



WELSH ATHLETICS
ATHLETAU CYMRU

Race Director Fact Sheet: Number 3

Traffic Management Guidelines.

ROAD RACES ON 'OPEN ROADS' - without formal road closures

ADVICE FOR RACE ORGANISERS

There are only two lawful options for staging a road race on the public highway:

- Either you close the road (or part/s of the road) to vehicle traffic under legal order - to allow competitors to run in the carriageway.

or

- The normal highway rules apply on an 'open' road and runners have to comply with the Highway Code - using the pavement wherever possible and giving way (or stopping) where other road and footpath users have priority.

You can combine both of these options within one race – for instance by having a short road closure just for the start assembly and the first 2-3 miles of the race but open roads on the remainder - but there isn't a lawful "Third Option".

This may not be what many races or competitors are used to.

Likewise there are only two legal ways to manage traffic on the public highway:

- Either by signage lawfully placed by competent contractors (or marshals) under formal consent of the highways authority. Consent can be by formal traffic order, or other agreement (e.g. consent to erect signs). In some authorities contractors or marshals may need to be qualified in traffic management to place signs (e.g. LAMTRA or Chapter 8).
- Or traffic direction by police officer (or persons accredited under the Police Act).

Marshals can only direct runners - not traffic or pedestrians Marshals have no authority to direct traffic or pedestrians - even when a formal closure has been obtained. A marshal's role is:

- To direct runners, warning them of approaching hazards (oncoming traffic, pedestrians etc).
- To place & maintain signs where a formal closure has been obtained.

Individual runners are free to make their own decisions. If a runner makes a judgement that it is safer for him/her to step off the pavement into the carriageway to avoid a pedestrian that's fine. But the advice from the organisers must be legally compliant and marshals should reinforce - for instance by directing runners back onto the pavement, and warning of the approach of oncoming vehicles or pedestrians and instructing them to stop if necessary to give way to vehicles or pedestrians.

Plan the route to minimise points where runners need to cross live carriageways, avoiding busy roads and crowded pavements, utilising pavements wherever practical, whilst identifying safe routes for runners across junctions and roundabouts.

You must seek formal closures from your highways authority where your risk assessment identifies locations where your race cannot be staged safely without road closures, for instance for start assembly on the highway, when runners are densely packed in the early stages of the race or when runners cannot safely be managed across junctions or roundabouts.

Allocate marshals at all points where runners need to cross the road, where they might come into conflict with significant levels of traffic, pedestrians, or other hazards (e.g. raised kerbs), and to direct runners on the course route at junctions.

If pavements are to be used, then you should advise course measurers to measure the course on the pavement for the relevant stretches.

Ensure your pre-race and race-day briefings inform runners of their responsibilities to use the pavement wherever possible and when safe to do so, to follow marshals instructions at all times, to be prepared to stop at junctions, crossings and roundabouts and to give way to other road users, traffic & pedestrians.