

General

Race Organisers are responsible for the initial liaison with the Police and any Safety Advisory Groups. The Organiser must hold a copy of all correspondence with these authorities on the event file. It is a requirement that the file is taken to the event HQ on the day of the event to answer questions from the Police or other such officials who may be in attendance.

All promotional material concerning events must include the words: "Under The Rules and Regulations of TTRRL".

Organisers are responsible for arranging a set of Officials and Race Marshals for the duration of the race. These Officials should include a Steward in control of signing-on prior to the start, and Judges for the race finish. The Organiser may appoint a Race Safety Officer, to assist with the race management, with delegated power to make decisions. The identity of such a person should be made known to the Police on request.

The Organiser must arrange for qualified first aid support to be in attendance. Preferably First Aiders should travel in a following vehicle at road race type events.

Organisers should budget for and be prepared to provide travelling expenses to all Race Officials.

Within seven days of any event, the Organiser should forward the Event Return form, scanned or photo of the Standard Registration Sheets, to Administration of TTRRL, retaining copies for the record.

In the event of any accident/incident at an event, all forms, documents, etc. must be

retained until any possible insurance claims have been resolved.

Incidents / Accidents that result in a claim against the TTRRL Cycling Insurance Cover should be notified immediately to administration of TTRRL.

Course Risk Assessments are a requirement of TTRRL.

TTRRL Organisers have full responsibility for their events and are given flexibility in their style of promotion. However, anyone not abiding by our Rules and Regulations, and the Law of the Land as it applies to "Cycle Racing on the Highway" will risk voiding their Event Insurance. This could lead to organisers being personally liable for any consequences.

Serious Accidents Procedure: If there is an Accident / Incident during any TTRRL event, the race officials at the scene will assess the seriousness of the situation and, if necessary, take action to halt the event.

In making the decision the race officials will take into consideration the following:

- The condition and position of any injured person(s).
- Whether an ambulance or other emergency vehicles will require access to the location road and create a necessary obstruction.
- The visibility for competitors and other road users at the scene of the accident / incident.
- Any other relevant factors, such as queueing traffic, the risk to passing competitors or public and whether or not

the race will pass the accident / incident again.

- Any risks associated with halting the race. If in doubt, race officials should halt the race and form a protective area around the scene of the accident / incident. The appropriate Emergency

Pre-Race Briefing

The Briefing must be given by the organiser, or another nominated, experienced official, either in the HQ or at the race start.

The Briefing must include the following: -

- A description of the course and general safety points, as detailed in the event Risk Assessment.
- First Aid arrangements: such as the whereabouts of a First Aider on a closed circuit, or the provision of a following vehicle on the open road.
- The role of the marshals is to indicate direction. They are not empowered to stop other traffic, unless using a Temporary Traffic Regulation Order.
- Each competitor is responsible for their own safety as well as that of others.
- Obey all the Rules of the Road and do not cross any continuous white lines.

Lead Car and Support Vehicles

As a lead or support vehicle driver you must comply with all road traffic

Service(s) must be contacted without delay. In the case of a known fatality the race must be stopped at the first possible safe opportunity, considering the conditions listed above. Any decision will be communicated without delay to the Event Organiser and/or other officials.

- Do not cross the centre of the road on any other occasion, unless you have a clear line of sight, and it is safe to do so. Any competitors who, in the opinion of the organiser, where necessary in conjunction with other Race Officials, endanger themselves or others, will be disqualified.
- Do not overtake the proceeding Lead Vehicle, (or any motorcycle marshal when indicated not to do so).
- Insurance – All TTRRL competitors are covered by Third Party Insurance of up to £5 million. TTRRL strongly recommends that competitors make their own arrangements for Personal Accident Cover, particularly if self Employed.
- If you are involved in, or witness, an accident / incident of any kind you must not leave the HQ without providing full details to the Event Organiser.
- Any Other Items Specific to Your Event

regulations. You have no dispensations in road traffic law. Your role is to act as an

advance warning to other road users of the presence of a cycle road race.

- All lead and support vehicle drivers should be familiar with the route involved and know when geographical hazards, such as bends and junctions are being approached.
- Any vehicle being used as a lead or support vehicle should be clean and comply fully with all aspects of Road Traffic Legislation.
- All occupants of lead and support vehicles should wear Hi Viz clothing. It may be necessary to get out of the vehicle in an emergency.
- Fix the "Cycle Race Approaching" sign, or the flashing hazard lights, to the roof of your vehicle.
- Stay about 100 - 200 metres ahead and avoid any possibility of drafting / pacing the riders.
- Communications: Via either two-way radio link or mobile phones.
- If a driver must use a mobile phone as a means of communication, the vehicle should be fitted with a hands-free facility, the mobile phone should be fitted in a cradle. A mobile phone should not be held in the hand and used by the driver whilst the vehicle is in motion.

Marshals

- A Hi-Viz jacket or tabard must be worn. Marshal's flags must be in a clean and good condition.
- As a marshal you have no powers to stop traffic and should not do so unless you

judge there to be a potentially dangerous situation, or that by stopping the traffic you will prevent an accident.

- A marshal's presence should never cause a vehicle to deviate or move into the path of another road user.
- Motorists who do not comply with a marshal's warnings or instructions will commit no offence. Although, if a motorist is involved in a collision after ignoring warnings, evidence and actions from the marshal may be used against them in a court of law.
- Use the marshal's flag to warn cars that a race is approaching in such a manner as to give drivers the option to slow down and to stop if they wish to do so.
- Alert any pedestrians, horse riders, dog walkers or leisure cyclists to the presence of the race.
- Verbally warn competitors of any hazard which you can see, e.g., an approaching car or other obstruction, which may be out of sight of the riders.
- Any competitor observed to be repeatedly and / or wilfully crossing a continuous white line or using the right hand side of the road without a clear line of sight, should be reported to the organiser, or other designated official, who has the power to consider the infringement and, if appropriate, impose a disqualification.

Motorcycle Marshals

- A motorcycle marshal provides cover for small groups of riders if the peloton has

fragmented, and/or provides additional support/cover for marshals at junctions, and enhances the safety of the event by providing an additional presence on the road.

- A motorcycle marshal must only overtake event competitors when it is safe to do so, and should provide an audible warning of intention and action.
- A motorcycle marshal is not empowered to stop or direct traffic and must not attempt to do so, except in an emergency.
- A motorcycle marshal must comply with all road traffic regulations. Their main role is to act as an advance warning to other road users of the presence of a cycle road race.
- A motorcycle marshal must be familiar with the route involved and know when geographical hazards, such as bends and junctions are being approached.
- Any motorcycle being used in a supplementary Lead or Support role should be clean and fully compliant with all aspects of Road Traffic Legislation.
- All motorcycle marshals must wear a Hi Viz jacket or tabard.
- A motorcycle marshal should avoid any possibility of drafting riders and, when supporting flag marshals at junctions, ensure that your machine does not impede competitors or other road users.
- Communications: Via either two-way radio link or mobile phones. If a motorcyclist has to use a mobile phone whilst moving, the motorcycle should be fitted with a hands-free facility and the mobile phone fitted in a cradle.

- Be vigilant for any sudden “attacks” from the peloton, which will usually occur after a drop in race speed and be prepared to accelerate.
- Drive with headlight(s) on. You should not flash your headlight(s) at motorists, unless you are using them as a warning of your presence and of an immediate danger that you may present to them.
- If a vehicle overtakes the bunch from the rear, pull forwards, indicate left and move over, giving assistance for them to safely clear the race.
- When approaching a junction/corner, do not cross the centreline to provide additional protection, pull well ahead, negotiate the hazard safely, and avoid the peloton closing on the rear of your motor bike. Riders will often sprint hard out of corners, so be prepared to accelerate away smoothly.
- If you encounter a slow moving hazard such as a group of walkers, horse riders or tractor, only overtake when it is completely safe to do so.
- Report to the organiser the number of any rider you observe to be repeatedly and/or wilfully crossing a continuous white line or using the right hand side of the road without a clear line of sight.
- At the end of the event, ride / drive carefully through the finish area, avoiding any competitors who may have completed earlier events.
- Park well through the finish area to avoid riders who may be slowing down after a sprint finish.

Signing-On Officials

- Signing-On officials are responsible for the signing-on sheets, issuing the correct numbers, and for allocating reserve places.
- Ensure each competitor provides an Emergency Contact number and signs the signing-on sheet in the appropriate space.
- For events on public roads, the organiser may accept a pre completed Event Entry form on the day so long as the maximum field size is not exceeded. There may be an additional "on the day" fee.
- U18 forms must be countersigned by a Parent/guardian and if the competitor is under 16 the Parent or guardian must be present throughout the event.
- For events on public roads. It is very important that no more than 80 riders in total are signed-on to race, as they will not be covered by Police Authorisation or Insurance, unless special arrangements have been agreed in advance.
- After the event, receive race numbers and check that all are returned.
- One strategy is to work in pairs, with one calling the numbers and the other writing them down.
- Stand back from the road edge and position yourself above and before the line if possible.
- Should there be a crash the number one priority is your personal safety, followed by spectator safety, traffic management and then care of the riders. There will be designated finish area marshals for this.
- The Chief Judge will oversee the collection and confirmation of the results.

Finish Line Judges

- With one lap to go ring the bell for each race. Be aware of any confusion that may be caused by lapped riders.
- With each event it is important to write down as many of the first X as possible, as there could be category prizes within each race. Do not solely rely on finish line cameras.
- The first aim is to provide the top three in each race for the presentation at the HQ, as soon as possible after the event.