

**PROPOSED AMENDMENTS TO THE CYCLE RACING ON THE
HIGHWAYS REGULATIONS 1960**

Cycling events held on the highway consist of four separate disciplines: Cycle Road Racing, Time Trials, Sportives and Triathlons, each of which presents challenges to police and other authorities. The number of these cycling events is increasing as public interest increases and the sport flourishes.

Under the 'Red Tape Challenge' scheme, the public were encouraged by the government to submit suggestions about areas of red tape which they felt should be amended and the Cycle Racing on the Highway Regulations 1960 featured in the list of legislation for possible amendment. There is growing pressure to adjust the regulations to introduce a presumption that cycle racing on the road is a legitimate activity that should be permitted by the authorising body on the condition that race organisers follow relevant rules.

ACPO has been included in recent discussions between the Home Office, Department for Culture Media and Sport (DCMS), Department for Transport (DfT), and British Cycling to identify opportunities to help increase safety on the roads for event personnel and communities and at the same time aim to reduce the impact of events on the travelling public.

Amendments to the current fifty-year old regulations have been suggested by British Cycling so that they more accurately reflect current road conditions in the UK and shift emphasis from individual Chief Officers' discretion as to whether an event can be held to one where planned events should only be rejected on the basis of risk assessment and lack of appropriate mitigation.

British Cycling's proposed amendments are outlined below:

<p>Reg. 5(1)(a)(i) <i>The number of competitors must not exceed:</i></p> <p>(a) <i>In two, not more than two, races selected in any one year by the British Cycling Federation – 100,</i></p> <p>(b) <i>in the case of any race not promoted by virtue of sub-paragraph (a) above, - 80.</i></p>	<p>Revised regulations should acknowledge that larger field sizes can be authorised subject to suitable risk assessment to assure safety of participants and the public. Similarly, it may be that the risk assessment for a particular course determines that a field size of less than 100 is appropriate. In essence the scale of events should be determined by discrete assessment rather than simple numbers.</p> <p>Competitors can therefore be regulated in a flexible manner based on safety considerations, route geography, marshalling and policing. In this way a successful and safe event with a large field size could be allowed in areas where road conditions allow.</p>
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<p>Reg. 5(1)(a)(ii) <i>no part of the race must take place during the time between half-an-hour after sunset and half-an-hour before sunrise:</i></p>	<p>No change is required.</p>
<p>Reg. 5(1)(a)(iii) <i>where the route to be followed by a competitor is such that he must while on the highway pass a point on that highway at least twice (whether in the same or a different direction), the length of the route which he has to follow after passing that point at any time until he next passes it again, must not be less than ten miles;</i></p>	<p>Restriction should be relaxed from 10 miles to 5 miles and that the revised regulations should acknowledge that it may be possible for a circuit which is shorter than 5 miles to successfully and safely accommodate a road race without causing inconvenience to other road users.</p>
<p>Reg. 5(1)(a)(iv) <i>where any length of the route is comprised of any public highway on which a speed limit of 40 mph or less is imposed by or under any enactment, that length must not exceed one mile and a half and no part of it must lie within three miles, measured along the route, of any part of any other such length;</i></p>	<p>This is a confusing and outdated condition. The growth of towns and cities and the introduction of lower speed limits over larger areas have made this standard condition redundant.</p> <p>Recommend removal of this condition.</p>
<p>Reg. 5(1)(b) <i>the promoter of the race, not less than twenty-eight days next before the day on which the race is to be held, or if it is to be held on more than one day, the day on which the race is to begin, gives the appropriate officer of police in writing notice of the</i></p>	<p>No change to the requirement of 28 days notice.</p> <p>If the police refuse authorisation for a race the reason(s) should be provided in writing to the organisers and British Cycling within five working days of the refusal.</p>

<p><i>proposal to hold the race and the like particulars with respect to the race as are required by subparagraphs (a) to (e) of paragraph (1) of Regulation 3 to be given with respect to a proposed time trial being:-</i></p>	
<p>Reg. 8(1) <i>An appropriate officer of police may, when authorising the holding of a bicycle race under Regulation 6 or 7, impose such conditions as he may think fit on the holding or conduct of the race so far as it takes place on a public highway.</i></p>	<p>Provided the redrafted regulations and accompanying Code are clear, we question whether it is necessary for the police to have the ability to impose further conditions.</p>

It is also proposed that an associated Code of Practice for cycle racing is developed based on the principles established in the Home Office Good Practice Safety Guide for small and sporting Events on the highway, roads and public places¹ to provide additional provisions to be followed by organisers of cycle events on the highway.

In support of this consultation would you please provide the following information:-

1. How many events of the following type are held in your force area each year?

- a. Cycle Race
- b. Time Trial
- c. Sportive
- d. Triathlon

2. What impact does each type of event have for your force area, but particularly in respect of:-

- a. Receipt, management and processing of applications
- b. Resourcing and costs
- c. Managing public or other objections
- d. Traffic management or other road management orders
- e. Public safety concerns

¹ <http://www.homeoffice.gov.uk/publications/police/operational-policing/event-safety-guide>

3. Do you have any other observations to make in respect of the proposed amendments to the Cycle Racing on the Highway Regulations 1960?

Further information

The current Regulations, regulate the following two disciplines

- Cycle Races - mass start, competitive events, where riders compete over a defined course. The events must be authorised in advance and the Chief Officer of Police can impose conditions or refuse permission for events to go ahead under certain criteria.
- Time Trials - events where single riders travel a defined road course, starting at a minimum of 1 minute intervals. Organisers are only required to notify forces of their intention to hold the event. Chief Officers have no jurisdiction to control or prevent an event taking place.

The following cycling events, which are fairly recent developments in the sport, are not currently included in the Regulations

- Sportives - mass participation events often with thousands of participants, with participants ranging from those with a high level of fitness and professionalism, the amateur enthusiast and families & children. Sportives are a relatively new phenomenon increasing in popularity, usually operated by businesses for profit. There is no obligation for organisers to limit the events and introduce conditions such as field size, risk assessment, course selection or calendar coordination.
- Triathlons - a multi discipline event with swimming, cycling and running in that order. The cycling element is often in the form of a road race or time trial (but has not been formally defined as either) and the cycling element could be of either type depending on the point when athletes finish the swimming section.