

Introduction

Following the widespread introduction of 20mph speed limits it is necessary to clarify how a District should approach the question of whether to approve a course or an event on a course already approved and the restrictions upon riders who take part in them.

Objectives

All courses which will be used in 2024 must always have an up to date risk assessment. If there is a 20mph limit now on any part of an approved course or the proposal for a course is a new one the District must treat safety as it first priority and make an decision after weighing all the relevant issues.

Generally, 20 mph limits and time trials are incompatible. Most riders travel between 20 and 30 mph. Riding at that speed is capable of causing public outrage and danger to riders and other road users who will not be expecting vehicles to be approaching so fast. Such conduct could cause the Government to review the existing permission for time trials to take place on public roads, expose riders and organisers and CTT officials to the possibility of civil and criminal proceedings, and invalidate the insurance CTT holds for participants in time trials.

The Board considers that the Rules of CTT have always required riders to ride safely and obey all traffic signs together with the Highway Code and that failure to do so is a disciplinary offence.

There will therefore be an **overriding principle** that in order to achieve fair competition, where a course with a section which is subject to a 20mph limit is used, **riders must not exceed that speed**. Otherwise, the event will no longer be a "race of truth" because a rider who exceeds the limit will gain an unfair advantage over one who does not.

Subject to the exceptions below any course which incorporates a section with a 20mph limit should not be used if a suitable alternative is available. This will require the District and organiser to consider whether changes can be made to a course to avoid the 20mph section. If not, the District should consider whether any other suitable course is available, taking into account the nature of the event and the area from which riders are expected to come. The history of the event and any scenic qualities will not play a role in this decision unless they are relevant to the safety of riders and other road users. A particular aspect of 20mph zones is that they will usually (and more often will in future) be accompanied by traffic calming measures. These can present serious hazards for cyclist and other road users and in themselves may mean that a course is not safe.

If the District is satisfied that no suitable alternative is available it may permit an event where part of the course is within a 20mph zone if any of the following exceptions apply:-

1. It is a Hill Climb, so long as both the organiser and the District are satisfied there is no reasonable expectation riders will exceed 20mph, whether up or down the hill.
2. The 20mph limit is on a section of road for which a Traffic Management Order (restricting access by motor vehicles) will be in force at the time of the event.

3. There are very short (up to 100 metre) sections of 20 mph limits where the geography makes it unlikely riders will exceed that speed in any event. Such sections will usually be at the start of an event or include a feature such as a corner or roundabout where riders will naturally slow anyway. At such a feature, two sections of up to 100 metres (one before and one after) may be permitted.

4. Longer stretches of 20 mph limits so long as:
 - (a) there are active measures in place to ensure compliance with the overriding principle, and
 - (b) the District Committee is convinced:-
 - (i) that no reasonable alternative exists and the cancellation of the event would lead to a serious loss to time trialling in that area, and
 - (ii) the overall distance and the percentage of the overall distance of an event subject to 20 mph limits are not such as to lead to non-compliance by riders with the overriding principle, and
 - (c) two District officials have:-
 - (i) approved and signed the risk assessment for that course, and
 - (ii) certified that they believe riders will comply with the overriding principle.

“Active measures” include:-

- (i) Warnings on risk assessments, start sheets, and on prominently displayed notices at the start for club events.
- (ii) Additional Marshals at speed restrictions signs and/or traffic calming measures with, if possible, signs displaying the number “20”.

The Board will keep this guidance under review during 2024 and review it at the end of 2024. Events which have been approved in 2024 might not be approved after that date. All events for 2025 will need to comply with any guidance issued at that time.

During 2024 the Board will be considering what other measures it is realistic to introduce to ensure compliance with the overriding principle.

Documents referenced

CTT Guidance Note 22: Formal Risk Assessments

Appendix 1

Suggested wording for startsheets and signing on at club events for courses with 20-mph zones.

This course contains section(s) of 20 mph. Riders are reminded to obey the 20mph speed limit, ride appropriately and comply with regulation 1 and not give offence to the public or bring the sport into disrepute.

Document history

Date of Issue	Reason of Revision	Author
06 February 2024	New edition	David Guy (CTT Legal Adviser)
<i>December 2024</i>	<i>Carry out a review for compliance with national advice</i>	<i>CTT Board of Directors</i>