



Drop-Off Routine – Guidance Notes

A Briefing on the Drop-Off Routine will be held at the start of each ride.

- The Routine allows a group of bikes to negotiate their way efficiently together through urban and rural environments in safety without the need for members of the group (other than the LEADER) to consult a map.
- The LEADER leaves a MARKER when the route ahead is not obvious and all riders do not have the LEADER in sight.
- It is a simple Routine, and works extremely well provided that ALL riders apply the Routine consistently and sensibly.
- It embraces riders of various skill levels; no rider should be pressured to ride faster than they are comfortable with.
- The Routine provides variety as everyone except the LEADER and BACKSTOP move position within the group; this can occur very frequently when in built up areas or where there are frequent junctions.
- The Routine allows for the fact that the Group can be spread on the road, sometimes by up to a mile or so.

MARKER POSITIONING

This is key to the smooth running of the Drop-Off Routine. The LEADER plans **safe** places for the MARKER to stop. Planning a safe place to stop is easier if the LEADER is familiar with the route.

The LEADER will indicate where the marker should stop by pointing to the stopping position with his left hand.

Marking at a junction or roundabout where the intended route is not clear

- The LEADER should leave a MARKER **before** the junction to warn following riders that a change of direction may be imminent.
- If the exit is clearly visible and if there is a **safe** place then alternatively the LEADER can leave a MARKER immediately **after** the junction.
- If the junction exit is not clearly visible then the LEADER should leave a MARKER **before** the junction **in addition** to the MARKER before the junction.

Marking at a roundabout or junction where the intended route is the major road and is unambiguous

- Leaving a MARKER is not usual in this case but could be done if the group is becoming spread and the LEADER wants to confirm to the following riders that they are still on route.

Marking the exit from a Motorway

- Stopping on the hard shoulder is not recommended so the LEADER should pace the Group so that all riders are together before the exit. It is also advisable to warn the Group before the start of that ride section that a particular exit will be taken
- Leave a MARKER rider off the motorway on the slip road

Urban areas

- Navigation can be tricky in urban areas so the LEADER should attempt to pace the group before entering the urban area so that all riders are close behind.
- Within the urban area all GROUP RIDERS should try to close up on the LEADER where it is safe and legal to do so.



LEADER:

- Leads the Group.
- Wears a distinctive hi-viz jacket.
- Selects the Route.
- Has a mobile phone.
- Determines where a MARKER will be left when the route ahead is not obvious.
- Plans a **safe** and **visible** place for the MARKER to stop.

SECOND RIDER:

- This is the GROUP RIDER who is directly behind the LEADER.
- **Does not** overtake the LEADER. If this happens because of traffic conditions the Rider should pull over where it is safe to do so and allow the LEADER to overtake.

GROUP RIDER:

- Rides at a pace which is comfortable for him/her and **makes his/her own decisions concerning his/her safety.**
- **Observes carefully** at all junctions and roundabouts for a MARKER.
- If the GROUP RIDER in front chooses to ride at a pace at which he/she is not keeping up with the bike in front then a GROUP RIDER can overtake **if it is safe to do so and does not inconvenience the rider overtaken.**

MARKER:

- The SECOND RIDER becomes a MARKER when directed by the LEADER.
- The MARKER should stop at the place indicated by the LEADER assuming that he/she believes it is **safe** to do so.
- The MARKER indicates the direction taken by the LEADER as follows: -
 - Left – left arm out straight
 - Straight on – left arm in the air
 - Right – right arm pointing at the junction exit
- Waits for the GROUP RIDERS to pass
- Pulls back into the Group immediately before the BACKSTOP. The MARKER should accelerate briskly as soon as the rider before the BACKSTOP has passed. If for safety reasons this is not possible the MARKER should re-join the traffic flow when safe to do so and then pass the BACKSTOP to re-join the Group.

BACKSTOP:

- The last rider
- Wears a distinctive hi-viz jacket.
- Has a copy of the route the LEADER intends to follow.
- Has the mobile phone number of the LEADER.
- Plans ahead to allow the MARKER to join the group safely and smoothly, holding back slightly if necessary.

PROBLEMS:

- If the group is split up then the BACKSTOP should stop where safe and ring the LEADER to agree how/where to meet up again.
- The Routine ensures that the LEADER will stop eventually because he will run out of MARKERS.
- Ideally each GROUP RIDER should have a mobile phone with the number of the LEADER.