



ASSOCIATION OF CHIEF POLICE OFFICERS

UNIFORMED OPERATIONS

ROADS POLICING BUSINESS AREA

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TO: ALL CHIEF CONSTABLES AND COMMISSIONERS

CYCLE RACING - RACE MARSHALS AND PROPOSED AMENDMENTS TO 1960 HIGHWAYS REGULATIONS

Over recent years there has been an increase in the number of cycling sporting events, including those involving racing on the highway. Public interest in the sport is increasing and this has been magnified by recent successes of British athletes in the Tour de France and Olympic & Paralympic Games.

(A) EMPOWERED MARSHALS

As the sport grows and race organisers search for more challenging courses, any force could be approached to host cycle events. This could require detailed planning and risk analysis as well as the large scale deployment of officers or staff to ensure the safety of competitors and the public.

ACPO has been working closely with the Home Office, Department for Culture, Media and Sport, Department for Transport and British Cycling to develop viable options for forces to consider as an alternative to policing at cycling events.

Recent trials of powers derived from the Road Traffic Act 1988 and Road Traffic Management Act 1984 which permits qualified and authorised race marshals to control traffic, in conjunction with a DfT approved road sign and have been held with good success. These alternatives to roads policing have been operating successfully in Essex and all Welsh forces for the past four years.

This tried and tested manner of controlling cycle races without the need for significant investment of local resources is recommended and you may find the explanation of the

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race marshals scheme attached at Appendix A useful should you be requested to authorise or hold part of a cycle race in your force area.

(B) AMENDMENT TO THE CYCLE RACING ON THE HIGHWAY REGULATIONS 1960

The Cycle Racing on the Highway Regulations are now more than fifty years old and no longer reflect current road and traffic conditions nor the substantial developments in transport safety measures.

The National Cycling Federation has suggested that the conditions outlined in the Regulations are outdated and disadvantage legitimate sporting events, some of which didn't exist when the legislation was drafted.

A working group comprising of key stakeholders has considered these representations and has invited British Cycling to submit their proposals for change for wider consideration.

I would invite you to consider the issues outlined in Appendix B and return any comments by Friday 19th October 2012 so that a considered ACPO position can be presented to the Under Secretary of State for Transport in due course.

Should you require any further information, please contact Inspector Bob Brayshaw, ACPO Liaison, <robert.brayshaw@westyorkshire.pnn.police.uk> on 07736 087363.

Yours sincerely,



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Commander
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