is therefore may not be covered by OC insurance;
- Have the ride leader select two experienced riders to act as “sweeps”. The sweeps will ride at the back of the slowest drop ride group (if there are multiple groups) and will be responsible for checking in with riders who are no longer able to keep up with the pack. Should a dropped rider be in distress, one sweep will stay with the rider until help has arrived;
- Ensure sweeps have received adequate training to identify the signs that a rider is no longer able to continue with the group and/or is unable to ride home alone;
- Maintain a list of sweeps who have received the training;
- Have all new sweeps ride with two experienced sweeps on at least one ride to add to their training;



- Ensure that sweeps clearly communicate to a rider who is not hurt but is unable to continue with the group that they are no longer considered a part of the PCC's ride and that their insurance coverage through the Club may not be maintained while riding home alone;
- Ensure that sweeps have a witness present (likely the second sweep) when informing a dropped rider that they are no longer considered a part of the PCC ride;
- Provide sweeps with the ride leader's contact information and ask that sweeps check in with the ride leader upon completion of the ride to report any riders who abandoned with an explanation of why they did not complete the ride (injury, crash, inability to maintain group's pace, mechanical, etc.); and
- Have the ride leader report to the President or Vice-President with news of any riders who abandon due to a medical emergency and ensure that the PCC's Emergency Action Plan (EAP) has been followed.
- It is the responsibility of a rider being dropped to inform the sweep or lead, except of course in the case of injury.



Emergency Action Plan

EMERGENCY 911

ROBERT BROWN – President..... cell 705-761-2169

KAREN PATERSON – Vice President Chair cell 705-931-3489

Local Hospital:

Peterborough Regional Health Center

1 Hospital Dr, Peterborough, ON K9J 7C6, Canada **705-743-2121**

Serious/Critical Riding Emergencies: CALL 911 IMMEDIATELY – DO NOT HESITATE.

In the event that a riding emergency occurs in an area without cellular service, it may be necessary to move to an area where coverage can be achieved. Take a partner. It is very important to give detailed directions to the 911 Operator.

- Work to stabilize the patient to the best of your abilities/training. ****CRITICAL** IF YOU ARE UNSURE, DO NOT MOVE THE PATIENT - PROTECT THEM IN PLACE.**
- If it's determined an injured rider should not be moved, send riders back on the road to slow/stop traffic. Work in pairs and do not place yourself in a hazardous situation.
- Make sure all other riders have stopped, moved off the road and are waiting in a safe location.
- If the situation requires, have two people direct Emergency Medical Services (EMS) to the patient/scene.
- If possible, one rider (preferably the ride leader) is to travel to the hospital with the patient in the ambulance. If a PCC member cannot travel with the patient, it is essential to find out which hospital the EMS will be travelling to. The ride leader will make arrangements to attend the hospital ASAP after he or she has returned home in order to ensure continuity of care.
- The remaining group of riders will not carry on with the scheduled ride, but instead return using the safest route back that is also the most direct/fastest after the patient has been transported.
- Contact the member's emergency contact and inform them of the incident and which hospital you will be attending.
- The President or Vice-President shall be briefed of the situation as soon as possible and start/continue the emergency contact process as required.
- The President or Vice-President will coordinate an update/debrief for the ride leader/riders as required.
- Complete the [Incident and Accident Report](#). A copy will be emailed to you, forward this to president@peterboroughcc.com and info@peterboroughcc.com

****NOTE**** In the event of a serious medical emergency/accident on the road, the appropriate witness statements/incident report forms shall be filled out ASAP. Use your cell phone to take notes and photos to document the accident. There may also be the need to consider a critical incident stress debrief for any affected people.

Non-Critical Injury Riding Emergencies:

If an accident occurs or a person is injured but EMS is not required:

- Treat to the level of training.
- Make sure all other riders are stopped, off of the road and waiting in a safe location.
- Once treated to the best of your training and assuming there is no risk of head injury, determine if the rider is able to safely ride their bike or if transportation home or to medical treatment needs to be arranged.
- An injured rider with a suspected head injury is not to ride their bike home or be left on their own to seek medical attention. Contact the injured riders emergency contact and arrange a ride home or to medical treatment.
- If it is necessary to arrange transportation for the injured rider, one or more riders are to stay with the patient while waiting for their transportation to arrive. The rider(s) waiting for the transportation must either also take the same transportation or verbally communicate that they are leaving the PCC ride and will be personally responsible for making their way home. If taking transportation or leaving the PCC ride is not an option the entire ride must wait for transportation to arrive for the ride to continue.
- Once transportation has been arranged and one or more riders have volunteered to stay with the injured, the remaining group will continue the normal route if time and the group's ability allows. If not, the most direct and safe route home will be taken.
- The ride leader should complete an incident report once they are home and forward it to the President or Vice- President as soon as possible. Use your cell phone to take notes and photos to document the incident.
- The President or Vice-President shall be briefed of the situation as soon as possible and start/continue the emergency contact process as required.
- The President or Vice-President will coordinate an update/debrief for Ride Leader/riders as required.
- Complete the [Incident and Accident Report](#). A copy will be emailed to you, forward this to president@peterboroughcc.com and info@peterboroughcc.com