



Northumberland

County Council

CASTLE MORPETH LOCAL AREA COUNCIL

DATE: 11 March 2019

PROTOCOLS FOR DEALING WITH CYCLING EVENTS ON THE HIGHWAY

Report of Service Director, Local Services: Paul Jones

Cabinet Member: Environment and Local Services, Councillor Glen Sanderson

Purpose of Report

This report sets out the protocols for dealing with Cycling Events on the public highway. The protocols include notification requirements for the event organiser to inform the police and/or the council.

Recommendations

It is recommended that the contents of this report be noted.

Link to Corporate Plan

How - "We want to be efficient, open and work for everyone"

Enjoying - "We want you to love where you live"

Connecting - "We want you to have access to the things you need"

Key Issues

1. Owing to the increasing popularity of cycling events, the Council is often contacted regarding the legality of such events taking place on the public highway.
2. Neither the Council or the Police have the power to prevent cycling events taking place on the public highway.
3. Cycling events that are 'races' require authority from the Police under the Cycle Racing on Highways Regulations 1960 however that authority is through a 28 day notification and subject to certain provisions.
4. The majority of cycling events are notified through the council's Safety Advisory Group (SAG) process by submission of an Event Notification Form (ENF) by the event promoter.

Background

Owing to the increasing popularity of cycling events, the Council is often contacted regarding the legality of such events taking place on the public highway. People also contact us about their perception of a lack of policing and local authority involvement at some cycling events that occur across the county.

Many cycling events do not require any involvement from the Local Highway Authority or Police, examples of such events include a number of cycling clubs that use our roads for weekly rides, those same routes are often used for more organised events which also do not need permission. The only time that the Council as Highway Authority will become involved is when the event is Council led or if there is a need for a Temporary Traffic Regulation Order (TTRO) to close the road for safety reasons.

Participants have a responsibility to follow the Highway Code and can be prosecuted by the Police for any relevant highway offences that may be committed. For example, if a cyclist is on a road or footway and is riding dangerously or carelessly, they are committing an offence under sections 28 and 29 of the Road Traffic Act 1988, as amended.

It should also be noted that speed limits only apply to mechanically propelled vehicles, so they do not apply to cyclists. A cyclist travelling at excessive speed should be aware that they could be committing other road traffic act offences such as outlined above.

Notifications Requirements

When a cycling event is an official 'race' then the event organiser is required to notify the Police of their intention to hold such an event under the Cycle Racing on Highways Regulations 1960. There are restrictions imposed by these regulations that necessitate 'promoters' of a race or time trial to give notice of their intention (not less than 28 days) to the Police. Subject to certain provisions outlined in the regulations e.g. date, time, route (including start and finish), number of competitors and arrangements regarding race marshalls, etc, the time trial/race is treated as authorised.

A time trial is a race of speed where competitors start at individual times separated by intervals not less than 1 minute apart from other competitors. A maximum of 120 competitors may take part in an individual time trial. Most time trials are overseen by the main governing body for cycle sport in Britain, British Cycling, and have to be registered with them. A bicycle race however is a race of speed where all of the competitors start at the same time as a group and more often take place on open roads. In this race no more than 80 competitors may start, however there are two races per year (selected by the British Cycling Federation) where 100 are allowed to take part.

The majority of cycling events are notified through the council's Safety Advisory Group (SAG) process by submission of an Event Notification Form (ENF) by the event promoter. Often the events notified are not races but non competitive 'sportives'. Sportives are a personal challenge ride but on a planned route for which you need to enter to take part. The details included on the ENF form should include a description of how the event will be

managed e.g. using marshals or stewards, risk assessment and where necessary, depending upon the scale of the event a Traffic Management Plan (TMP). Whilst the Local Highway Authority cannot prohibit an event taking place, where temporary road closures or traffic management is proposed Council officers will work with the event organiser. We will seek to ensure that any closures are appropriate for ensuring the event takes place safely and in minimising disruption to the travelling public. A Temporary Traffic Regulation Order will be advertised however the event organiser is responsible for all communications and consultation with those affected by the event.

Event organisers have a duty to ensure the safety of participants and should have public liability insurance. In the event of a participant or member of the public suffering injury as a result of their event, they leave themselves at risk of prosecution or civil action if they have not liaised or taken heed of advice offered by the Police or Local Highway Authority. For example, we strongly advise organisers of Time Trial events against using major roads and if necessary advise that they are run at times where traffic levels are low, such as in the early daylight hours of a Sunday morning.

Future Proposals

Over recent years we have seen an increase in the number of events, this may demonstrate that people are being more active but more importantly that event promoters are notifying us of their plans. In 2017 there were 28 cycling events notified through the ENF process and this had increased to 40 in 2018.

Given the recent increase in the number of events being notified, officers from our Network Management team met with Northumbria Police officers in January 2019 to discuss any opportunities to improve future management of cycling events. Northumbria Police have confirmed that they are seeking to approve the use of the British Cycling Accredited Marshal Scheme. This scheme was introduced in 2013 by British Cycling in collaboration with the Department for Transport and the National Police Chiefs' Council. Where it is in use it is believed that the scheme has played a key role in enhancing event delivery standards and safety for competitors, event volunteers and all other road users.

An accredited marshal is a marshal who has been trained to use the 'Stop! Cycle Race' sign to legally stop and hold traffic to allow the safe passage of a cycle race on the open highway. British Cycling believe that accredited marshals are making road races safer for everyone involved; riders, the race convoy and other road users.

Implications Arising out of the Report

Policy	Management is in line with national legislation and guidance
Finance and value for money	Any management is carried out as part of officers' normal duties
Legal	Management is in line with national legislation and guidance
Procurement	N/A
Human Resources	N/A
Property	N/A
Equalities (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	N/A
Risk Assessment	Events organisers are required to provide risk assessments to the Council's Safety Advisory Group (SAG)
Crime & Disorder	N/S
Customer Consideration	
Carbon reduction	N/A
Wards	All

Background papers:

None

Report sign off.

Authors must ensure that relevant officers and members have agreed the content of the report:

	initials
Finance Officer	N/A
Monitoring Officer/Legal	N/A
Human Resources	N/A
Procurement	N/A
I.T.	N/A
Director	PJ
Portfolio Holder(s)	GS

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