

CYCLING TIME TRIALS

The national governing body for CYCLING time trials
www.ctt.org.uk

SOUTH DISTRICT COUNCIL

COURSE DETAILS FOR START SHEETS

&

RISK ASSESSMENT

Old Ridgeway Hill-climb

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COURSE: Old Ridgeway Hill-climb

Distance...0.62mi.....Short Description.....Old Ridgeway Hill-Climb.....

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*:

- Descend with care to the start, keeping to the left.
- Keep to the left when climbing.

Riders *must not*:

- Warm up on the course once the race has started.
- Obstruct the finish area once the race has started.

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.

SAFETY NOTICE

The National Committee strongly recommends that the following warning appears on all start sheets –

IN THE INTERESTS OF YOUR OWN SAFETY,

In accordance with CTT Regulation 14(i), No competitor shall be permitted to start either an event unless such competitor has affixed to the rear of their machine a working rear red light, either flashing or constant, that is illuminated and in a position that is clearly visible to other road users.

In accordance with CTT Regulation 14(j), No competitor shall be permitted to start either a Type A or Type B event unless such competitor has affixed to the front of their machine a working front white light, either flashing or constant, that is illuminated and in a position that is clearly visible to other road users.

In accordance with CTT Regulation 15, ALL competitors must wear a Protective HARD SHELL HELMET that meets an internationally accepted safety standard.

SIGNING-ON SHEET & RACE NUMBERS

Riders must sign the Official Signing-On Sheet at the Event HQ to obtain their Race Number.

USUAL HQ : If fine, at the finish, if wet under the bridge near the start

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SAFE ROUTE TO START : N/A

SAFE ROUTE FROM FINISH: Descend carefully, keeping left.

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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.

2. 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.

3. 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.

4. 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”.

5. 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. If there were no additional hazard, a Nil Return is required.

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FULL COURSE DESCRIPTION FOR START SHEETS

Start at metal gate at the bottom of the Ridgeway adopted road cycle path (SY674851), finish top dead centre of bridge over A354 (SY671859).

COURSE RISK ASSESSMENT

Approved by the District Council for Time Trial Secretaries and Promoting Secretaries.

	Location	Details of hazard(s)	Risk level	Rationale for this assessment of risk level	Measures required to reduce / keep risk level Low
1	Whole course	Traffic count	Low	This adopted road is closed to through vehicular traffic. The average traffic count for this course, on a Tuesday evening between 7pm and 8pm is 20 units, and Sunday morning between 9am and 10am is 14 units.	Repeat annually.
2	Whole course	Sunset / low sun / darkness	Medium	Riders riding at or around sunset in low sun and/or reduced visibility may not see hazards and/or be at risk from other highway users not seeing them.	1. Timekeeper to ensure that last rider leaves the start before sunset. If the field is very large early or late season the time keeper will limit the size of field to comply. 2. Timekeeper to assess visibility and cancel if s/he considers light levels are too low and/or riders must be have lights in order to see and be safe. Note: Early season sunset times: April 19:40-20:17 May 20:30-21:00 Late season sunset times: August 20:53-19:55.
3	Whole course	Ad hoc hazards such as debris	Low	Course on an adopted road, with very low traffic, regular use as a footpath and cycleway means users are able to clear the road of hazards.	Time keeper to ride or walk the course before the race and report hazards to start timekeeper and riders - or cancel if hazards present a medium or high risk to the riders or other road users. This task may be completed by a volunteer desingated by the time keeper.

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	Location	Details of hazard(s)	Risk level	Rationale for this assessment of risk level	Measures required to reduce / keep risk level Low
5	Start / whole course	Other users of the adopted highway unaware of event	Low	<p>The risk is low because: virtually all traffic is pedestrian or cyclists, approaching the course with care.</p> <p>All entrances onto the course are very low traffic volume (farm vehicles only), and require drivers to stop and check for cyclists as a matter of course.</p>	<p>Cycle event warning sign at top (2 signs, one for the approach from Dorchester / the North, and one from the East / Broadmayne.</p> <p>Cycle event warning sign for the bottom of course at the intersection of the highway and adopted road.</p>
6	Start (SY674851)	Stationary riders waiting to start	Low	<p>Time keeper parks away from the start so his/her vehicle does not impede visibility.</p> <p>Time keeper is on the grass verge, off the carriageway.</p> <p>Riders waiting to start must keep in single file and out of the main carriageway.</p>	<p>If necessary, timekeeper to remind riders to remain in single file, and close to the verge while waiting to start.</p> <p>No warming up on the course once the race has started.</p> <p>Risk assessment available online, and at the start reminding riders of potential risks and conduct required.</p>
7	250ft	Route 26 of the National Cycle Network joins/exits the course from the right	Low	<p>Hill climb riders will be to the left of the roadway so will not impede the progress of descending riders exiting the course.</p> <p>Visibility for riders joining the course from NCN Route 26 is good.</p> <p>Riders joining the course at this point would have to stop because of the risk of collision with descending cyclists and pedestrians.</p>	No additional measures
8	286ft	Field entrance / exit on right	Low	<p>Occasional agricultural access only.</p> <p>Farm workers aware of risks from descending cyclists, always enter/exit with care.</p>	No additional measures

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	Location	Details of hazard(s)	Risk level	Rationale for this assessment of risk level	Measures required to reduce / keep risk level Low
9	366ft	Field entrance / exit on left	Low	Occasional agricultural access only. Farm workers aware of risks from descending cyclists, always enter/exit with care.	No additional measures
10	0.16 miles	Field entrance / exit on right	Low	Occasional agricultural and mobile transmitter mast maintenance access only. Farm workers / telephone engineers aware of risks from descending cyclists, always enter/exit with care.	No additional measures
11	0.25 miles	Farm access on left	Low	Occasional agricultural access only. Farm workers aware of risks from descending cyclists, always enter/exit with care. Road widens to allow turning at this point, very good visibility.	No additional measures
12	0.58 miles	Field entrance / exit on right	Low	Occasional agricultural access only. Farm workers aware of risks from descending cyclists, always enter/exit with care.	No additional measures
13	0.6 miles	Wide field entrance / footpath exit on left hand side of right hand bend.	Low	Occasional agricultural and recreational cyclist/pedestrian access only. Good visibility for traffic. Intersection within sight of finish timekeeper.	No additional measures

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	Location	Details of hazard(s)	Risk level	Rationale for this assessment of risk level	Measures required to reduce / keep risk level Low
14	0.62 miles: Finish (SY671859)	Timekeeper Competitors who have completed the race obstructing riders	Low Low	Timekeeper is able to stand to the side of the bridge, by the parapet and see approaching competitors and other users of the roadway. There is cycle path in two directions after the finish allowing riders to safely slow, stop, and turn without impeding competitors or other users of the roadway.	No additional measures This risk assessment will be available online and at the start advising riders to ensure that they leave the carriage way free for competitors to finish unobstructed. Time keeper to issue instruction to any riders obstructing the course or access for other users of the roadway.

TIME RESTRICTIONS ON USE OF COURSE

Day(s)	Months	Last Rider on Road (am events)	First Rider on Road (pm events)
Weekdays Saturdays Sundays (& Bank Holidays)			None

ORDNANCE SURVEY MAPS COVERING COURSE WITH GRID REFERENCE SQUARES

MAP DETAILS: Ordnance Survey - Landranger Series Sheet 194
Grid Square References : Start: SY 67421 85135 / Finish: SY 67142 85904

STREET MAPS to aid identification of Hazards

STREET ATLAS: Philip's street atlas Dorset Bournemouth and Poole
Scale 3.5 inches to 1 mile (5.52 cm to 1Km)
Published by George Philip Ltd (Philip's)

Document History:

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Description/Amendments	By (name/Club)	Version No	Date Changes Made
Original Risk Assessment (Including traffic counts)	Andrew Preston and Jeremy Guy, CC Weymouth	2014/1	September 2014
2016 Risk Assessment	Andrew Preston		Feb 2016
Amended section "IN THE INTERESTS OF YOUR OWN SAFETY" to reflect revisions to CTT regulations 14(i), 14(j) and 15 requiring competitors to use front & rear lights and wear a protective helmet.	Andrew Jackson		Feb 2022

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EVENT RISK ASSESSMENT

To be prepared by the Promoting Secretary to identify specific additional hazards and returned to the District Secretary.

PROMOTING CLUB:.....

DATE OF EVENT:

DAY OF WEEK..... START TIME

SPECIFIC RISKS

Location	Details of Hazard	Risk H/M/L	Measures to Reduce Risk
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Signed.....Date.....

GUIDANCE NOTES for Promoting Secretary

The purpose of this form is to forward details of any additional hazards or incidents that occurred during the event, that may require an amendment to the Course Risk Assessment and record any measures taken to reduce risks from additional hazards.

Location should include Ordnance Survey Grid Reference to ease identification of hazard.

Inspect the Course during the week before Race Day for additional hazards such as potholes, broken grids and abandoned cars and contact the Highway Authority to have them eliminated as part of their responsibility for “Duty of Care”. Also inspect the Course for other incidents and hazards such as temporary road works, diverted traffic, other local events, mud and parked vehicles.

Please record any measures you took to reduce risk including replacing marshals and any comments on additional measures that might be added to the Course Risk Assessment for future events.

A completed copy of this form should be sent to the District Secretary after the event even if there were no additional hazards to report.