



Risk Assessment

Course/Road(s) Assessed: Bruntingthorpe 10

Course: Local to Welland Valley CC

Date of Assessment/Review: 30/07/2020

Name of Assessor: Timothy Smith

Course Description: The course is a former airfield; its current usage is as a motor vehicle proving ground and as vehicle storage. There will be no vehicle movements when being used for the purpose of cycling Time Trials. All movements on track will be in a clockwise direction.

START: On section of track adjacent to the Whittle building, at start of junction with 1st service road. Riders complete 3.1 laps of circuit before;

FINISH: On section of track adjacent to the Whittle Building at end junction with 2nd service Road.

Traffic Flows:

The course is on a private airfield with no moving traffic

Course/Event History: The course has not been used for Time Trials since 2013

Key Identified Risks

| Distance | Location | Identified Significant Risk/Hazards | Level of Risk Low/Med/High | Measures to reduce Risk (if applicable) |
|------------|--------------|--|----------------------------|---|
| Event | Whole Course | Course is a private airfield/proving ground, and is not subject to normal road marking or the 'Highway Code' | Low | All movements on the track will be in a CLOCKWISE direction |
| 0-10 miles | Whole course | Riders unfamiliar with course | Low | Riders to be encouraged to familiarise themselves with the course before riding at race speeds. Course maps and risk assessments to be available when signing on and available on club website. |

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|--|---|--|-----|--|
| 0-10 miles | Whole course | Uneven/broken surface pot holes and longitudinal gaps | Low | Whilst the surface is quite rough in some sections, initial inspection did not uncover any sections that may cause a danger to riders or throw them from their machine. Riders to familiarise themselves with the course Risk Assessment and maps. Any significant holes will be marked with a cone and a red flag. Riders to familiarise themselves with the course before riding at race speeds and avoid longitudinal gaps in sections of runway |
| 0-10 miles | Whole course | Time keeper, marshal, course setter and spectator vehicles | Low | All spectator and competitor vehicles must be parked away from the course. The only vehicles permitted on the track will be first aid vehicles in the event of an emergency. |
| 0-10 miles | Whole course | Competitors warming up /warming down once race has started | Low | Racing riders have right of way. Riders warming up/down must stay off of the racing line. Generally, riders warming up/down to use the outside of the track) and must stay alert for other riders. All riders to wear high visibility numbers on their back and have a working rear light. |
| 0 miles | START: On section of track adjacent to the Whittle building, at start of junction with 1 st service road | Passing cyclists | Low | Start area to be coned off, cyclists to line up in single file Warning signs for cyclists approaching start line. Timekeeper and other officials at start line in high visibility jackets. |
| 10 miles | Finish: On section of track adjacent to the Whittle Building at the end of junction with 2 nd service Road | Passing cyclists | Low | Finishing riders to be filtered towards finish line with traffic cones. Warning sign for cyclists approaching the finish. Time keeper in position in high visibility jacket. No riders to congregate near finish line |
| First Aid | First aid will be provided by Club officials trained to six-hour Emergency First Aid in the workplace qualification. Two such officials will be involved in the TT, with coaches running the adjacent Whizz Kids session also being trained to the same standard. | | | |
| 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:

30th July 2020