



## CYCLING BC RIDER REPRESENTATIVE POLICY

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Effective Date: May 14, 2024

Last Revised: May 14, 2024

*This policy was made possible by the initiative of Cycling BC members. Thank you to all members who contributed to the development of this policy, which will benefit current and future participants.*

### 1. Purpose:

To provide a structured system for riders to express their views and interests on matters related to risk management and safety at Cycling BC-sanctioned events, which may directly or indirectly affect the riders' overall experience.

This policy aims to,

- 1.1. Provide riders with a collective voice and an opportunity to provide feedback for commissaires, event organizers, and venue hosts on issues that may impact riders' safety at events.
- 1.2. Facilitate and encourage engagement and communication between riders, Cycling BC staff, commissaires, event organizers, host venues, and other relevant event stakeholders.
- 1.3. Bridge the gap between domestic and international competition by utilizing best practices such as having rider representatives raise concerns about risk management and safety.

### 2. Scope:

- 2.1. Rider Representative feedback does not supersede UCI regulations.
- 2.2. Rider Representative feedback must be related to risk management and safety for participants and spectators.
- 2.3. Separate procedures and guidelines exist for event organizers and host venues regarding event readiness, venue preparation, event access, logistics, etc.
- 2.4. Rider Representatives must prioritize the best interests of Cycling BC members and the community over purely their interests.

### 3. Composition

The Rider Representative Committee shall consist of the following:

#### 3.1. Chair

A Cycling BC employee or Board Member shall act as the Chair for the Rider Representative committee, evaluate the qualifications of those nominated, and ensure that rider representatives are operating within their scope as outlined in this policy.

#### 3.2. Cycling BC Staff

Cycling BC staff, most likely the Event Operations Manager, shall act as the liaison between the Rider Representatives, Cycling BC, Commissaires, Event Organizers and/or Host Venues.

#### 3.3. Rider Representative Committee Members

Each cycling discipline shall nominate a rider representative committee comprised of a minimum of 2 active Cycling BC members, up to a maximum of 4 members. Committee members must,

3.3.1. Be a Cycling BC member in good standing.

3.3.2. Be a minimum of 18 years of age or older.

3.3.3. Have participated in a minimum of at least three sanctioned events in the discipline per calendar year in each of the past three years, including the current year.

3.3.4. Where possible, the committee shall include one of each of the following: A professional rider, a grassroots rider, a coach or a club representative who works directly with youth or grassroots participants.

### 4. Term

4.1. A rider representative term is 2 years starting on the day they are appointed and ending the day preceding the second anniversary of their appointment.

4.2. A rider representative may serve and be nominated for the committee for consecutive terms.

## 5. Nomination

- 5.1. Calls for nominations for rider representatives will be posted on Cycling BC's website, or through other means of correspondence as chosen by Cycling BC.
- 5.2. Nominations will remain open until rider representative positions are filled.
- 5.3. Riders may nominate themselves to be a rider representative.

## 6. Selection

- 6.1. Rider representatives will be selected by the Chair based on the requirements set out in this policy and with consultation from Cycling BC staff.

## 7. Roles and Responsibilities

*Discipline-specific roles, responsibilities, and procedures can be found in the appendices of this policy.*

Rider Representatives are to communicate any concerns or feedback on matters related to risk management and safety.

- 7.1. Rider representatives will report any concerns or feedback directly to Cycling BC. Cycling BC staff will then communicate with commissaires, event organizers, or venue hosts directly, depending on the nature of concerns or feedback.
- 7.2. Rider representatives shall avoid contacting commissaires, event organizers, or host venue staff directly unless they are contacted first or asked to be consulted directly by these individuals.
- 7.3. Rider representatives shall provide feedback, insight, and athletes' views on matters related to risk management and safety so long as it is within the scope of this policy.
- 7.4. Rider representatives shall proactively report any risk management concerns with enough notice to allow event organizers, venue hosts, and/or commissaires to address the concern.
  - 7.4.1. Depending on the discipline and access to the race course, rider representatives have up to six hours before the event's scheduled start time to provide feedback or recommendations.

## 8. Reporting Procedures

- 8.1. Rider representatives must communicate their concerns in writing to Cycling BC by submitting the [Rider Representative Reporting Form](#) online or by emailing a completed [PDF version](#) of the form to Cycling BC's Event Operations Manager at [events@cyclingbc.net](mailto:events@cyclingbc.net).
  - 8.1.1. Cycling BC staff will then communicate with commissaires, event organizers, or venue hosts directly, depending on the nature of concerns or feedback.

## 9. Authority and Decision-making

- 9.1. Commissaires on-site will have the final authority to make any changes following the receipt of the [Rider Representative Reporting Form](#).

## 10. Removal from the Riders Representative Committee

- 10.1. Members can be removed from the Riders Representative Committee by,
  - 10.1.1. Resignation, in writing, by which the member must submit by email to the Chair and make a reasonable effort to nominate a suitable replacement.
  - 10.1.2. A vote of non-confidence supported by the majority of other rider representatives for the discipline.
  - 10.1.3. A vote of non-confidence supported by the chair of the rider representative committee.

## Appendix A: DH and XCO Mountain Bike

### Key Aims:

The Rider Representatives for mountain bike events are encouraged to focus on issues related to risk management and safety.

1. Upon arrival at the venue, Rider Representatives may be welcome to inspect the course independently before submitting the Rider Representative Reporting form to Cycling BC who will then communicate with commissaires, event organizers, or venue hosts directly, depending on the nature of concerns or feedback.
  - a. Ex/ recommendations for additional tree padding, netting, painting rocks, removal of debris, etc.
  - b. This process can continue throughout the event, as track conditions change
2. The Rider Representatives may advocate for changes that are directly or indirectly related to the safety of the race course.
  - a. Introduction of 2 tracks and/or features (Cat 1 – Advanced, Cat 3 – Novice and Intermediate same structure as NW Cups):
    - i. Cat 1: Advanced trail grading with features to differentiate between competitors' skills and tactics. Ex/ gap jumps, technical features, increased line choice, high speed, etc.
      1. The intent of these tracks and sections is to prepare Canadian riders for World Cups and World Championships
    - ii. Cat 3: Intermediate trail grading with features to increase grassroots participation. Ex/ no gap jumps, wheels mostly on the ground, no mandatory features, etc.
      1. The intent of these tracks and sections is to provide an approachable, safe, and inclusive atmosphere for all participants regardless of skill level and racing experience

## Appendix B: Road

### Key Aims:

The Rider Representatives for road events are encouraged to focus on issues related to risk management and safety.

1. Course safety for racers and spectators
  - a. Course recon before the first start to ensure the road is in safe condition. Identify potential safety hazards on the course, such as debris, potholes, railway crossings, speed bumps, sharp turns, blind corners, narrow sections, and other environmental elements that may be susceptible to change such as visibility, weather, and surface traction.
  - b. Tents or shaded areas to protect participants, volunteers and staff at the start and finish area.
  - c. Placement of any signage, directional arrows, distance markers, or caution signs.
  - d. Course marshals at minor/major roadways, crosswalks and intersections
  - e. Availability of food/water
  - f. First aid / medical support is easily accessible on site and course does not block access to emergency services
  
2. Representation from racers to collaborate with organizers on course safety
  - a. Meeting with a selected rider/racer to assist the course designer or organizer with a prior course inspection (said rider/racer will also assist with designating marshall placement).
    - i. Objective is to assist in course changes to reduce the high risk components of the course where required (e.g. sharp corners, roundabouts, zebra crosswalks, railway crossings, etc).
    - ii. Selected rider/racer would act as a liaison between riders, Cycling BC, and UCI Commissaires should concerns and course amendments be required.
    - iii. Benefits to include and implement the use of sign post pads, hay stacks, aiding with decisions on technical features, and alternate course changes.

## Appendix C: Track

### **Key Aims:**

The Rider Representatives for track events are encouraged to focus on issues related to risk management and safety.

1. Track readiness for racers and spectators
  - a. Track safety, floor conditions, and maintenance
  - b. Pens or a safe space is created for warm up, cool down, and recovery for participants,
  - c. Pens, safe space, or viewing area is available for mechanics, spectators, and coaches.
  - d. Keirin motorbike (or derny) is stored in a safe place, and is easily accessible for event use.
  - e. Timing system wiring (if using) is secured safely on track and apron, and any electrical cords are contained and secure.
  - f. Standing start gate is a safe distance away from the track when not in use. Persons using the starting gate have been trained on the gate system and process of moving the gate on and off the track.
  - g. Commissaires have a safe viewing area where they can see the entire track
  - h. Lap board is in a clearly visible area for racing athletes to see, while providing enough space to ride past on the apron.
  
2. Representation from racers to collaborate with organizers on race schedule
  - b. A fair and inclusive race schedule for all participants, being mindful of the event size, and combining or separating age categories/ability categories/genders as needed.

## Appendix D - BMX

### **Key Aims:**

The Rider Representatives for BMX events are encouraged to focus on issues related to risk management and safety.

1. Track readiness for racers and spectators
  - a. Pits/Tents or a safe space is created for warm up/cool down for participants, mechanics, and recovery
  - b. Track condition (i.e. gravel, sand, dirt, lip consistency, etc.)
  
2. Representation from racers to collaborate with organizers on safety
  - a. A fair and inclusive race schedule for all participants, being mindful of the event size, and combining or separating age categories/ability categories/genders as needed.



## Appendix E - Cyclo-cross

### **Key Aims:**

The Rider Representatives for cyclo-cross events are encouraged to focus on issues related to risk management and safety.

1. Track readiness for racers and spectators
  - a. Pits/Tents or a safe space is created for warm up/cool down for participants, mechanics, and recovery
  - b. Track condition (i.e. gravel, sand, dirt, lip consistency, etc.)
  
2. Representation from racers to collaborate with organizers on safety
  - a. A fair and inclusive race schedule for all participants, being mindful of the event size, and combining or separating age categories/ability categories/genders as needed.