



Risk Assessment

Course/Road(s) Assessed: AS/17C

Course: Local to Central District

Date of Assessment/Review: 08/03/2021

Name of Assessor: Harry Crew

Course Description: AS/17C 1 Lap for 19.50km (12mi)

0.00km - Start on B5020 at Pildock Wood Lane, proceed on B5020 towards Kirk Langley

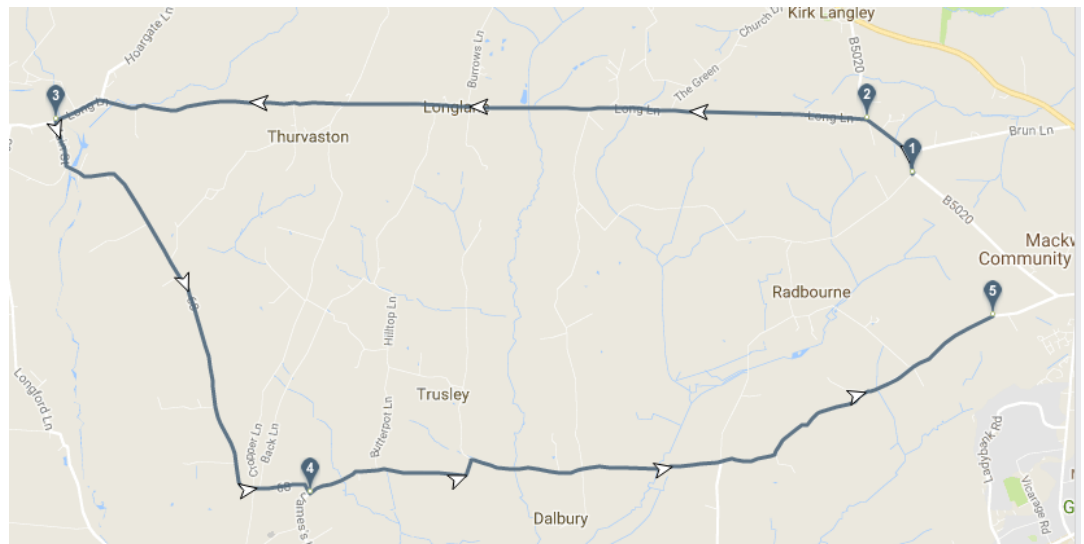
0.67km – LEFT turn onto Long Lane, proceed to Longford Village

7.95km – LEFT turn (by W.I. Hall) onto Longford Lane, proceed past Lane Ends to T Junction

12.55km – LEFT at T Junction on James' Lane, cont. along Radbourne Lane

19.50km – FINISH at Start of Layby, 150m West of Hackwood Farm entrance. (12mi mark)

Course Map:



Traffic Flows:

Rural roads with very light traffic, even on busier weekends.

Traffic count undertaken showed a maximum of 136 units per hour on the B5020 at peak time. (2019 count)
Reduced to 84 units on B5020 at peak time in 2020, however this may not be realistic due to reduced traffic levels through 2020 events season.

Course/Event History:

Central District have no records of serious accidents involving participants in time trials on this course.

Key Identified Risks

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	Location	Identified Significant Risk/Hazards	Level of Risk Low/Med/High	Measures to reduce Risk (if applicable)
1.	General Requirements	Road Usage meets CTT Traffic Standards	L	Traffic Counts Time restrictions on use of Course. (84 units per hour 11/08/2020 on B5020)
2.	Before START	Competitors riding from Event Headquarters (Darley Abbey Church Hall) Traffic approaching start area. Competitors warm up in minor road adjacent to start	L	Event HQ no longer in use, travel to start not considered under organised event. Instructions on Start and/or signing on Sheet: *safe routes to START *no U turns unless rider pulls up stationary to the left of the road first *awareness of other competitors and approaching traffic
3.	Past turn for Dalbury Lees	Steep descent as road narrows just past turn for Dalbury Lees, with potholes in road. Sometimes gravel.	M	Competitors reminded of potential hazard at sign on. "Head down" riding not permitted
4.	Numerous	Course has many potholes or rough surfaces	L	"Head down" riding not permitted Entrants are advised to ride on the base bar whilst descending and approaching blind turns instead of aero extensions. No additional precaution
5.	Left Turn into Longford lane	A blind exit which is usually clear but there are sometimes parked vehicles on the opposing side of the road 30m from the junction.	L	Competitors advised to take care at all turns given rural nature of roads.
6.	Common Place Lane	Road narrows from 11km elapsed distance to 12.55km turn with Radbourne lane – motor vehicles may have to slow to safely pass opposing traffic.	L	Competitors reminded not to closely follow traffic – even if slow moving – where overtaking is not possible.
6.	Left turn at T junction: Common place Lane to Radbourne Lane	Often gravel at inside of turn.	L	Competitors advised to take care at this junction. Low speed give way junction, riders will already approach with caution.
7.	Radbourne Lane	Sharp corners with potential oncoming traffic	M	Competitors advised to take care along length of course given rural nature of roads. Trusley/farm left-right chicane periodically observed to ensure riders maintain suitable standard of riding.

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8.	Radbourne Lane	Farm entrance on corner, often with mud on road.	L	Competitors advised of risk and take care at this turn, especially during wet weather.
9.	Start finish at Ostrich pub (if used)	Narrow bridge approx 200m after start	L	Warning signs placed near to start.
10.	Pildock Wood	Tree cover limits visibility, especially in early/late season evening events.	M	Competitors advised of risk and to use a rear LED as per CTT 2020 revised regulations mandating a functional rear light.

NOTES:

1. The use of a vehicle for the timekeeper(s) at start and finish is where appropriate and is only identified as an example for the action to be taken
2. The small junctions or entrances to farms/ facilities (garage, eatery, etc) that are not identified in this risk assessment have been considered, however are not considered significant to pose a risk and therefore have not been noted.

Date of original Assessment: 06/02/2019