



Risk Assessment

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

Course: Local to Central District

Date of Assessment/Review: 17/03/2024

Name of Assessor: Harry Crew

revisions in red

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

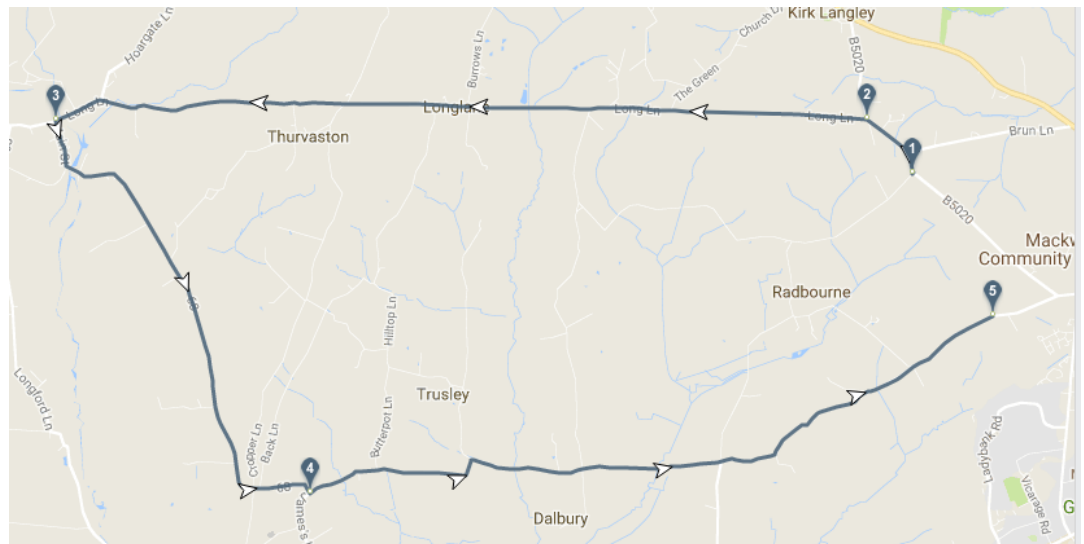
0.67km – LEFT turn onto Long Lane, proceed to Longford Village

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 **184 units per hour** on Long Lane at peak time.

Course/Event History:

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

Key Identified Risks

| | 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. |
| 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 | Instructions on Start and/or signing on Sheet: *safe routes to START *no U turns in sight of Timekeeper *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 specifically must be avoided – as per CTT advise. |
| 4. | Numerous | Course has many potholes or rough surfaces | L | No addition precaution beyond 3. Noted that from 14km on Radbourne Lane surface has significantly deteriorated. |
| 5. | Left Turn into Longford lane | A blind exit which is usually clear but there are sometimes parked cars on the exit. This leads to oncoming vehicles being present in the lane of rider direction. | L | Competitors advised to take care at all turns given rural nature of roads, ability to stop within field of view advised. |
| 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. |
| 7. | Radbourne Lane | Sharp corners with potential oncoming traffic | M | Competitors advised to take care along length of course given rural nature of roads |
| 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. Competitors with |

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|-----|--|---|---|---|
| 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. Mandatory front and rear lights provides improved visibility of competitors in this location. |

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: 19/08/2018