

20 mph - District Communication

To all District Officials:

The Board Announcement of the 6 February 2024, regarding 20 mph limits has now been amended to make it clear the overriding principle applies to courses with a 20-mph limit on part of it - see copy attached for ease of reference. Also amended and attached is the new Guidance Note 25 (20 mph Speed Limits). Guidance Note 22 (Risk Assessments) – has also been updated and is attached to include reference to 20 mph limits.

The purpose of this letter is to ensure that as a District you have what you need to apply guidance and to observe that there has been much discussion on social media about 30 mph limits. To be clear the board announcement is ONLY about 20mph guidance.

The highlights

- Time trials and 20 mph speed limits are generally incompatible.
- There is **an overriding principle** that riders in time trials will not exceed 20 mph on any section of the course subject to a 20-mph limit.
- **This guidance is only concerned with courses with 20 mph limits on any part of it.**
- Courses with a 20-mph speed limit should not be used if there is a suitable alternative available including where changes can be made to the affected course to avoid the 20 mph section;
- Exceptions can be made for Hill Climbs, and sections of road for which a Traffic Management Order has been obtained restricting access by motor vehicles [GN 25 paragraph 1 and 2];
- Exceptions can also be made for courses with very short sections (up to 100 metres) where the geography makes it unlikely riders will exceed 20 mph anyway. [GN 25 paragraph 3].
- Under GN 25 paragraph 4, an exception can also be made for longer sections of 20 mph restrictions if:
 - There are active measure in place to ensure compliance with **the overriding principle**, and
 - The District Committee is convinced:
 - That no suitable alternative exists and the cancellation of the event would lead to a serious loss of time trialing in that area,
 - The overall distance and the percentage of the overall distance of the event subject to 20 mph limits are not such as to lead to non-compliance by riders, and
 - Two District officials have signed the risk assessment for that course and certified that they believe riders will comply with the overriding principle.



- “Active measures” include warnings on risk assessments, start sheets and on prominently displayed notices at the start for club events and additional marshals at speed restrictions signs and/or traffic calming measures with, if possible, signs displaying the number “20”.

Practical Considerations

Because Districts are already obliged to ensure that events only take place on courses with up-to-date risk assessments Districts must ask all organisers of events in 2024 to inform them of courses which do have 20 mph limits in place.

- Thereafter Districts will have to consider if a suitable alternative course is available or not. When deciding that the District should take into account the length of the course and the distance riders would need to travel to the alternative. The fact that the course may be scenic or have been used for many years is not relevant.
- If there is no suitable alternative and geography makes it unlikely riders will exceed 20 mph and the section is less than 100 meters it may be used [GN 25 paragraph 3].
- If there is no suitable alternative and the course has stretches longer than 100 meters the district may still permit the course to be used if the conditions in GN25 paragraph 4 are complied with. This means the district must record that it is satisfied that there will be active measures in place to ensure riders comply with the overriding principle; that no suitable course alternative is available, and that cancellation of the event would lead to a serious loss of time trialing in the area speed limit; that the overall length and percentage of the overall length is not such as to lead to non-compliance by riders. In addition, two districts officials must approve and sign the risk assessment and certify they believe riders will comply with the overriding principle;
- The Board will keep Guidance Note 25 under review during 2024 and review it at the end of 2024.

Additional Support

To help with the potential additional expense for Districts the Board has set aside a budget of £5,250, £250 per district to enable volunteers to assess courses as required. While some districts have already reported little or no impact, others are likely to have numerous courses to inspect. This should enable those most affected to receive additional support.



Request for this funding should be made by email to Martyn.Heritage-Owen@cyclingtimetrials.org.uk with brief details of who will be asked to travel and hence who will need expense forms BEFORE authorising spend. Email expense claim forms will be sent to the individual directly.

Insurance

In October 2021 the insurance premium was £49,000k. For various reasons, the premium rose to £133,000k in October 2022. As a response the board mounted a project that included consulting an insurance market specialist, improving our management information, in many cases providing it for the first time, alongside IT infrastructure work to support the work on an ongoing basis. The districts were asked to play a crucial part in this project by providing additional information about club events, courses and marshals. This effort by all parties enabled us to reduce the insurance premium to £91,000k with ongoing work this year to improve our situation.

The website is currently being enhanced to add the following information to the Courses part of the district officials' dashboard. In addition, the following fields are also being added (additional to the data already gathered) so that Districts can manage their courses easier and have a rolling program of review.

- Flags to record courses with 20 and 30 mph sections.
- Traffic Count data.
- The local course expert name.
- District restrictions.
- The date of the last risk assessment.

Together this will provide management information needed to feed into the annual insurance negotiation. We hope to deliver these enhancements shortly when I will be writing to you again with training notes for the website release.

To play their part riders are asked to provide details of their own insurance through various memberships. **This data is used in an anonymised basis for insurance risk mitigation purposes. The only circumstance when the information might be used would be in the event of an accident report when the data will be checked. This question has always formed part of the accident reporting process. Please assist the sport in encouraging riders to provide accurate information.**

Martyn Heritage-Owen

CTT Director for an on behalf of the Board.