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| CTT Logo | Risk Assessment |
| **Course/Road(s) Assessed: Route from HQ to start P454: B3071, B3070, Holme Lane, Bindon Lane** |  **Course: P454/10** |
| **Date of Assessment/Review: 13/2/2021** | **Name of Assessor: R Richardson** |

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| **Course Description:** Start at layby on south edge of Wool village on B3071. Then south on B3071 to West Lulworth where turn left onto B3070 (care) and proceed through East Lulworth (care on S bends) towards Wareham to turn left at West Holme crossroads onto unclassified road (Holme Lane/Bindon Lane) towards Wool. to finish on east edge of Wool village |

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| **Traffic Flows:** All roads are single carriageway with oncoming traffic. There are two left turns and one point at which riders may have to give way after a left turn filter. |

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| **Course/Event History: The course has been used - the same circuit - as part of the P454/42k sporting time trial, held by Bournemouth Jubilee wheelers for several years. It is also used as a BC road race circuit.** |

**Key Identified Risks**

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| **Distance** | Location | **Identified Significant Risk/Hazards** | **Level of RiskLow/Med/Hi** | Measures to reduce Risk(if applicable) |
| 0 miles | **START:** South edge of Wool village at lay-by | Competitors waiting at side of road. Timekeepers vehicle onlyRiders falling | Medium | Marshall prior to startWhip to organise ridersRiders asked not to arrive until 5 mins before startStart area chosen to allow sufficient space for timekeepers vehicle, officials and ridersPusher off optional |
| -0 miles | **Before start** | Competitors riding to start from event HQ – see separate Risk assessment | Low | Riders given instructions of route to startCompetitors instructed NOT to warm up on route/Plenty of space at HQ for turbo trainers/rollers |
| 0.3 miles | Minor road on left  | Emerging traffic | Low | Cycle event warning sign x2 on  |
| 1 mile | Minor road on right | Emerging traffic | Low | Cycle event warning sign x2 |
| 1.2 | Coombe Keynes ST840844 | Emerging traffic | Medium | MarshallCycle event warning sign x2 |
| 1.7 | Lime Kiln Farm | Farm traffic | Low | Cycle event warning sign x1 |
| 3.1 | Lulworth Camp 383816 | * Oncoming traffic
* Left turn to B3070
* Slight adverse camber
* Riders approach too fast and overshoot into oncoming traffic
 | Medium | Warning on start sheet re. turnCycle event warning sign x4Direction sign x2Marshall x2 |
| 3.2 | Lulworth Camp on right | Sudden noise – tanks firing on range | Low | Warning on start sheetOrganiser to check firing times from MoD website |
| 4.3 | East Lulworth 385818 | Bear left into villageMinor rd on right | Low | MarshallDirection signCycle event signs x2 |
| 4.4 | East Lulworth 385819 | * Minor road on right
* Entrance to PH on right
* Sharp left & right bends in road through village
* Oncoming traffic
 | medium | Cycle event warning sign x2Direction Sign x2MarshallWarning on start sheetPub given advance notice. |
| 4.5 | On left (Castle entrance)385820 | Emerging traffic | Low | Cycle event signs x1Marshall |
| 4.6 | Minor road on left from Coombe Keynes386822 | Emerging traffic | Low | Cycle event signs x2 |
| 4.9 | Minor roads on right 386823 | Emerging traffic | Low | Cycle event signs x2 |
| 7.5 | West Holme crossroads 388855 | Left turn into Minor road (Holme Lane)Emerging traffic at crossroads | Low | Cycle event signs x4MarshallDirections signs x2 |
| 8.5 | East Stoke 387862 | Minor crossroads. Emerging traffic | Low | Cycle event signs x2 |
| 9 | Minor lane (Wood Street) 386861 | Minor road on left. Emerging traffic. | Low | Cycle event signs x2 |
|  | **Finish****384868** | Timekeepers vehicleRiders stopping to query timekeeper |  | Chequered board/flag. Instructions on start sheet – not times will be given/no stopping/no U-turns at FinishSpotter to act as MarshallCycle event sign x1 |

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| The small junctions or entrances to farms/ facilities 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: 13/2/2021**

CYCLING TIME TRIALS

The national governing body for CYCLING time trials

[www.ctt.org.uk](http://www.ctt.org.uk)

SOUTH DISTRICT COUNCIL

COURSE DETAILS FOR START SHEETS & RISK ASSESSMENT

COURSE NUMBER P454/10

INDEX

* Guidance Notes for Event Promoters
* Summary of Course
* Details for Start Sheets
* Course Risk Assessment
* Map of Course with Ordnance Survey Grid Reference Squares
* Street Maps to aid identification of Hazards Event Risk Assessment

CYCLING TIME TRIALS - SOUTH DISTRICT COUNCIL

COURSE NUMBER: P454/10

Distance: 10 miles. **Short Description:** Wool – West Lulworth – East lulworth- West Home - Wool Circuit

**GUIDANCE NOTES FOR PROMOTING SECRETARIES**

RISK ASSESSMENT. Promoting Secretaries should refer to the Course Risk Assessment and check that all measures to reduce risks have been covered.

Promoting Secretaries should complete an Event Risk Assessment to identify any additional risks arising shortly before the event and brief competitors if necessary. Promoting Secretaries should still complete an Event Risk Assessment even if there were no additional hazards, and return it to the District Secretary.

FIELD PLACEMENT. Whilst the underlying principle of field placement is to arrange the starting position of each rider to avoid paced and company riding, the overriding consideration must be the Safety of Competitors.

The event should be on the road for as little time as practicable, so that slower riders are not exposed to the danger of becoming left adrift by being placed at the end of the field. This will also reduce the duty of care placed on marshals and timekeepers who may not be aware that riders are still out on the course. The Safety of Competitors must be given priority over the strict application of the principle of field placement as per Guidance Note No.8.

In order to reduce the danger to the slower riders, consideration should be given to placing faster riders at the end of the field even though their potential time might qualify them for a higher spot nearer the front of the field. The latter part of Guidance Note No. 8 may also be helpful in this respect

**NOTES TO BE INCLUDED ON START SHEETS/START CARDS or DISPLAYED AT SIGNING-~ON SAFETY INSTRUCTIONS**

Riders must:

Ensure their cycle is in a safe and roadworthy condition prior to starting the event and that is has working brakes, front and rear.

Any rider observed riding in a manner which may jeopardise his or her own safety, the safety of others and the future of the Sport will be disqualified and reported to the South District Council of Cycling Time Trials.

REAR LIGHTS

Riders must have a working rear light attached to their cycle prior to starting the event

SAFETY HELMETS

For events where helmets are not compulsory, the following should be printed on all Start Sheets: “In the interests of your Own Safety, Cycling Time Trials and the event promoters strongly advise competitors to wear a HARD SHELL HELMET that meets an internationally accepted safety standard. Cycling Time Trial regulations require all competitors under the age of 18 years to wear a Hard Shell Helmet ”. For events where helmets are compulsory, the notice should read “All competitors in this event are required to wear HARD SHELL HELMETS, which should meet an internationally accepted safety standard”. Any rider failing to wear a Hard Shell Helmet in such an event MUST be disqualified and this must be stated on the Start Sheet.

SIGNING-ON SHEET & RACE NUMBERS Riders must sign the Official Signing-On Sheet at the Event HQ to obtain their Race Number and sign the official Signing Out sheet after the event..

SAFE ROUTES TO START AND FROM FINISH

Please see the attached ‘Route to the start’ Risk assessment.

GUIDANCE NOTES FOR PROMOTING SECRETARIES: DUTY OF CARE

1. The Riders

The Primary “Duty of Care” rests with the Riders. It is their responsibility to:

· comply with traffic law and regulations; the Highway Code and the Risk Assessment. Failure to comply renders a Rider liable to disqualification and possible further disciplinary action.

· observe the measures taken by the Highways Authorities to reduce risks and conflict with other road users.

· ride in a manner that is safe for themselves and all others.

· accept they participate at their own risk and must rely on their own ability and judgement in dealing with all hazards.

1. Other Road Users Other Road Users, particularly drivers, have a “Duty of Care”.

It is their responsibility to:

· comply with traffic law and regulations and to obey the Highway Code.

· observe the measures taken by the Highways Authorities to reduce risks and conflict with other road users.

· drive in a manner that is safe for themselves and all others.

· accept that cyclists have a legal right to use the Highway.

1. The Highways Authorities

The Highways Authorities have a “Duty of Care” to provide a Safe Road Infrastructure. It is their responsibility to:

· identify locations where there is a potential for conflict between road users.

· reduce conflict by the use of signs, road markings or physical systems such as traffic lights and roundabouts.

· reduce risks caused by hazards such as sharp bends, steep hills and narrow sections of road, wild life and vulnerable people by signing and road markings.

· decide speed limits and implement traffic calming measures to reduce accidents.

· repair defective road surfaces, cut back vegetation, remove abandoned cars and fly tipping.

1. The Governing Body for Cycle Time Trials

The District Council of the Governing Body has a “Duty of Care”. It is their responsibility to:

· check what the Highways Authorities have done is suitable for cycle time trials by carrying out a Course Risk Assessment and introducing additional specific measures to make the road safer for Riders and other road users. If additional measures are not required this will be recognised and signified on the Course Risk Assessment by the words “No additional measures required”.

· instruct the Promoting Secretary (Event Organiser) on action to reduce all risks to “LOW”.

1. The Event Organiser (or Promoting Secretary)

The Promoting Secretary (Event Organiser) has a “Duty of Care”. He or she is responsible for:

· implementing the Measures to Reduce Risk identified in the Course Risk Assessment.

· completing an Event Risk Assessment to identify any additional risks arising shortly before the event and briefing Riders if appropriate, and taking measures to reduce new risks to “LOW”. This could include contacting the Highways Authority to eliminate hazards, eg; potholes, broken grids, and abandoned cars as part of the Authority’s “Duty of Care”

· submitting an Event Risk Assessment to the District Secretary of the Governing Body after the event. It there were no additional hazard, a Nil Return is required.