

## **ROAD PILOT CYCLE RACING - EMPOWERED MARSHALS**

Cycle racing on the highway whilst increasing in interest, has been affected by the high costs involved in traffic management obligations and the need to deploy police officers to control and stop traffic. In many cases static traffic management solutions are unsuitable, either due to prohibitive cost or the extended road closures needed to implement them.

Volunteer marshals have been used by some event organisers although these tend to be enthusiasts equipped with a flag to warn oncoming traffic of the imminent arrival of competitors and rely on the goodwill of the motoring public to slow down or stop.

ACPO has, in partnership with key stakeholders, taken an active role in evaluating alternative solutions to help enable public and community participation in sport, increase safety for events and reduce the cost to police forces.

### **Approved Tactical Options**

#### **1. Community Safety Accreditation Scheme**

Over the past four years all Welsh forces and Essex Police have successfully used powers under the Community Safety Accreditation Scheme (CSAS) to authorise marshals equipped with approved signs and high visibility clothing to control traffic. Over one hundred events have been held without the need for police involvement using these appropriately trained and accredited volunteers to manage all traffic, both vehicular and pedestrian, without incident.

This has resulted in an increase in the number of events held, reduced costs to organisers and eased abstractions from core policing duties whilst at the same time improving the overall professionalism of the administration of races.

#### **2. Approved marshals**

In addition to the CSAS option, the working group chaired by ACPO has also supported a pilot scheme which makes the most of legislation provided by the Road Traffic and Road Traffic Regulations Acts to delegate authority for the management of traffic.

Section 31 Road Traffic Act 1988 and Section 66 Road Traffic Regulations Act 1984, authorises a chief officer to allow any person to place an appropriately authorised sign on a road in order to give directions to traffic.

To support this activity, the Department for Transport has designed and approved a specific sign for use by cycle race marshals which is similar to the traditional School Crossing Patrol 'lollipop'.

Before they can be authorised under these provisions, marshals are required to undergo a tailored awareness programme (designed and delivered by British Cycling currently in partnership with a Police Training and Development Centre) which includes training on legislation, conflict resolution and practical use of the signs on roads.

A number of associated agencies must work together to validate the use of the signs;

- The local Highways Authority must seek permission from the DfT to use the cycle stop sign in their area. The simple pre-completed application form is available from the DfT and only requires details of the applying authority. This application authorises use of the sign from that point on with no separate application required for each event.
- The race organiser must submit an application under the Cycle Racing on the Highway Regulations 1960 to the police in the usual way, including a relevant risk assessment. This should include a request to deploy trained marshals using the new DfT signs.
- The local police force considers the application and if agreed the chief officer may approve marshals to operate under Section 31 Road Traffic Act 1988 and Section 66 Road Traffic Regulations Act 1984. Each point where a marshal will be used should be risk assessed with any additional mitigation instructed as necessary. It is the race organisers' responsibility to ensure sufficient information and risk assessment details are provided to forces for consideration.

The Home Office Police Finance Unit is currently assessing whether any charges should apply for these arrangements, however, the emerging view is that this initiative is an example of good practice to reduce police involvement where viable alternatives can be found.

Whilst public safety will of course remain a core responsibility for the police, it has been proven from the trials that appropriately trained individuals can be effectively employed to assist police forces in the discharge of this duty.

If you would like further information about the pilot schemes, including examples of documents, illustrations of signs, please don't hesitate to contact Inspector Bob Brayshaw, ACPO Liaison, <[robert.brayshaw@westyorkshire.pnn.police.uk](mailto:robert.brayshaw@westyorkshire.pnn.police.uk)> on 07736 087363.