



AUSCYCLING  
ROAD



# Event Organisation Guide Section 5: Road





# INTRODUCTION

## Welcome

Conducting an AusCycling standard event means making a commitment to safety, quality standards and regulations. This booklet is designed to support road race organisation and support the standard delivery of the key areas of the operation to ensure safe and fair events.

This booklet outlines the specific standards that are required depending on the level of the road cycling event being conducted.





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## SECTION 1

# TYPES OF ROAD RACES



## Road Race

Road Races are mass start race events in which riders complete a course for order of finish. The course may be point-to-point, a large circuit or a combination of the two. Another type of road race is a Kermesse which is on a smaller circuit.

### Minimum Standard

All Gold Level Races and Above a circuit must be a minimum of 10km in length. A Kermesse circuit must be between 3-10km.

## criterium

Criteriums are mass start, high speed road races in which riders race around multiple laps of a closed circuit. Criteriums are usually held on closed public streets or purpose-built circuits. The circuit is normally 800m to 3km in length. These can either be run in a modified scratch or points race format.

## Time Trials (Individual, Hill Climbs and Team)

Time Trials are races in which individuals or teams of riders, ride the same route and distance separately for elapsed time. Riders/teams are started at pre-set intervals and are held on an out-and-back, point-to-point or circuit courses.

## Stage Races

Stage Races combine different types of road races into one multi part cycling race. These events commonly include one-day road races, time trial and criterium formats and are generally held over a period of two or more days. The order of finish is determined by lowest combined elapsed time or combined points depending on the format chosen.

## Handicap

A handicap road race is where all riders race the same distance however, depending on their ability, riders are grouped into bunches at different start times. The first group is called "limit" and the final/fastest group is called "scratch".

Handicap start times are determined by the handicapper.

Races are prized based on the overall finishing order and generally also include awards for fastest time and first female rider.



SECTION 2

CATEGORIES OF RACES

AusCycling has developed the following event classifications. Each level has varying requirement and expectation of their management. The following table outlines the levels of categories for all events that are sanctioned in Australia. These levels will be referred to within this document to specify specific standards that are required by AusCycling.



Level	Description	Features/Eligibility
Platinum	National Championships	Pinnacle Events on the National Calendar.  AusCycling Race Members (All Discipline) with UCI ID
Gold	Major National Events	National Series  AusCycling Race Member (All Discipline)
Silver	State/Territory Level Competition	State/Territory Series, Championships  State Level Open Handicap and Scratch Races  AusCycling Race Members (All Discipline)
Bronze	Club and Interclub Competition	Intra-club and Interclub competition  AusCycling Race Members (All Disciplines), 4 week free trial, Day Race Members

International level events are classified by the UCI. For more information on registering UCI events please see the [‘AusCycling Guide to International Events’](#).



## SECTION 3

## SCHEDULING

To ensure optimal outcomes for all events the following are requirements for coordination of the calendar. The following section is only applicable to road racing.



### International Competition Event (Platinum):

Unless conducted as graded races, the rider category/categories participating in the Platinum event may not be on the program of Gold or Silver events which are conducted on the same day, anywhere in Australia.

As an example, if the AusCycling Masters National Road Championships is being conducted no State/ Territory level event (or above) with Masters only categories may be conducted

### National Competition (Gold):

The rider category/categories participating in the Gold event may not be on the program of Silver events which are held on the same day, anywhere in Australia. This excludes (in the non-host state or territory):

- Handicap Silver Races
- Graded Silver Races

### State or Territory Events (Silver):

No Silver or above event may be conducted in that State or Territory.

### Club and Interclub (Bronze):

Bronze events may be conducted at any time, however limits to prizes, and/or number of participants/clubs may be applied by AusCycling to ensure optimal calendar planning for all organisers.

## EXEMPTIONS TO CALENDAR CONFLICT AND SEASON REQUIREMENTS

Exemptions may be made to the calendar dates upon application to AusCycling under the following circumstances:

- Historical Dates: Any events which have been in a season or date for 5+ years can continue to hold this date.
- Impact by an event that is beyond the control of the organiser: In the case where an event beyond the control of the organiser or AusCycling has caused a postponement an alternative date outside of the traditional calendar dates may be set.



SECTION 4

# ROAD APPROVALS AND PERMITS



The planning of most road races is a process that requires approval from police and the appropriate road authorities (state/territory government and/or local government). Planning for a road race also needs to consider the logistics of handling riders, vehicles and spectators. As a result, approvals generally take more time and depending on the level of event, courses and local legislation permits are required between one (1) to six (6) months prior to the event.

## State/Territory Road Authorities

The State/Territory Roads Authority is generally responsible for maintenance and construction of the state/territory arterial road network, as well as driver licensing and vehicle registration. Cycling races that are conducted on roads are ‘non-road’ activities. By law, non-road activities generally require a permit from the coordinating road authority. It should be noted that an organiser will need to apply for a permit from the relevant State/Territory Roads Authority if the event footprint includes detours extends to a Major Road, even if that road does not make up part of the course.

## State and Territory Road Authorities

State/Territory	Roads Authority
Australian Capital Territory	<a href="#">Roads ACT</a>
New South Wales	<a href="#">Transport for NSW</a>
Northern Territory	<a href="#">NT Government – MVR Office</a>
South Australia	<a href="#">DIT</a>
Tasmania	<a href="#">Transport Tasmania</a>
Victoria	<a href="#">VicRoads</a>
Western Australia	<a href="#">Main Roads WA</a>
Queensland	<a href="#">Department of Transport and Main Roads</a>



State and Territory Police

The State or Territory Police play a vital role in the running of road events. A permit issued by State/Territory Police for any event on public roads which meet the statutory requirements. Local police are generally responsible for the final permit approval and may visit onsite on the day of the event.

State and Territory Road Authorities

State/Territory	Roads Authority
Australian Capital Territory	<a href="#">ACT Policing</a>
New South Wales	<a href="#">NSW Police</a>
Northern Territory	<a href="#">NT Police</a>
South Australia	<a href="#">South Australia Police</a>
Tasmania	<a href="#">Tasmania Police</a>
Victoria	<a href="#">Victoria Police</a>
Western Australia	<a href="#">WA Police Force</a>
Queensland	<a href="#">Queensland Police</a>

Permit Application Information

State/Territory	Further Information and Permit Application
Australian Capital Territory	<a href="#">Roads ACT</a>
New South Wales	<a href="#">Transport for NSW</a>
Northern Territory	<a href="#">NT Roads</a>
South Australia	<a href="#">DIT</a>
Tasmania	<a href="#">Tasmania Police Guide</a>
Victoria	<a href="#">VicRoads</a> <a href="#">Victoria Police</a>
Western Australia	<a href="#">Western Australia Police</a>
Queensland	<a href="#">Queensland Police Permit</a> <a href="#">Queensland Main Roads and Ports</a>

Local Government Authorities

Local Government Authorities (local councils) play a critical role in the approval of on-road cycling events. In many circumstances road races use both State/Territory gazetted roads and local council roads. Where local council roads are used the organiser will need to seek permission from the council to run the race on their roads. If the event travels through multiple council roads the organiser will need to apply for permission from all the councils that the roads go through.

Even if you are not using council roads it is still good practice to work closely with the local council to ensure that they are aware of the event and advance planning are taken into consideration. Further, using public area or space where you can have the event village and registration. Note: if you are using a public area (e.g. local park, car park) you are required ask for permission from the council first.

Dedicated Venues

Dedicated venues such as criterium or other circuits generally require booking and require the appropriate level of key personnel to conduct the race.

Other Approvals

Depending on the size and route of the race notification may be required to the following authorities:

- Department of Transport – if the race may block or otherwise impact any bus route.
- Parks Authority – if the course passes through a State/Territory or National Park .
- Fire Department – Particular attention and consultation should take place with the relevant fire department for events taking place during the summer.
- Local Ambulance and Hospital - ensure notification of the local hospital and ambulance service of the event.

Minimum Standard

All races must have the required road permits for all levels of event.

SECTION 5

THE COURSE





Cycling events and their courses can have a variety of designs – circuits, point-to-point, out and back. Variables when considering a course can include road condition and width, traffic volumes and speeds, number and complexity of intersections with other roads, side traffic access requirements, and the number of competitors. The choice of the course is very often imposed by a region’s geography: flat and mountainous roads. The location of the start and finish areas can influence the route and race distance.

Determining the course

There are many strategies used to design a race course. Ultimately a well designed course should provide opportunities for different types of riders to win, which will maximise both sporting interest and entry numbers. A frequently used strategy is to leave the selection points (deciding climbs, gravel, cobble stones) to the second half of the race. As such races should avoid starting with steep climbs or mountain passes.

When considering a course, a few tools can be useful in understanding the profile including:

- [Strava](#)
- [Map My Ride](#)
- [Ride with GPS](#)
- [Google Maps](#)
- Consultation with local riders

It should be noted that these should not be used exclusively for planning a course and a site reconnaissance/visit is mandatory when considering a course. This course review should be done with an experienced Commissaire.

- When determining the course the primary consideration should first be the safety of all participants. Additionally, the course should ensure the race will suit the level and expectations of the participants. When determining the course the organiser should consider the following particular elements:
- Condition of the roads
  - Traffic volume and type of traffic of the roads (on the same day of the week and at the time the event is being conducted)
  - Skill level of the riders competing
  - Age of the riders competing
  - Any previous experience using the road for events or training
  - Expected number of spectators
  - Proximity to medical support (particularly hospitals)
  - How safe of the finish or turnaround points
  - Impact on local residents
  - Climactic Conditions
  - Fire Risk and evacuation requirements
  - Facilities including, but not limiting, car parking, toilets, shelter, power
  - Course footprint, and any issues created in providing coverage and support to any incidents

Additionally, the organiser should consider elements that may involve any potential dangers such as narrow roads, dangerous junctions, heavy traffic, bottlenecks, roads in poor condition and road works should be avoided. The course should avoid obstacles such as road constrictions, traffic furniture and speed bumps where possible. Additionally elements which may interrupt the race (stock crossing, railway crossings) should be considered. These obstacles must not be present in the final two kilometres.

It is also sensible to approach Council, the Police, AusCycling officials during the stage of determining the course to ask their advice, involve them in the project and take into account any comments that they may make to avoid problems in the future. It is highly recommended to include an experienced Commissaire as soon as possible when it comes to designing a course.

Time Trial  
(including Team Time Trial)  
Specific Considerations

Individual Time Trials and Team Time Trials have specific considerations that must be reviewed when determining a course. An individual time trial usually last 20-40 minutes depending on the terrain (flat or mountains).

In a stage race, the organiser should exercise care when deciding the distance of a time trial to avoid distorting the event and removing the sporting interest from the subsequent road stages. In a traditional-style time trial, the first half of the course is usually fairly flat, followed by one or two minor climbs in the second half of the course.

The organiser has several options for a time trial course:

- A point-to-point time trial, with the start and finish at different locations. In this scenario, the organiser must provide a return route to the start area for riders, and consider communication methods between the start and finish.
- A circuit or out-and-back, with the start and finish at the same location. This is an ideal arrangement for the organiser.
- A course covering a circuit two or more times, with the start and finish at the same location. This option is more difficult to manage and generally avoided if possible.

Once the event starts, the course can only be used by the competing riders and their following vehicles (officials & team support if required).

**Minimum Standard**

For any non-elite time trial follow vehicles should not be permitted.

Where appropriate support vehicles may be provided for para-cyclists at all levels of time trial.

Circuit Specific Considerations

Circuits are always an attractive method of allowing the spectators to see the race pass on several occasions.

- The organiser has two options:
- Organising the whole race on a circuit
  - Using a start or finish circuit for the event/stage preceded by a standard road race
  - (place to place)

If an event or stage is to be run only on a circuit, the circuit should be at least 10 km long. If part of the event is held on a circuit the circuit must be at least 3 km long.

Criterium Specific Considerations

- In Australia there are a large number of criteriums including in stage races (which is not permitted in UCI races). Criteriums are between 800m and 3km long and riders do multiple laps until the finish. The total amount of laps for a criterium is determined using one of two options:
- Distance: A predetermined number of laps (e.g. 20 laps).
  - Time: A predetermined length of time, with the lap board showing a number of remaining laps at the expiration of the time. For example, 40 minutes + 3 laps.

It is recommended that the majority of the turns as left, and the circuit is an anti-clockwise circuit.

If multiple categories are on the course at once this should be well planned so that the categories do not finish or influence the finish of each other. Circuits where grades are expected to pass each other need additional consideration for the circuit appropriateness of factors such as width, radius of the corners and chicanes considered.



# Specific Conduct of Road Conditions for On-Road Races

Depending on the type and level of race they may be conducted in the following conditions:

- Open Roads
- Closed Roads
- Rolling Road Closures

## Open roads

Many events have limited fields or take place on quiet roads. As a result the majority of Australian road events are run on open roads where vehicles are also present.

This is allowed but it is important that if it is open road that only lead cars, Commissaires, first aid and sag wagons are in the convoy (not team vehicles). In the event of an open road race, riders must obey ALL road rules, except those that the event has an explicit exemption for (eg riding more than two abreast, going through a stop sign when the intersection is traffic managed. It is incumbent on the Commissaires to enforce this with the riders.

During all open road events traffic management should be closely considered. This might include measures including but not limited to: speed restrictions, one way restrictions and stop/slow traffic management. Specifically stop/slow and warning signage should be used where ever there is likely to be a congregation of people (e.g. hill climbs, start/finish), intersections or any area where it is likely that a racing incident could occur.

- A lead car will be put in place with 'Race in Progress Sign' and Flashing Light in front of each bunch;
- Commissaire to follow bunch with flashing light
- Sag Wagon to follow race with flashing light.

Minimum Standard	
Level	Standard
Bronze	<ul style="list-style-type: none"><li>• 1 lead vehicle for all road races (not required for criteriums, time trials )</li><li>• 1 Commissaire to cover the road races(s)</li><li>• 1 sag wagon for all races.</li></ul>
Silver	<ul style="list-style-type: none"><li>• 1 lead vehicle for each road races (not required for criteriums or time trails)</li><li>• 1 Commissaire for each bunch/mark.</li><li>• 1 sag wagon for all races.</li></ul>

## Centreline Rule

Critical to the successful operation of any open road race is the application of rules regarding the road centreline. Where road races work with a rolling enclosure, riders are under strict rules to never cross the centreline of the road. Sanctions for crossing a centreline range from warning for accidental crossing, relegation or disqualification , to suspension of a rider's membership.

In events (Gold and Platinum) where there is significant police presence and traffic management in place to cover the event, this rule does not apply. In silver level events where the roads are closed, but there is expected to be public 'leakage' onto the roads, it is prudent to still encourage riders to keep left.

## Closed Roads or Rolling Road Closures

Although implementing complete or rolling road closures requires considerable effort, this approach allows for the highest level of safety and the best racing experience. It is a requirement for all Gold and Platinum events.

A rolling road closure is a temporary interruption of traffic flow (+/- 15 minutes), implemented by the police. To have a rolling road closure the applicant must obtain the permission of the State/Territory Police. In this way the race convoy comprising the riders and following vehicles benefits from a temporary dispensation from the rules of the road (traffic lights, road signs).

If a rolling closure system is used, the organiser can still request the relevant public authorities to restrict the parking of vehicles – particularly dangerous on narrow roads – and/or the movement of traffic on certain sections of road used by the race. Of course, the implementation of such measures will vary depending on the public authority involved.

## Closed Roads

In some situations and jurisdictions, it may be more functional to close the roads using traffic management. In particular this is the preferred treatment for:

- Short circuits
- Graded Racing which may require day long coverage
- Jurisdictions where police support is not possible or affordable

Although it requires additional/different permits and require extra time to gain approvals, these events may not be more particularly more expensive than managed roads where professional traffic engagement is required.

For events using closed roads, the following should be considered as part of the planning:

- Local resident impact and access to properties and/or businesses
- Treatment of driveways
- Detours

Note: Road races for U13 and younger should be conducted on closed roads or on a dedicated venue.

Minimum Standard
In the case of all Platinum and Gold events a full closure or rolling road closure must be used. This will include: <ul style="list-style-type: none"><li>4 Commissaires per race</li><li>2 Medical Vehicles</li><li>1 Lead Vehicle</li><li>1 Sag Wagon</li></ul>
This may vary depending on the type or level of race and will be specified in the specific series organisers guide.

## Start Waves

Waves should be set up to minimise the risk of groups catching at the finish, or even one group catching another group who is finishing, at the finish between each wave. In doing so, starting riders with sufficient time between the waves reduces the risk of timekeeping errors and the possibility of groups catching each other or creating confusion at the finish. Where the laps are short and there is a chance that waves will pass each other, careful scheduling should be used to ensure that any overlap does not occur in the final kilometres of the race.

This procedure also allows the Commissaires to maintain optimum control over the race and prevents the circuit from being blocked by following vehicles or riders.

## Traffic Control

The organiser of each road race is responsible for ensuring that all Traffic Control Plans are put in place in a timely manner prior to the race and removed at the conclusion of the race.

The race organiser is responsible for ensuring that the traffic control measures set out in the Traffic Control Plan are properly and fully implemented at an appropriate time. The race organiser is also responsible for ensuring that all temporary traffic control measures put in place for the race are removed immediately following the race.

Events that will impact traffic flow, including events that do not close the roads, may be legally required to provide advanced notice to affected road users and residents. This may include a combination of:

- Letter drops
- advanced notice signage (compliant with local legislation)
- Newspaper Adverts
- Notices on council websites
- Direct Community consultation (particularly for business)

Direction of the relevant legal authority should be followed. Even in cases where it may not be required, community consultation prior to an event can help reduce animosity with locals and provide a better and safer event experience for riders and volunteers.

## The Route Guide

The organiser should use the technical guide to indicate all the dangerous sections of the route as best as possible (tunnels, level crossings, speed bumps, dangerous road narrowing's, sharp bends, dangerous descents, etc.) and the exact distance into the race at which these are found. In this way, all parties are clearly and accurately informed of the location of dangerous points. Take care not to provide an overload of information: it is not necessary to list all minor obstacles in the route guide but rather highlight the main danger points that the riders must be informed about.



## ■ Preparing the course and marking obstacles

Prior to any race the organiser must mark out all obstacles in order to maximise safety and communicate any unusual risk to riders.

A number of methods can be considered for communicating including:

- Pre-race Rider Briefing – this should be done on the day of the event
- Race Program/Technical Guide notification
- A marshal with whistle in the spot to notify riders
- Signage
- Mark any potholes or hazards on the road with fluorescent paint

## ■ Preparation of the Road

The organiser should select a route that uses roads that are in good condition and do not present a danger to the riders. The condition of the course should be inspected on the day before the race. If necessary the road can be swept.

For larger races the organiser may request the public authorities to adapt or remove obstacles that represent a real danger to the riders (removal of plastic bollards screwed to the ground, smoothing out speed bumps, etc.). Some bridge expansion joints may need special attention if they represent a danger to the cyclists (e.g. wide metal joints). These joints can be covered by a rubber strip securely attached so that it will not move out of place as the race vehicles pass over it. The joints can even be temporarily filled in with plaster or covered with carpet.

## ■ Protection from Obstacles (Road Furniture)

The increasing amount of street furniture on many roads complicates the organisation of road races. In cases where the road furniture is unsafe it is essential to remove or provide protection from such obstacles. The organiser must anticipate potential crash sites during the race and provide suitable protection (straw bales, mattresses, etc.). The most vulnerable parts of the course are tight bends, where the road narrows, the last kilometre of a race and descents from mountain passes.

Riders should be made aware of these obstacles prior to the race in the race briefing and course information provided.

Riders should be protected from traffic islands and central reservations by the careful positioning of wrapped straw bales or equivalent foam padding. If straw bales are used they should be wrapped so they don't deposit straw on the road which can create an additional hazard.

In addition to this protection, riders should be warned of approaching dangers so that they can take suitable evasive action. The organiser must pay particular attention to providing the riders with warnings when passing through towns and in the final stages of the race (last 20 km). These warnings should be both visible and audible. A member of the mobile escort or marshals waves a yellow flag and gives repeated blasts on a whistle while standing in front of the obstacle.

An organiser should not hesitate to allocate marshals with whistles and yellow flags to dangerous obstacles. If doing so the first person should be positioned 50-100 m before the obstacle; the second person should be immediately in front of the obstacle.

If warning signage is being used to mark a hazard (roundabout, road constriction etc) they should be located 200 m and 100 m prior to the danger point on both sides of the road to ensure riders are fully aware of the danger.

## ■ The Start

Barriers are required at most large events in order to prevent spectators accessing reserved areas (podium, road at the start line, etc.). Events attended by very small numbers of spectators can dispense with barriers. The movement of vehicles should be controlled in the start area and prohibited at the event's various parking areas to allow the riders freedom to move around in safety.

## ■ Start Line: Road Race/Criterium

There are few requirements for the start line. Often barriers are set up on both sides of the road around the start line. The organiser may decide to increase or decrease the number of barriers depending on the number of spectators expected to attend.

Ideally the starting straight should be wide enough to allow 8-10 riders to stand abreast.

The start line itself should take the form of a white line drawn across the road. Where possible a marking of Start with a gantry is ideal.

In junior events, an area must be provided to check gear ratios. This is cordoned off by barriers and located some 50-80 m before the start.

There are two types of start:

### Standing Start

The riders assemble on the start line. The race starts immediately from this point. This type of start is generally used for circuit races where the start line is also the finish line.

### Neutralised Start

The riders assemble on the start line. Once they move off, the race is neutralised until the start proper a few kilometres further on.

This arrangement means that the riders can leave calmly, processing through the streets to the spectators' enjoyment. This is the most commonly used option through busy areas where safety cannot be assured.

The distance between the neutralised start and the start proper must not exceed 10 km.

The race distance, as well as all distance indications in the race Technical Guide are measures from the start proper.

## ■ Time Trial: Start

The configuration of the start area for a time trial has some specific features.

The priority for a time trial start is fluidity and ease of movement around the whole start area. It is essential that riders can adhere to their start times in the time trial.

The riders should be able to access the start line or ramp (if being used) with ease.

Following vehicles must also be able to access the start area without hindrance (if required).

The organiser must provide a warm-up circuit at least 800 m long near the start.

Time trials sometimes make use of a start ramp. The start ramp comprises a covered platform, approximately 80 cm to 1 m above the ground, of sufficient size to accommodate the starting rider and his/her bike, as well as a person to hold the rider up.

If a start ramp is being used, the start area should be wide enough to allow sufficient room for both the start ramp and following vehicle. If there is insufficient room a parking area near the start line should be provided to allow authorised vehicles to easily access the course.

An inclined ramp leads down to the road; the rider sets off down the ramp. The inclined ramp must be long enough such that the change of gradient when the rider reaches the road is not a problem. The ramp and the starting platform shall be covered with an antiskid coating to avoid any risk of falling if it is raining. It is important to note that The ramp be sufficient as to allow handbikes to ascend and descend without fouling.



Organisers should check the transition from the platform to the ramp to ensure that it is not too sharp to cause the pedals or chainring to make contact with the ramp.  
The ramp should also be covered to protect the people on it from sun and rain.

- The organiser should provide a person to hold the rider up at the start (and one person per rider for team time trials).
- Riders access the start ramp by steps or a gentle slope.

## The Finish

In the same way as for the start area, the finish area must be carefully prepared to make sure that all procedures run as smoothly as possible. The most important factor at the finish area is safety. The finish is one of the most critical parts of any race due to the speed and focus of riders, spectator interest (for larger events) and congregation of riders. The final portion of any road event should have an excellent road surface and be free of all obstacles such as speed bumps, roundabouts.

The finishing straight should observe several safety considerations and must be carefully chosen in accordance with these.

- In choosing the location of the finish line, the organiser should take into account:
- the general profile of the finish: mountain or flat.
  - the type of race: road race, criterium or time trial.
  - the expected outcome of the race: individual riders, small groups or large.
  - the expected spectator numbers: large or small crowd.
  - The finishing straight should be as long as practical – usually 200m or above. It should also be sufficiently wide, at least 6m, or ideally 8-10 m.
  - The road width must be consistent.
  - The road must not narrow at all.

These specifications can be adapted to suit the type of finish. The finish of a time trial may be on a narrower road. The finishing straight for a summit finish can be both shorter and narrower. However, the minimum distances are essential when it is possible that riders may finish in a large peloton. The finish line should be located on a section of road that is flat or slightly uphill. A downhill finish should be avoided.

Other finish line considerations:

- The finishing straight must be kept completely unobstructed until the last rider has finished.
- In a flat road race, the final 500 m should be, as far as possible, straight, or at least there should be no dangerous bends.
- In time trials the last kilometre should be free of any obstacles.
- In criteriums the final 200m should be straight
- Must be no crossings from say 100m before to 50m after the finish
- For events where spectators are likely to be in attendance or there is a large number of participants barriers should be set up on both sides of the road. Additionally an announcer should be present urging the public to take care and in particular not to cross the road.

## Barriers

For silver level events and above events the finish line must be protected by barriers. This is a very important consideration as barriers:

- allow spectators to be cordoned off to prevent them encroaching on the road.
- protect the riders from all irregularities at the sides of the road, in particular in the event of a crash, provide a visual reference point for riders and officials.

If a very large number of spectators are expected, the barriers should be installed further down the course, even up to a distance of several kilometres.

There should be some gaps in the barriers to allow accredited persons to move around. Clearly-marked openings that are visible from a distance must also be provided for the public if the barriers are installed over several hundreds of metres.

The recommended barriers for finishing straights are approximately 2 m long and 1.20 m high.

The organiser can use barriers to display advertising. However, it must be ensured that the barriers are firmly attached to the ground. If this is not the case, strong winds could blow the barriers over, causing a serious danger to the riders.

**Minimum Standard**

For any Platinum and Gold event at least 50m of barriers are required on each side of the start/finish (100m total).

All Silver events must have barriers however the number may vary depending on the field size, location of the finish and number of spectators.

Riders must be protected from all identified hazards in the finishing straight (parked cars, light poles, etc) even if they are off the race surface.

## The Line

- The finish line itself can be painted or taped with white tap.
- The line is a minimum of 4 cm-wide.
- If using a finish line banner or arch, it must not be of an inflatable style.
- The banner or arch must be sufficiently high to allow all vehicles to pass underneath.
- A shelter for Commissaires and the photo-finish equipment must be located next to the finish. It is advisable to install this shelter first and then lay the finish line. The shelter must be big enough to accommodate at least the photo-finish operator, the finish judge and the timekeeper(s).

## Feed Zone

During long road races, riders often need to replenish the supplies of food and water they carry during the race. This is done in an area called the “feed zone,” where team managers or assistants, hand food in bags or water bottles to the riders. Most feed zones should have the following characteristics:

- Gentle to moderate uphill grade to slow riders without forcing an “out of the saddle” effort.
- Wide shoulders.
- Parking for team vehicles off the race course, and Feeding allowed from the left side of the road only, and only on designated laps and in designated locations.

Note: Criteriums generally do not have feed zones unless they may be deemed to be required in elite criteriums where hot weather conditions would result in their use.

Some best practices when using feed zones:

- Cordon off the zone with barriers to avoid spectators mixing with the team helpers

- Locate the feed zone on a road of sufficient width or one with an adjacent parking to allow team vehicles to pull up without a problem.
- Use clear signposting to indicate the area reserved for the vehicles of each team and provide the teams with a plan of the feed zone before the start.
- Mark a line on the surface of the road to indicate the area reserved for team helpers to prevent them encroaching on the part of the road intended for the riders.
- It is important that all the teams/riders are subject to the same conditions at the feed zone (all teams on the same false flat, on the same straight section of road etc.).

## Level Crossings

It is recommended to avoid level crossings unless otherwise approved for Silver level events and above. The organiser must indicate any level crossings that the race will encounter in the technical guide and rider briefing. The organiser should enquire as to whether a train may coincide with the passage of the race. If this is the case, the race timetable may be modified. The organiser should make every effort to avoid passing over level crossings in the final stages of the event. Level crossings must not be crossed in any time trial.



## Critical Points of the Race (Sprints and Climbs)

The organiser can choose to arrange strategic sporting points in the race. These are sprints or king/queen of the mountains climbs. These areas are vulnerable in safety terms as they generally attract the most spectators and more animated racing.

## Signage

Signage is a critical element to the conduct of road races where they are conducted on multiple lap/ circuit or point to point courses.

- Sport signage should include:
- Directional Signage at all turns
  - Distance to go signs
  - Informational sign - danger points, start of feed zone, end of waste zone

All signs should be clearly marked on the Traffic Control Plan (TCP). TCPs should be developed by an experienced and qualified individual. All signage must comply to the relevant state/territory standards. This signage should provision for “CYCLE RACE IN PROGRESS” or state equivalent type signage.

For a multiple lap/circuit course, signs must be clearly displayed at locations as shown in the approved Traffic Control Plan.

For point-to-point races, signs should be clearly displayed at locations as shown in the approved Traffic Control Plan. If a start/finish banner is to be used over a roadway, its lowest edge must be 4.5 metres above the roadway and the banner must be removed promptly at the completion of the road cycle race.

Advanced notice signage should be displayed when the event will impact local road users, even when not required as part of the permit conditions.

Minimum Standard			
	Gold	Silver	Bronze
Arrows	200 m before each turn At the turn	All Turns	All turns
Distance to Go	10km to go 5 km to go 1 km to go	1 km to go	N/A

## Ceremony Area

The ceremony area can vary dramatically based on the level of the event. Some considerations for any organiser.

- The ceremony platform must be large enough to accommodate the riders, officials, partners, and master of ceremonies.
- The organiser can put a backdrop in place behind podium. This can be used to advertise any event partners.
- For larger events a photographers area below the front of the podium. This is required for major events attended by large numbers of photographers.
- It may be the case that the official ceremony takes place before all the riders have finished. This is likely in mountain stages where the time gaps can be considerable. In this case, the organiser must make sure that a corridor is kept clear so that riders can pass in safety. Spectators tend to take over the roadway during official ceremonies in order to get as close to the podium as possible. It is essential that the road is kept unobstructed until the last rider has arrived.

## Parking

Parking arrangements are crucial to the successful organisation of a start area.

Given that all the vehicles involved in the event will be in the same place at the same time, sufficient space is required so that they can all park, manoeuvre and move away.

The organiser must evaluate the space required taking into account the size and needs of the race.

Parking areas can be set up on any type of surface suitable for vehicles. Setting up parking areas in fields or on land that may deteriorate in bad weather is strongly advised against. As far as possible, parking areas should be free of obstacles, including height and width restrictions (barriers) as well as kerbs and street furniture, such that all vehicles can park without problem.

The organiser should put up signs to allow the various groups to easily find their parking areas.

The arrangement of the parking areas should correspond to the position of the vehicles during the race. However, the organiser is free to arrange the vehicles in any way desired. There is no standard solution; the arrangement of vehicles and parking areas depends on the event, the configuration of the start area and the organisers preference. However, the arrangement is generally as follows:

### Front Vehicles Parking

This parking is for vehicles that start and travel ahead of the riders.  
Front parking: Lead Cars, Officials:  
Some of the officials' vehicles (Commissaire, lead cars, neutral service, safety motorbikes) and race management vehicles form part of the race convoy but proceed in front of the peloton. These vehicles usually park directly on the road after the start line. This allows them to move off in front of the riders upon the start of the race. However, if the road after the start area remains open to traffic until shortly before the start, it is preferable to park these vehicles in a parking area located just after the start line.

### Rear Vehicles Parking

This is parking for the vehicles that depart after the riders and travel behind them. These are mostly team vehicles and officials' vehicles (Commissaires, doctor's car, neutral service, safety). These vehicles are allocated parking areas or streets near to the start, but before the start line.

In the same way that advance officials' vehicles are parked on the road after the start line, some of the rear officials' vehicles are parked on the road before the start line. These are generally the vehicles of the Commissaire 1 for each grade, the race doctor and neutral service.

### Spectator Parking

This is parking for the general public or other people attending the start who do not have authorisation to access the reserved parking areas. The organiser should provide parking near to the start area to accommodate these vehicles. If there is no other choice, these parking areas may be slightly further away, although pedestrian signs should be put in place to allow spectators to walk to the start.



SECTION 6

RACE DISTANCES

When designing any race and it's course the following the [UCI](#) and [AusCycling Technical Regulations](#) must be followed regarding race distances.

An event that seeks to go over the maximum distances for any category must make an application to offer the longer distance event through AusCycling. In the case of non-championship criteriums, the road race distance shall be considered the maximum distance for all ages (instead of the time maximum).

When events are listed for J19 riders to compete with the elite category and the distances advertised are longer than those listed for the J19 category then an application to compete in the longer distance event must be made to AusCycling.

In Junior categories U15, U13, U11 and U9 riders may be permitted to ride in events in older age categories provided the distances ridden are not greater than those listed for the competitor's age category and the gear restrictions as per their age division applies.

When considering category combination the organiser must follow the [AusCycling Riding Up Policy](#).



Category	Road Race	Stage Races	Time Trial	Criterium
MEN				
Elite & Under 23	250km	180km	50km	1 hour + 3 laps
Junior 19	140km	120km	25km	30 min + 3 laps
Under 17	70km	50km	15km	20 min + 3 laps
Under 15	40km	30km	10km	20 min + 3 laps
Under 13	20km	20 km	8km	15 min+ 3 laps
Under 11 and 9	8km	8km	4km	10 min + 3 laps
WOMEN				
Elite & Under 23	140km	140km	50km	1 hour + 3 laps
Junior 19	80km	80km	15km	30 min + 3 laps
Under 17	70km	50km	15km	20 min + 3 laps
Under 15	40km	30km	10km	20 min + 3 laps
Under 13	20km	20 km	8km	15 min+ 3 laps
Under 11 and 9	8km	8km	4km	10 min + 3 laps
Masters Men				
Category 1 (30 - 34)	150km	120km	20km	40 min + 3 laps
Category 2 (35 - 39)	120km	100km	20km	40 min + 3 laps
Category 3 (40 - 44)	100km	80km	20km	40 min + 3 laps
Category 4 (45 - 49)	100km	80km	20km	40 min + 3 laps
Category 5 (50 - 54)	100km	80km	20km	40 min + 3 laps
Category 6 (55 - 59)	80km	60km	20km	30 min + 3 laps
Category 7 (60 - 64)	80km	60km	20km	30 min + 3 laps



Category	Road Race	Stage Races	Time Trial	Criterium
Category 8 (65 - 69)	60km	60 km	20km	30 min + 3 laps
Category 9 (70 plus)	60km	60km	20km	30 min + 3 laps
Masters Women				
Category 1 (30 - 34)	150km	120km	20km	40 min + 3 laps
Category 2 (35 - 39)	120km	100km	20km	40 min + 3 laps
Category 3 (40 - 44)	100km	80km	20km	40 min + 3 laps
Category 4 (45 - 49)	100km	80km	20km	40 min + 3 laps
Category 5 (50 - 54)	100km	80km	20km	40 min + 3 laps
Category 6 (55 - 59)	80km	60km	20km	30 min + 3 laps
Category 7 (60 - 64)	80km	60km	20km	30 min + 3 laps
Category 8 (65 plus)	60km	60km	20km	30 min + 3 laps
Category 9 (70 plus)	60km	60km	20km	30 min + 3 laps

**GUIDELINES FOR MIXED COMPETITION WITH ABLE BODIED AND ATHLETES (ABA) WITH A DISABILITY**

The following chart outlines the combination of able body and para-cycling races.

Category	Description	IRTT*	Criterium	Road
B	Tandem	Y	C	C
C5	Standard bicycle	Y	Y	Y
C4	Standard bicycle	Y	Y	Y
C3	Standard bicycle	Y	Y	Y
C2 & C1	Standard bicycle	Y	Y	Y
T1 & T2	Tricycle	Y	N	N
H1 to H4	Hand Cycle	Y	N	N
AWII	Athletes with An Intellectual Impairment	Y	C	C
AU1 and AU2	Deaf	Y	Y	Y

- Y
- Yes allowed to ride with able-bodied
- N
- Not allowed to ride with able-bodied
- C
- A club competition as determined by the State/Territory concerned

Specific notes to consider:

- Para-cyclists should be started after ABA's in an ITT and have a following car if open roads are used.
- If a Club wishes to hold a club event which contains vision impaired and able-bodied riders in the same event they must allocate and register a suitable circuit or course which would be appropriate for mixed racing with single and tandem cycles.
- If there is a road or criterium race which is held on a different circuit to those allocated, then the Club involved with that particular race should seek written permission from AusCycling, providing a description of the circuit to be used, for tandems to race that circuit.



# Escort Vehicles (Lead and Sag Wagon Vehicles)

All escort vehicles must have an amber flashing light affixed to the roof, clearly visible from all directions and operating whilst escorting cyclists in a race.

It is generally best practice for all vehicles to have a “CYCLE RACE AHEAD” sign visible, or similar depending on local authority requirements. Lead vehicles should position this sign on the front, and tail vehicles positioning it on the rear.

Signs fitted to escort vehicles are to be clearly visible to other motorists.

Escort vehicles must be equipped with reliable two way radio communication between drivers at all times during the race. The communication should be capable of being sustained over a distance of at least five km under conditions normally encountered during the race.

Escort vehicles must be in a safe operational condition and properly registered. For multiple lap races and point to- point races an escort vehicle must follow the rear most competitor, or the rear of the main group, and display to the rear a sign clearly visible to drivers of any overtaking vehicles with the words “RACING CYCLISTS AHEAD”.

An intermediate escort vehicle should be considered if the competitors are likely to be spread out over more than 2 kilometres.

In some instances a race organiser or Commissaire may direct the dropped rider to withdraw from the race by removing the race number affixed to the riders’ person.  
THIS POINT SHOULD BE CLEARLY EXPLAINED AT RACE BRIEFING PRIOR TO THE START.

**Note:** escort vehicles are not required for Time Trials or Criteriums

Minimum Standard	
Level	Standard
Bronze	<ul style="list-style-type: none"><li>1 lead vehicle for all road races (not required for criteriums or time trails)</li><li>1 sag wagon for all races.</li></ul>
Silver	<ul style="list-style-type: none"><li>1 lead vehicle for each race (not required for criteriums or time trails)</li><li>1 sag wagon for all races.</li></ul>
Gold	<ul style="list-style-type: none"><li>1 lead vehicle for each race (not required for criteriums or time trials)</li><li>1 sag wagon for each races.</li></ul>

# Stationary marshals and Traffic Controllers

- Accredited Traffic Controllers may be used in events where changes to traffic conditions are put in place. Traffic Controllers are also required for the operation of “STOP/SLOW” bats.
- In the case of stationary marshals their role is to promote the safety of the event by warning other road users of the imminent arrival of the race. Traffic should be stopped at any intersections before the riders pass through and prevented from leaving in situations where they may end up between two bunches.
- The organiser must conduct a prior survey of intersections and dangerous sections of the course at which stationary marshals will be positioned.
- The stationary marshals indicate the route to follow as the riders and race entourage pass through. In contrast to members of the motorcycle escort, stationary marshals are at their posts well before the race passes through. In this way they can anticipate any measures required to ensure the safety of the event.
- If the tasks conducted by these persons are governed by specific regulations, these must be adhered to. The organiser provides insurance cover for these persons within the scope of their tasks.

# Important Considerations for Marshals

- Provide an information pack for each marshal, specifying their role, location and task.
- Identify organisation personnel by means of special, high-visibility clothing, provide marshals with signs in accordance with the regulations.
- Where marshals are expected to remain in place for a significant period they should be provided with adequate food and water.

# Moto Escort

A motorcycle escort may be used to support a rolling road closure or as event support. When supporting the police they are under the direction of the officer in charge throughout their appointment and assist in the escort protects the entire peloton.

As event support

- To anticipate: they warn other riders ahead of the race at major road junctions.
- To protect. They protect the riders and warn any oncoming traffic.
- During time trials, they ride 100m plus in front of each competitor in order to protect the rider from spectators, oncoming traffic, etc.
- To warn: motorcycle escorts are equipped with a whistle and yellow flag provided by the organiser. They warn riders about dangerous bends and other sections, as well as traffic islands, roundabouts, badly parked vehicles, etc.
- To communicate: To facilitate communication with the peloton or riders.
- Training must be provided to motor scouts before the event in order to clarify the tasks and how objectives can be achieved during the race (positioning at danger points, use of flags, overtaking the peloton, moving through the vehicle convoy, handling descents, passing through towns, etc.). It should be noted that former competitors acting as motorcycle marshals generally have a good idea of the behaviour of the peloton, the line that cyclists will take on the road and the way that the race will develop.

Civilian motorcycle escorts must be clearly identifiable. Their clothing should be identical and brightly coloured, usually fluorescent, so that they can be easily spotted by other road users.

Civilian motorcyclists intervene in the event within the regulatory framework, in other words they respect the rules of the road without any dispensations.

Any civilian escort must respect the instructions from Commissaires as well as the sporting regulations. They should also be individually clearly identifiable, for example, by a vest numbering system.

# Medical and First Aid

A high-quality medical service is a vital element of a cycle race, providing optimal treatment for any riders, officials, team members, organisation staff, media representatives.

The medical service should be in operation at least one hour before the start of the event and until one hour after the finish.

Each intervention by the medical services varies in terms of the number of patients, the seriousness of the injuries, the methods of evacuation and the proximity to hospitals or clinics.

All events must have a medical plan. When establishing this plan, the following should be considered:

- Type of event
- Courses
- Number of competitors
- Proximity to hospital
- Riders who will be participating (age, ability).

## Minimum Standard

All events must have a medical plan. Please see the AusCycling Medical Standards for further information.



SECTION 7

KEY PERSONNEL



The following roles are key to the conduct of road events.

Race Director

The Race Director is the most important role in the organising team. They are responsible for organising all racing aspects of the race in conjunction with AusCycling and the President of the Commissaire Panel.  
Some key areas this individual may be responsible for:

- Event Budget
- Managing the Organising Team
- Liaising with Riders and Teams
- Determining the Course(s)
- Determining Prizing

Technical Manager

(for many events this role will be undertaken by the Race Director)

This role is responsible for:

- Making arrangements with road authorities for permits
- Defining the race’s logistical needs (barriers, parking, emergency evacuations, offices, ambulances, personnel, vehicles)
- The management/organisation of the movement of the race on the road (e.g. vehicles, drivers),

Logistic and Operations Crew

A crew of individuals to undertake logistics and operations can assist any event. Some responsibilities could include:

- Locating, implementing and managing the necessary structures (parking, marquees, arches)
- Locating, implementing and managing the necessary equipment (e.g. barriers, toilets, protective safety gear)

Commissaires and Officials

The Commissaires oversee ensuring races run in a timely manner; however, as the race organiser it is important to make sure this is all running smoothly and to time. The following table identifies the minimum number of Commissaires required at each level of event.

Minimum Standard		
Event level	Commissaires	Other Officials
Platinum and Gold	<a href="#">See Annexure 5 of the AusCycling Technical Regulations: General</a>	Electronic Timing Required
Silver	<a href="#">See AusCycling Guide to Commissaire Requirements</a>	Electronic Timing is highly recommended
Bronze	<a href="#">See AusCycling Guide to Commissaire Requirements</a>	



## SECTION 8

## OTHER CONSIDERATIONS



## Bike Checks

At times AusCycling will make a bike measuring jig and scale available for certain road events (particularly Time Trial events) to ensure bikes that complies with the UCI Technical Regulations. For Gold and Platinum time trial events the following apply:

- The bike check area must be located behind the start. This area is only accessible by the riders, team helpers and Commissaires. The area must be enclosed by barriers to allow access to be controlled.
- A tent should be set up to allow shelter from the elements while the bikes are checked.
- The ground should be flat to facilitate the measuring jig checks.
- The organiser should set up a waiting area for the riders between the bike check area and the start ramp (with chairs and a supply of mineral water). This area is covered as far as possible to provide shelter for the riders in the event of bad weather.
- Each rider should present to bike check 15 minutes before their start time.

For Silver and below:

- The bike check area must be located close to the start line. This area should only be accessible by the riders, team helpers and Commissaires. Where possible, access should be controlled to the area.
- Shelter from the elements while the bikes are checked should be available.
- The ground should be flat to facilitate the measuring jig checks.
- Each rider should present their bike check 15 minutes before their start time.

## Photo finish

Photo-finish equipment is a key tool in determining bunches finishes. This highly accurate equipment allows the riders to be separated as they cross the finish line. An iPad or video camera may be suitable in some situations.

**Minimum Standard**

All Platinum and Gold road races and criteriums must have a high speed video camera in place for the photo finish.



# Technical Guide

A Technical Guide outlines key information about the event including (but not limited to):

- Event Specific Regulations
- Key Contacts
- Meetings
- Course Details

## Minimum Standard

All Silver Level events and above require a Technical Guide.

# Key Equipment

Some key equipment for road races that should be considered by organisers:

- Radios
- Roll out
- Signs (directional and traffic)
- Crowd Control Barriers
- Padding
- Marquees
- Timing
- Flags
- Lap Boards
- Brooms, shovel, leaf blowers
- Bunting
- Cones & Bollards
- Printer

# Photographers

An area is reserved for accredited photographers just behind the finish line. The photographers take up a position at least 15 m from the line. This distance can be increased depending on the circumstances of the race. Photographers should be 30-40 m back if the race finishes in a bunch sprint. A line is drawn on the road to mark out the photographers’ area. The photographers can use up to 40% of the width of the road at the finish. In events where there are children participating they must comply to the [Child Safe Policies AusCycling](#).

# Other Resources

- [AusCycling Technical Regulations and Policies](#)
- [AusCycling Event Organiser Resources](#)
- [UCI Road Organisers Guide](#)
- [UCI Organisers Guide to Continental Championships](#)
- [UCI Training for Road Commissaires](#)



# LET'S RIDE **TOGETHER**



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**ADDRESS-** LEVEL 12, 459 LITTLE COLLINS ST, MELBOURNE, 3000

**POSTAL-** PO BOX 445, COLLINS ST WEST VIC 8007

**TELEPHONE-** 1300 137 397

**WEB-** [WWW.AUSCYCLING.ORG.AU](http://WWW.AUSCYCLING.ORG.AU)