



British Masters Cycle Racing Guidelines for Course Risk Assessment

Updated February 2025

General

Cycle racing has inherent dangers that cannot be eliminated, these do not form part of the risk assessment. Riders must take responsibility for their own safety and at all times on the open road they should proceed only if it is safe to do so. The risk assessment is based on the fact that all road users have a duty to act in accordance with the law and the Highway Code. The main danger to cyclists is from other road users and the emphasis of the risk assessment is to identify the areas where our riders are most at risk and to take all possible steps to reduce or eliminate the risks.

Minimum Requirements

1. Warning signs at approach to all road junctions and busy joining side roads
2. Lead car/motorbike with sign and flashing light for each race group
3. Following car with sign and flashing light behind last group on road
4. Marshals at points identified on the risk assessment
5. Qualified First Aider(s) and officials available to contact emergency services

Notes on completion of Generic Risk Assessment for a course

The BMCR Generic Risk Assessment Form lists the risks identified as Low, Medium or High and then describes the action to be taken to reduce the risks. No race should be allowed to proceed unless the action taken reduces the risks to at least Medium. Any course with even one element of unavoidable High risk is unacceptable.

Warning signs can be positioned along the route "Cycle Race in Progress", and at junctions marshals will also warn traffic of approaching cyclists. A left turn from a major road into a minor road will usually be low risk. A left turn from a minor road into a major road will usually be medium risk, as traffic on the major road will have right of way and riders should only proceed if it is safe to do so. There may be fixed hazards on the course which can be identified such as road furniture, and sections of the course where the nature of the road presents a hazard (e.g. very narrow). There may be places where activities at certain times present a hazard (e.g. a community centre or attraction with a car park on the opposite side of the road).

Other hazards such as potholes and unfinished road works can only be identified close to the day of the event. These should be added to the Generic Risk Assessment to create a Specific Risk Assessment for the day of the race.