



Tractor Runs

Guide for those organising a Tractor Run

1. Background information and context:

- 1.1. **Tractors runs** were conceived and first run by vintage tractor clubs and societies. The groups run events where people sharing the interest and hobby come together to share experiences. These events have become popular and now often comprise of modern, large tractors as well.
 - 1.1.1. Vintage tractors are small vehicles. Modern agricultural machines are larger, much larger often in excess of 7.500kg.
 - 1.1.2. Vintage tractors are well maintained - by their enthusiast owners.
 - 1.1.3. Vintage tractors are re-classified vehicles - as recreational vehicles, not agricultural machines.
 - 1.1.4. Vintage tractors are insured for use as recreational vehicles, not agricultural machines. Working tractors are insured for the work purposes, not recreational purpose.
 - 1.1.5. Most Police Forces and Highways departments do not consider a Tractor Run to be an essential activity. Therefore Police and/or Highways Departments are **not** likely to grant any dispensations to traffic and driver regulations for tractor runs including the correct insurance for the recreational use.
- 1.2. **Local authorities and Police hold a duty, under the Traffic Management Act 2004, to minimise disruption on the road network.**
 - 1.2.1. Organisers will often be asked to move the event to an off-road location.
 - 1.2.2. Tractor run organisers must prepare an event management plan and risk assessments that can be presented to the authorities in the early stages of planning that demonstrate the steps taken to minimise disruption on the roads and maintain road safety.
 - 1.2.3. Event organisers must act on the advice and recommendation of the police, local authority and/or local Safety Advisory Group (SAG) to assist the authorities minimise disruptions on roads and driver frustrations.
 - 1.2.4. Event organisers are reminded that they are responsible for the safety and wellbeing of participants and any members of the public, especially road users and pedestrians, affected by the event.
- 1.3. **Public Liability Insurance:**
 - 1.3.1. Many authorities and Police will request confirmation from insurers that the Event Plan and information is sufficient for the Public Liability insurance to remain in place.
 - 1.3.2. This means the event plan, information and advisory notes from Police/local authority must be submitted to the insurers (NFU Mutual) not less than 14 working days before the event.
 - 1.3.2.1. The NFU Mutual will examine the event plans and risk assessments. They will need to see that the plans are acting on the advice and recommendations of police, local authority and/or the local SAG (Safety Advisory Group). Therefore include copies of relevant correspondence with the submission to the NFU Mutual together with the names and contact details of the officers that you have worked with at the police, local authority and/or SAG.

2. Tractor Run organisers must:

2.1. Contact:

- 2.1.1. **Police** – Road Safety /Traffic Safety Officers and
- 2.1.2. the **local authority Highways Department** to secure the required local safety advice.
- 2.2. *Take their advice and implement **all** recommendations made by these authorities.*
- 2.3. Police and Highways Department are likely also to refer the event the local Safety Advisory Group (SAG) and further requests for information or additional planning actions may be required. This must be adhered to as well.
- 2.4. Organisers will be asked to provide the Police and Highways with an Event Plan. It is suggested that organisers meet with these authorities before preparing the Event Plan as they will provide guidance on the topics to consider and include in the plan.
- 2.5. NOTE: It is suggested that a planning meeting is held 12 weeks before the intended date of the event to give authorities and event organisers sufficient time to make robust plans and get these signed off by the insurers and others. Organisers should secure the sign-off before the event is promoted and marketed.

3. Event organisers must make robust plans for a tractor run. Plans must be recorded in an **event management plan**:

Note: Groups/convoys of slow-moving traffic bring unacceptable levels of traffic congestion and present serious dangers and frustration to other road users. This must be avoided.

Note 2: Tractor runs have on occasion antagonised other road users and residents. Robust planning and pre-event information to participants, residents (on the route) and authorities will assist organisers avoid antagonising motorists and residents. In this instant, social media may not be your friend!

- 3.1. Event management plans should demonstrate and record how the event organiser will:
 - 3.1.1. **Manage traffic and minimise traffic disruption.**
 - 3.1.2. Considers the **safety of other road users** and those affected by the event (residents or businesses on the route for example). How will the safety of road users be managed.
 - 3.1.3. Ensure participants will **comply with the Highway Code and Road Traffic Act(s).**
 - 3.1.4. Include an **event risk assessment.**
 - 3.1.5. Ensure only small convoys of tractors are on the road at any one time. The number recommended varies from one authority to another and tractor run organisers **must seek advice from the authority and put in plans to keep convoys within the number stated by the local authority.** To do this, staggered start times should be used – say, 15 minutes or more between each group.
 - 3.1.6. Ensure organisers will know participant numbers before the event. It is essential that a booking system is used – a free online system will be a useful tool to collect and collate this data.
 - 3.1.6.1. Organisers can then form the groups and, before the day, inform participants of the arrival time at the start point in readiness for a small group departure at the allocated time.
 - 3.1.7. Plan tractor runs on a day when traffic is at a minimum, often a Sunday (outside of public holiday weekends) – seek local advice.

3.1.8. Plan a route that will avoid crossing or using trunk (A) roads, or other busy (B) roads. The route should be planned to use smaller rural roads and must avoid single track roads.

3.2. The event management plan should include:

3.2.1. **Safety risk assessments**

3.2.2. **A route map and traffic management plan** – that highlights:

3.2.2.1. Junctions – with plans of how these will be managed.

3.2.2.2. 'Pull over stops' - drivers could be liable for prosecution if a tractor drives past a passing place or layby without stopping to allow a tailback to safely pass the slow moving vehicle, as this could constitute an offence under the Road Traffic Act 1988. Laybys that can accommodate the whole group, or fields with clear access and good visibility at entrances should be considered.

3.2.2.3. The locations of route marshals.

3.2.2.3.1. Note: A **marshal briefing document** should be prepared – detailing the duties and roles of the marshals. Marshalls **cannot direct traffic** on the public roads – they are not authorised in law to do so.

3.2.2.4. A **signage schedule** detailing the signs to be used, size and size of fonts, their locations, the time they will be erected and the time they will be removed.

3.2.3. **Pre-event information to be communicated to participants – communicated to participants not less than five days before the event. – include in the event plan.**

3.2.3.1. Information sent before the day – include risk assessments and highlight areas participants are responsible for.

3.2.3.2. Script of a participants briefing to be used on the day of the event.

3.2.3.3. Information to be communicated to those likely to be affected by the event (residents and businesses on the route).

3.2.3.4. Route Marshal's pre-event briefing information. NOTE: Route Marshalls cannot direct traffic on public roads – they are not authorised in law to do so.

3.2.3.5. Route Marshals - script of participants briefing on the day of the event.

4. **Before the event, participants to be advised of legislation:**

4.1. Driver licencing requirements <https://www.gov.uk/driving-licence-categories>

4.1.1. A full driver's licence is required, or

4.1.2. 16 yr olds in possession of DSA tractor driving licence Full Cat F - may only drive tractors that are allowed under the Full Cat F – that is tractors less than 2.45 metres wide. This must be communicated in the participants pre-event information.

4.1.3. Those over 17 yrs old driving on their provisional category F, must display L plates front & rear, and if a second seat is fitted to the tractor must be under supervision. This must be communicated in the participants pre-event information.

4.2. Driver insurance requirements.

4.2.1. This is not essential agricultural work. A tractor run is a recreational activity, and all participating vehicles must be insured for recreational use by the owner and for the driver.

4.3. That road legal vehicles only may participate.

4.3.1. Organisers must communicate what is required for a road legal tractor to participate.

4.3.1.1. The event does not fall within the HMRC/NFU/DVSA memorandum of understanding for agricultural usage; therefore all participating vehicles should be run on standard diesel and not rebated fuel.

4.3.1.2. Insurance that covers this recreational use.

4.3.1.3. Driver licencing.



- 4.4. The Police and/or Highways Departments will not grant dispensations to traffic and driver regulations for tractor runs.
- 4.5. Suitable use. All drivers to be reminded that tractors are designed for agricultural use, not private/social journeys.
- 4.6. No passengers, unless driving on a provisional category F, and if a second seat is fitted to the tractor, the driver must be under supervision.
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 - 5.1. Tractor runs do not fall within the HMRC/NFU/DVSA memorandum of understanding for agricultural usage; therefore all participating vehicles should be run on standard diesel and not rebated fuel.
 - 5.2. Vehicle excise regulations. If tractor is registered for NIL rate or under limited usage taxation class, the road distance is limited to 1.5km on public roads and travel should only be between land that's occupied by the same person. <https://www.gov.uk/vehicle-exempt-from-vehicle-tax>.
 - 5.3. Route Marshals. Route Marshals cannot direct traffic (except perhaps tractor run participants) on the public roads – they are not authorised in law to do so.
 - 5.4. Any quad bike used by marshals must be road registered and insured for road use. Quad bikes used on the road must be driven only by those holding a full Category B1 licence.
 - 5.5. 16 yr olds in possession of DSA tractor driving licence Full Cat F may only drive tractors that are allowed under the Full Cat F – that is tractors less than 2.45 metres wide.
 - 5.6. Those over 17 yrs old driving on their provisional category F, must display L plates front & rear, and if a second seat is fitted to the tractor must be under supervision.
 - 5.7. The law says that no child under 13 may ride on tractors (including those fitted with two seats).
 - 5.8. The Police and/or Highways Departments will likely **not** grant and dispensations to traffic and driver regulations for tractor runs.
6. Submission of the event plan to the insurers, not later than 14 days before the event – checklist
 - 6.1. Event Plan.
 - 6.2. Risk Assessments.
 - 6.3. Traffic Management plan (can be included in the event management plan and risk assessment).
 - 6.4. A copy of the guidance and recommendations from police, local authority and/Safety Advisory Group (SAG) – ensure the recommendations are accounted in the event plan/risk assessments. Ideally a document that 'signs off' the plan as meeting their approval and support. Include names and contact details of the officers (police and local authority) that have assisted you with the event planning.
 - 6.5. Route map, with the following clearly marked
 - 6.5.1.1. Junctions – with plans of how these will be managed.
 - 6.5.1.2. 'Pull over stops'
 - 6.5.1.3. The locations of route marshals.
 - 6.6. Marshal briefing document, and a script for on-the-day briefing
 - 6.7. Signage schedule
 - 6.8. A copy of the promotion and marketing materials that are planned
 - 6.9. A copy of the pre-event information to be shared with participants and state the date on which this information will be published. Include a script of the on-the-day briefing
 - 6.10. A copy of the information to be published to those likely to be affected by the event – residents and businesses along the route.

The NFU Mutual will examine the information as submitted. The insurers may confirm insurance or ask for more information/changes to be made to the plans before insurance is confirmed. In some instances, where planning is scant and not sufficiently detailed, insurance over will not be granted.

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