
Rider Safety *(The Abandonment of Events)*

All courses are designed and approved with safety in mind. However, exceptional circumstances may arise which compromise rider safety to such an extent that the event has to be abandoned. Whilst every case has to be individually assessed on its own merit, the event organiser's first consideration **MUST** be the safety of the riders in the event. All other considerations such as the length of time some riders have been on the road, or the distance they may have travelled to the event, have to be discounted. It is exceedingly difficult to generalise and to cover all circumstances. Accordingly, the Board of Directors of Cycling Time Trials has drawn up the following guidelines:

Roadwork/coned off carriageways

When an organiser is aware that there is a section of the proposed course affected by roadworks and/or a coned off section of carriageway, an assessment must be made of the problem and how it will affect the safety of the competitors. As a general principle, time trials **MUST NOT** pass through more than 200 metres of coned off carriageway. Drivers of previously fast-moving vehicles can quickly become impatient if held up behind a rider for more than a brief time. If the end of the coned off section can be seen from where it begins, motorists may likely be more patient. If not, motorists may try to squeeze past with potentially catastrophic consequences. It may be that in certain circumstances, a distance of 200 metres is too far and in these cases the section of road must not be used. The above applies to dual carriageway roads where riders have to pass through the coned off section or where a lane is lost to accommodate oncoming traffic i.e., contraflow. Workings on single carriageway roads that narrow the carriageway so as to prevent vehicles crossing in opposite directions must be marshalled to ensure that all riders obey the law of the land and any traffic signals.

Poor weather and visibility problems

Extreme weather conditions, such as heavy rain, fog, ice, or snow can also seriously compromise rider safety. On roads that carry high volumes of traffic, spray from vehicles can easily reduce the visibility to a level where riders cannot be seen at all by approaching vehicles. In such circumstances the event **MUST** be stopped and riders already out on the course informed immediately. Evening events are also sometimes affected by overcast skies. An event organiser should be aware when applying for an evening event that it may not be possible for a full field of 120 riders to complete the course in reasonable daylight and an assessment of the conditions may mean that the later riders will not be allowed to start.

Abnormal traffic conditions

These may arise from the closure of another road, such as an adjacent motorway, or if another large event is being held in the area. If in doubt, carry out a six-minute traffic count. If the total units exceed 120 for a dual carriageway road, or 60 for a single carriageway road, the event **MUST NOT** take place.

THE START OF AN EVENT MAY BE DELAYED FOR A REASONABLE TIME TO ALLOW TRAFFIC/ROAD CONDITIONS TO IMPROVE PROVIDED THAT THIS DELAY DOES NOT OBLIGE LATER RIDERS TO COMPETE IN HEAVY TRAFFIC OR POOR LIGHT CONDITIONS.

Obligations of the promoter following the abandonment of an event

Riders in an abandoned event are not entitled to receive any refund of their entry fee. After the event organiser has considered the expense of preparing the event, it is likely that the surplus remaining will be negligible when divided between the entrants. It is suggested that any surplus be donated to the prize list of a later promotion. Levies are payable for all riders unless the event is abandoned without any riders starting. Any times recorded before the event is abandoned are valid for all purposes except the British Best All Rounder (BBAR) competitions. It is recommended that no prizes be awarded unless more than half of the field could have finished prior to the abandonment.

Further details regarding abandonment or postponement of events can be found in the Cycling Time Trials Handbook

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September 2022	Revised to reflect current CTT Articles, Rules, and Regulations	David Barry (CTT Board Director)