
TRAFFIC COUNTS & COURSE RESTRICTIONS

Due to the amount of traffic using our roads at specific times, it has become necessary to impose restrictions on the use of certain roads. The prime reason for these restrictions is to safeguard the safety of competitors and other road users - not to spoil the sport!!

Despite the provisions of the 1960 MoT Regulations (*The Cycle Racing on Highways Regulations, 1960*) regarding time trials, Cycling Time Trials is being put under increasing pressure by police authorities to discontinue use of certain roads altogether. It is often difficult to put up a constructive case to allow an event to take place without CURRENT traffic count figures. Such vehicle counts need to be carried out regularly, at least once a year, and at the time and day of the week the roads are in use for time trial events, on a normal road on the course (i.e., not a roundabout/traffic island) and at point(s) expected to have the highest counts. It may be that local conditions cause problems at certain times. For example, a shift change at a local factory, regular car boot sales or people attending their Sunday morning church service. Such factors MUST be taken into account, as must Bank Holidays, the closure of an adjacent road due to road works, or the holding of a large event such as the British Grand Prix, all of which will dramatically affect road conditions.

The criteria in determining the imposition of restrictions are:-

For dual carriageway roads:

- Less than 800 units per hour - acceptable
- 800 – 1200 units per hour - marginal – must be monitored closely
- More than 1200 units per hour - the road should not be used on that date and time in future.

For single carriageway roads:

- Less than 400 units per hour - acceptable
- 400 – 600 units per hour - marginal – must be monitored closely
- More than 600 units per hour - the road should not be used on that date and time in future.

The correct method for carrying out a traffic count is:

Cars, motorcycles, and small vans = 1 unit

All other vehicles = 3 units

Counts should be undertaken in both directions where the road is used in that manner at least twice per hour and for a minimum period of 10 minutes at each count. It is suggested that you mark each unit with a stroke of your pen using the 'five bar gate' method i.e.



Use a separate section of the form for each group of vehicles.



Completed forms should be sent to your District Secretary, or other nominated person, for information. They will be forwarded to the National Secretary (Competitions & Development) if it is felt necessary. From time to time the Board of Directors of Cycling Time Trials (the “Board”) may request sight of such counts from event or District Secretaries.

The Board will not consider any request for a relaxation of course restrictions unless it is supported by recent, relevant traffic count figures.

From time to time, the Board may do their own counts on roads where there appears to be a problem. In this case, every effort will be made to inform the District Secretary of such action prior to it taking place.

Date of Issue	Reason of Revision	Author
December 2001	New edition	P A Heaton (RTTC National Secretary)
October 2018	Revised format	Nick Sharpe (CTT National Secretary)
October 2022	Revised to reflect current CTT Articles, Rules, and Regulations	David Barry (CTT Board Director)

Traffic Count Record

Name of Event:	Date of Event:
Precise location of Count:	Single or Dual carriageway: S / DC
MoT Road Number:	Direction of traffic flow: N / S/ E / W
Person doing the count:	Club:
Status in club/District Council:	Course key:

Time	Units recorded	Total	Units / hour
From:	Cars, motorcycles, small vans = 1 unit		
To:	Other vehicles = 3 units		
From:	Cars, motorcycles, small vans = 1 unit		
To:	Other vehicles = 3 units		
From:	Cars, motorcycles, small vans = 1 unit		
To:	Other vehicles = 3 units		
From:	Cars, motorcycles, small vans = 1 unit		
To:	Other vehicles = 3 units		
From:	Cars, motorcycles, small vans = 1 unit		
To:	Other vehicles = 3 units		