

## Additional Suggestions from Lincs CTT

Area of Concern	Headline	Details
<b>Pushing Off</b>	<b>No pusher off</b>	<p>Riders to start with one foot on the floor (no pusher off). Everyone is in the same situation and distancing from timekeeper can be easily observed.</p> <p>If a ride requires a pusher offer (for a disability etc.) then only a member of their own household to perform the task. This person must then return to a safe distance/vehicle once task is complete.</p> <p>Clubs may want to consider moving start lines away from busy roads to avoid any potential incidents with riders falling when trying to clip-in</p>
<b>No. of riders</b>	<b>Limit riders by club and/or field size</b>	<p>It is unlikely all clubs will return to racing at the same time and some clubs may decide not to run events. This may result in riders travelling to others events. It is recommended that clubs either limit numbers to members of their own club and riders who regularly attended in the last season or set a maximum field size. Any restrictions should be clearly communicated by the promoting club (Facebook/Twitter/Websites) to avoid riders turning up that can't be accomodated.</p>
<b>Race Entry</b>	<b>Pre-entry and no cash on the day</b>	<p>It is recommended that on the day entry is avoided and that clubs should facilitate a system whereby riders can communicate with club in advance to confirm attendance and pay in advance so no cash needs to be handled by anyone . This will enable startsheets to be generated prior to the race, ensure physical contact is kept to a minimum and avoid riders turning up who can't be accomodated.</p>
<b>Course Marshalls</b>	<b>Avoid courses that require large numbers of marshalls</b>	<p>Courses that require large numbers of marshalls should be avoided where possible. This is more to assist in generating positive public perception.</p>
<b>Race Numbers</b>	<b>Consider number system that works for your club in terms of resources and health implications</b>	<p><b>To the best of our knowledge Reg 16a requires all competitors racing in a CTT sanctioned event to wear a number - as such, not wearing a number is <u>not</u> considered to be an option.</b></p> <p>a) Disposable numbers are available from CTT National HQ, however we would ask clubs to consider the volume of unnecessary waste this would generate.</p> <p>c) If using regular race numbers clubs should consider either;</p> <p>i) allocating a specific number to a specific rider for the remainder of the 2020 season and making them responsible for cleaning it after each race and bringing it with them each time they ride;</p> <p>or</p> <p>ii) have disinfectant available to clean the numbers as they are collected and returned. The numbers should be laid out individually and collected one by one by riders when called. Once returned and disinfected the numbers should be stored away for a minimum 48 hours.</p>

<b>Signing On</b>	<b>Riders need own pen (clubs should publicise this requirement)</b>	Clubs should ensure riders are aware of the need to use their own pen to sign in prior to racing. This should be clearly communicated beforehand (Lincs CTT to promote on Facebook)
<b>Riders Kit</b>	<b>No kit left with race organisers</b>	Riders should not leave kit at sign-on or with the timekeepers (eg. riders who ride to events). If kit must be left it should be in the open and visible to attendees and not intermingled with anything belonging to others.
<b>Race Results</b>	<b>Race results to be posted online to avoid riders grouping</b>	Clubs should consider not announcing results at the conclusion of racing in an attempt to encourage riders to 'Arrive - Race - Leave'. Times could be verbally communicated to avoid a timesheet being handed from person to person to check results and to prevent riders coming into close contact. Results should be posted digitally on social media and club websites. To help facilitate this the Lincs CTT Facebook page will be made available as a result posting service.
<b>Mechanicals/Punctures</b>	<b>Riders to carry mobile phone in case of incident</b>	Rider should carry a mobile phone so that in the event of a puncture or mechanical that cannot be repaired on the road or an incident occurs they contact a member of their family to collect them. Marshalls should not be expected to collect riders unless they are a member of their own household.