



## CTT Board announcement re 20 mph limits.

6 February 2024

Following the Note to Districts sent by the National Legal Adviser dated 17 October 2023, an informal discussion after the National Council Meeting on 3 December 2023, and further consideration by the Board at its meeting on 4 February, the Board has prepared a new Guidance Note 25 concerning courses which have 20mph limits.

The main point to note is that 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.

The Guidance Note gives more details of how Districts should approach the decision whether an event may take place where a 20mph limit exists. Traffic calming measures often accompany 20mph speed limits and may create serious hazards in themselves.

An important requirement is that Districts will need to ensure that local regulations inform riders they must comply with all posted speed limits and the start sheet draws attention to this requirement. Or, if there is no start sheet, a prominent notice is displayed at the start to that effect. Districts will need to include reference to 20 mph speeds on Risk Assessments and to all traffic calming measures on the course. Districts will also need to consider what active measures can realistically be put in place to ensure compliance by riders.

During 2024 the Board will be considering what further steps can be given to ensure riders comply with speed limits. At the end of the season the Board will be circulating a form to Districts to give feedback about the effects of the overriding principle. In the



meantime, it is hoped the Guidance Note will be sufficiently clear for Districts to follow. Under the CTT structure it is the Districts which take decisions to approve

events and courses because they have the local knowledge vital to this exercise. However, if clarification is sought the Board will try to provide it upon request. Such requests should be sent in the first instance to [[support@cyclingt看metrials@org.uk](mailto:support@cyclingt看metrials@org.uk)].