



| Rev | Date |
|-----|------|
| | |
| | |
| | |

RISK ASSESSMENT

Rev A

| | |
|---------------|-------------|
| Course | HCC244 |
| By | Paul Warren |
| Date | 14-08-2016 |

Course Description

Start by the top end of the metal railings on the road near the windmill

Proceed down the hill, then up and over Muswell, descending to turn left at the junction with the B4011
Continue on the B4011 to Oakley. Shortly after the national speed limit signs, turn left towards Brill.

In Brill, turn right twice past the triangular village green and continue on Thame Road
Turn left at the junction with the B4011.
In Long Crendon, turn left (opposite the Chandos pub) into Carters Lane.
At the "T" junction turn left towards Chilton.

At the church in Chilton, turn right to Dorton.

Go through Dorton and over the railway bridge, and take the next left towards Brill.

Take the next left turn, (about 2 miles) and go up to Brill
Finish at the BRILL sign on the right, at the start of the village.

Marshalls referred to in this course description (M1, M2) etc may be provided solely to indicate the course direction.
whatsoever in the risk assessment itself.

They have no role

Traffic Flows

ORGANISERS OF EVENTS IN 2016 ARE REQUESTED TO CARRY OUT A TRAFFIC COUNT DURING THEIR EVENT AND SUBMIT TO LWDC TOGETHER WITH THE EVENT RESULTS.

Course Restrictions

Consult LWDC Secretary

Course History

| No | Location | Appx Dist | Perceived Risk | Level | Action Required |
|----|---|-----------|--|--------|--|
| 1 | Start | | Traffic passing riders waiting to start | MEDIUM | Place warning sign before start. All officials to wear Hi-Viz upper garments . Riders to wear Hi Viz numbers on their backs. Riders attention to be raised to traffic movement at time of their start. Riders waiting to start must keep off highway . |
| 2 | Cross roads between Brill and Muswell hills | 0.3 miles | Riders crossing a cross roads at the bottom of a hill. Riders follow the main road, and do not have to give way, but may be travelling at speed. | MEDIUM | Signs adjacent to the give way signs on both approaches. |
| 3 | Junction with B4011 | 1.6 miles | Riders approaching a tight left turn at speed (from the Muswell Hill descent) onto a more major road, with relatively poor visibility. | MEDIUM | Sign on the approach to the junction from the North West (from Bicester). |
| 4 | Right turn at village green in Brill | 5.6 miles | Riders must turn right in Brill. | MEDIUM | Sign on the approach from the East |
| 5 | Left turn to rejoin B4011 | 8 miles | Riders must turn left, giving way to join a more major road. Visibility on the approach is good, and reasonable from the junction. | MEDIUM | Sign on approach to junction on B4011 from the West |
| 6 | Right turn in Chilton | 11.5 | Riders must turn right into a side road (traffic is light, and in a residential 30mph speed limit) | MEDIUM | Sign on approach to junction from West |
| 7 | Finish | 16.5 | Danger from passing vehicles | LOW | All officials to wear Hi-Viz upper garments . Riders to continue past finish without stopping . A finish chequer board or flag is to be displayed at finish. It must be fixed to ensure it is not affected by passing traffic. |
| | Wherever placing or removing signs | | Danger from passing vehicles | MEDIUM | Be very vigilant of traffic conditions It is strongly recommended that sign erectors wear Hi-Viz upper garments complying with BS EN 1150, BS EN 471 or ISO EN 20471:2013 |

Side road junctions, the small junctions or entrances to farms/facilities (garages, cafés etc) that are not mentioned in this risk assessment have been considered, they are not considered significant to pose a risk and therefore have not been noted.