

**EXPLANATORY MEMORANDUM TO**  
**THE CYCLE RACING ON HIGHWAYS (TOUR DE FRANCE 2014) REGULATIONS**  
**2014**

**2014 No. 887**

**1.** This explanatory memorandum has been prepared by Department for Transport and is laid before Parliament by Command of Her Majesty.

**2. Purpose of the instrument**

2.1 The purpose of these Regulations is to allow 3 stages of the Tour de France cycle race in England on 5th, 6th and 7th July 2014 to take place. Cycle races on public roads are not normally permitted to have more than 80 riders. This instrument will make a limited exception to this rule for the 2014 Tour de France.

2.2 For the Tour de France in 2014 only, these Regulations increase the maximum permitted number of competitors to 220 and remove the conditions that normally prevent a race passing along the same length of road more than once, and will allow the races to pass along roads with speed limits of 40 miles per hour or less.

**3. Matters of special interest to the Joint Committee on Statutory Instrument.**

3.1 None

**4. Legislative Context**

4.1 The Regulations are being made to enable the stages of the Tour de France due to take place in England in 2014, and are intended to be relevant to those events only. They relate to the existing Cycle Racing on Highways Regulations 1960.

**5. Territorial Extent and Application**

5.1 This instrument extends to Great Britain but will apply only in England.

**6. European Convention on Human Rights**

As the instrument is subject to negative resolution procedure and does not amend primary legislation, no statement is required.

**7. Policy background**

- What is being done and why

7.1 Current Cycle Racing on Highways Regulations only permit a maximum number of 80 competitors. The Tour de France includes 198 competitors, and therefore requires a temporary exception. Conditions that would impose route restrictions are also being relaxed.

7.2 The Tour de France is an international sporting event which is supporting significant commercial, sporting, and cultural activity in the relevant areas.

## **8. Consultation outcome**

8.1 Four responses were received in total. TdFHUB2014 Limited, the company established by Government to coordinate the Grand Depart stages of the Tour de France in the UK, expressed support for the proposed statutory instrument. A similar response was received from Transport for London, which is coordinating planning in London, Essex and Cambridgeshire. North Yorkshire County Council and Kirklees Council also expressed support. Respondents asked for the SI to be in force by the target date of 1<sup>st</sup> May.

## **9. Guidance**

9.1 This instrument is only relevant to the stages of the Tour de France 2014 to be held in England, and will have application for a short limited period. Formal guidance is not regarded as being necessary.

9.2 Local Authorities affected by the changes (those responsible for highways in the areas hosting a stage of the Tour de France) will be informed of the changes.

## **10. Impact**

10.1 This amendment removes a possible barrier to the holding of the stages of the Tour de France in England. It will not make a material difference to the impact of the stages.

## **11. Regulating small business**

11.1 The legislation does not apply to small business.

## **12. Monitoring & review**

12.1 The instrument will cease to have effect once the stage race scheduled for 7th July 2014 has been held. Therefore no review will be necessary.

12.2 The Cycle Racing on Highways Regulations 1960, to which this instrument refers, are being reviewed separately. This review does not affect this instrument.

### **13. Contact**

Joe Finlay at the Department for Transport Tel: 020 7994 2146 or email: [joe.finlay@dft.gsi.gov.uk](mailto:joe.finlay@dft.gsi.gov.uk) can answer any queries regarding the instrument.