

# Manchester District Cycling Time Trials

## Notes for Organisers Feb 2022



### Dear Organiser,

The 2022 Season is fast approaching and you may be aware of changes made to rules and regulations that affect organisation of events. Furthermore, the Manchester District CTT committee have reviewed safety of local events in the light of the fatal accident near Terra Nova School during a time trial last summer. The purpose of this note is to remind you as an organiser of the new rules and regulations and to provide further advice following the Safety Review.

### Front Lights and Helmets

At the CTT National Council AGM on Sunday 5 December 2021, several changes were made to CTT regulations. In particular, two important regulations were passed and are implemented with immediate effect.

Firstly, **ALL** riders must use a **front light** attached to their machine. [Regulation 14(j)].

Secondly, **ALL** riders now must wear a **helmet**. (Previously this requirement was only mandatory for under 18s). [Regulation 15].

For details see <https://www.cyclingtimetrials.org.uk/articles/view/11>

### Start Line Official

A further regulation change includes the appointment of a Start line Official. **Regulation 27 C (vi) appoint a competent person to act as the "Start Line Official" who will "manage" the start line and assist the start timekeeper.** This requirement has come about as a pusher-off was not used under Covid 19 restrictions which could leave the start timekeeper on their own.

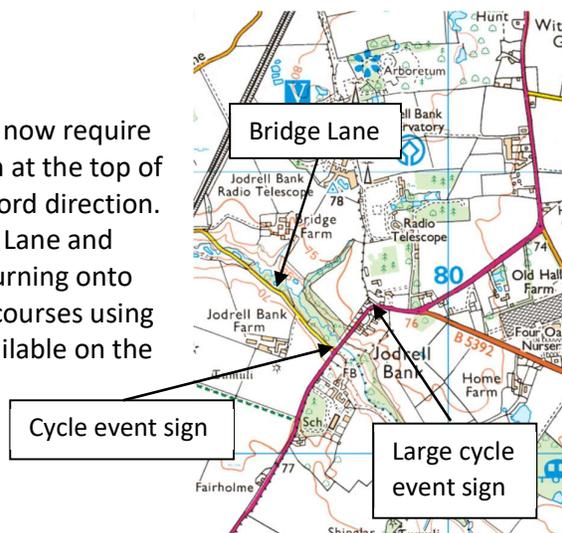
### Police Notification

There is a new Police Notification form specifically for time trials and available to download from the Cheshire Police website; <https://www.cheshire.police.uk/police-forces/cheshire-constabulary/areas/cheshire/cycle-race-time-trial-notification/cycle-race-time-trial-notification/>

### Additional Signage

All events using courses that run along the A535 now require additional signage. Place a large cycle event sign at the top of Jodrell Bank facing traffic coming from the Chelford direction. Place a cycle event sign at the junction of Bridge Lane and A535 to warn traffic coming along Bridge Lane turning onto the main road. Up to date risk assessments for courses using the A535 (including J2/9, J4/16 and J2/3) are available on the Manchester CTT website

<http://manchesterctt.org.uk/risks.html>



## Additional Marshal A535

Organisers of events using the A535 are asked to consider placing a marshal at the junction of Bridge Lane and the A535. This is not a mandatory requirement but advice should resources allow.

## Additional Marshal and Signage B5082 - J4/9

The cross roads junction on the B5082 near the Three Grey Hounds has been identified as a high risk location. **The risk assessment for the popular 50 miles course J4/9 now calls for a marshal and warning signs on approach roads at this junction.** The risk assessment for the 25 mile course J4/8, already has this mitigation to cover riders coming along the B5082 and those turning left from the B5081.

## Use of Signage

There are two CTT documents covering signage that are good reminders for selecting the appropriate sign size and placement on the highway. The first is a CTT Newsletter entitled CTT Matters April 2014 and covers, among other things, sign size in relation to traffic speed.

**750 mm Triangle – suitable for roads with a speed limit up to and including 40 mph**

Size of sign: 1060mm high x 850mm wide

**900 mm Triangle – suitable for roads with a speed limit greater than 40 mph**

Size of sign: 1270mm high x 1018mm wide

<https://www.cyclingtimetrials.org.uk/documents/index/newsletters>



The second document is Guidance Note **GN 17 Erection of Safety Signs - July 2015** and covers the siting of cycle event signage and the safety of those placing signs.

<https://www.cyclingtimetrials.org.uk/documents/index/guidance>

## Use of Marshals

As you may expect, the Safety Review revisited the role of marshals and in particular support for marshals during an event. The sole duty of a marshal is to clearly indicate the route the rider is to follow. In practice, marshals may be involved with observing rider behaviour, responding to members of the public, reporting incidents and dealing with other issues that cause distractions from their main role.

Advising an Organiser of an incident with a rider that may lead to a disqualification is a particularly onerous task for a marshal. The CTT Manchester District Committee recommend where it can be done, **the doubling up of marshals** both to provide relief when necessary but more importantly it will assist should there be any disputes with riders.

## Traffic Counts and Course Usage

It is a CTT requirement that Districts monitor traffic volumes along courses on an annual basis using a formal traffic count (GN 9 Traffic Counts - October 2018

<https://www.cyclingtimetrials.org.uk/documents/index/guidance> ). The Guidance Note sets out acceptability criteria for the use of single and dual carriageway roads as:

**For single carriageway roads (double for dual 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 - **road should not be used on that date and time in future**

The results of recent traffic counts made pre Covid and one traffic count last year, suggest **Saturday afternoon is an acceptable time for the J2/9 family of courses and Saturday morning and Sunday morning are acceptable for the J4/9 family of courses. King Street is at least marginal for Saturday afternoon.**

In recent years, many events have taken place on Saturday afternoons using King Street, not least because of the limited access to other courses due to an extensive programme of roadworks in the area. Also, it is worth noting that many riders and organisers prefer Saturday afternoons for events. Recognising the racing calendar is largely set for 2022, Organisers are asked to consider morning starts for events using King Street at weekends.

A programme of traffic counts is planned for 2022 and Organisers will be made aware of any changes to course availability arising from the traffic counts.

The traffic count activities are focussing on times of day for Open Events. Organisers of Club Events are asked to bear in mind there is currently no recent traffic count data covering the times of day of Club Events. **If possible, Club Event Organisers are asked to make arrangements for a traffic count during an event sometime this year. Please send results to the District Club Events secretary Phil Fern; [philf1951@gmail.com](mailto:philf1951@gmail.com)**

Finally, on behalf of Manchester District Cycling Time Trials committee we thank you for your valued support and commitment. You make Time Trialling a success and we very much appreciate the work you do.

Tim Smith  
Manchester DC secretary