

Regional Competition Administrator Report

September 2025 - AGM
Len Woffindin



2025 Summary

Circuit

Midweek circuit events ran at Litherland, Lancaster, Tameside, Carlisle and Pendle. As in previous years, these series generally manage themselves with local officials. Rider numbers of riders remain low, but not dropping. Salt Ayre stopped the youth racing early due to low numbers. Youth numbers remain low everywhere.

The North West Youth League was a success once again, with increased rider numbers compared to last year, with most events over 100 riders. Organisers report being very close to break even financially, costs vary for circuit hire and first aid. Olivia, and now Matt Gott are part of the organisers group which now communicates regularly using WhatsApp.

The early season Salt Ayre Spring series ran again. This year welcomes the 6 weekend events at UCLAN Preston Arena, organised by Chorley CC. Both these are well attended, and a good place for beginners and those wanting to improve.

Track

Hard Track

The Manchester Regional Track League is now Friday only, numbers on Friday remain much less than pre-Covid years. The Monday Night Track League rider numbers are reasonable, tailing off towards summer. Both tracks resume in September.

Grass Track

The only Grass track took place at Ambleside Sports in July, the cycling organised by Fiona Graham. Youth numbers were low, it clashed with the Youth and Junior Track Championships at Manchester.

Road Racing

14 regional road race events were planned, 9 took place, some with multiple races on the day. The Proper Northern Road Race series of three events by Deb John was down to one event, the hope is that Deb will be able to run more than one next year.

Organisers had confirmation of officials assigned to their events: commissaires, moto commissaires and contact details for NEG, ACMs and equipment availability.

Road Police Approvals

Requests to the police have had a positive and prompt reply for Lancashire and Cumbria. Cheshire request an additional document, and don't reply either way to the request.

Regional Equipment

Regional equipment primarily for road race use is held in 3 locations, available for event organisers to borrow: Lancaster, Burnley, and Warrington. This is to be reviewed for 2026.

Finance Viability

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As last year, financial viability for hosting a road race remains tight, with few full fields. A significant variable is still Accredited Marshal costs: the number of ACMs required varies depending on the course used, and the distances travelled by ACMs varies considerably. The Regional Board provides financial assistance to organisers in difficulty who submit accounts for their event.

NEG and Moto-commissaires

No issues this year with NEG or Motocomms covering drives and junctions. Compared to other regions, we have a strong team of NEG and Moto commissaires. However, new recruits are welcome, with sufficient experience for the role.

National Events

Colne Grand Prix – National Circuit Series, Colne

North West Youth Tour – Morecambe and Lancaster

Youth and Junior Track Championships – Manchester

Thanks to all Regional commissaires and volunteers who assisted.

Risk assessments

Many of the road risk assessments have been updated this year, following requests from the Police. The NEG statement is now included in all revised road risk assessments, this is a positive move on safety ground given how busy many of our roads are we use for road races. Many Risk Assessments have changed this year to reflect current use of road courses and closed circuits, thanks to our officials and organisers for their contribution to this.

Permits for Crits and Track

Olivia has confirmed that permits are not required to be issued for circuit and track events. Permits only apply to road events: open road and semi or fully closed roads. If organisers do want a permit, a permit application is required and a permit is issued.

Road, Circuit and Track Officials

Olivia contacted all commissaires in the region to ascertain who is active and wishes to contribute. Numbers are declining, the availability has only just covered the events we have this year for road, circuit and track.

As with other regions, we do need to encourage younger people into the officials programme. This is ongoing with BC and Olivia, and now Matt.

Compared to other regions have a strong team of Moto-commissaires, this is positive and generally adds to safety and allows far better control of open road races. Recruits are welcome.

The Accredited Marshals are co-ordinated by Marc Bamber. The ACM training and CPD programme is now more appropriate requiring 3 instead of 6 events to retain accreditation, and a much easier process to re-accredit. This help keep the ACM pool local to events, and encourages past ACMs to re-

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accredit. It is now more in line with the club volunteer structure it was originally intended to replace, a helpful and welcome change.

NEG is co-ordinated by Dave Greateorex. NEG training and qualification programs by British Cycling, and onward qualification to moto-commissaire still needs review.

The available track commissaires for the track leagues remains a challenge, with very light teams some weeks. We do welcome new Regional B commissaires this year.

2026 Season

The BC process, coordinated by the cycle sport developers for setting regional road calendars will again be used. The process allows riders to see a calendar far earlier, reduces race clashes across regions and allows allocation of officials much earlier.

It is hoped that youth participation at the midweek circuit series and leagues will improve, and youth races can be re-introduced where suspended.

A number of our race circuits are underused, or in the case of Palatine rarely used at all. Better use of these for those beginning road racing might help to progress riders to open road races, the UCLAN and Salt Ayre series have been a very welcome help in 2025 in this respect. It is hoped they will continue for 2026.

Larger closed road circuits such as motor racing circuits and parks are an alternative to open road courses, and might encourage more riders, however are more expensive to hire.

For 2026 supporting road, circuit and track events with commissaires, moto-commissaires, ACMs and NEG is going to be a challenge yet again.

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