## itv4

Watch the AJ Bell Tour of Britain exclusively live on ITV4 in UK. Join Matt Barbet, Pippa York, Ned Boulting and David Millar for live, flag-to-flag coverage of every stage and a nightly highlights programme.

ABERDEEN TO GLENSHEE SKI CENTRE
Sunday 4 September | Live 10:45-16:00 | Highlights 20:00

HAWICK TO DUNS
Monday 5 September | Live 10:45-15:45 | Highlights 22:00

## DURHAM TO SUNDERLAND

Tuesday 6 September | Live 11:00-15:45 | Highlights 22:00

## REDCAR TO DUNCOMBE PARK, HELMSLEY

Wednesday 7 September | Live 11:15-15:45 | Highlights 20:00

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WEST BRIDGFORD TO MANSFIELD
Thursday }8\mathrm{ September | Live 10:30-15:45 | Highlights 21:00
TEWKESBURY TO GLOUCESTER
Friday }9\mathrm{ September | Live 10:45-15:45 | Highlights 20:00
WEST BAY TO FERNDOWN
Saturday 10 September | Live 10:45-15:45 | Highlights 20:00
RYDE TO THE NEEDLES
Sunday 11 September | Live 10:45-15:45 | Highlights 20:00
```

Visit tourofbritain.co.uk or follow us on social media for highlights, behind-the-scenes exclusives and full race coverage.

## WELCOME

## MICK BENNETT

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## Welcome to the AJ Bell Tour of Britain 2022!

After the trials and tribulations of 2020 and 2021, preparations for this year's race have thankfully felt a degree more normal, allowing us to get ready for what's ahead. What a race we have in store for you all, a classic north to south challenge, from Aberdeen to the Isle of Wight in just eight days.

We would like to thank all our partners across the eight stages for their support of the race. We have visits to the cities of Durham, Sunderland and Gloucester, all of whom are new to the event, as well as first-ever stages in Dorset and, of course, on the Isle of Wight. We also make a very welcome return to Yorkshire on stage four for what looks set to be an incredible day of racing with a very scenic backdrop.
'm also delighted that the race will return to old favourites such as the Scottish Borders and Nottinghamshire. Furthermore, having welcomed the Tour Series three times between 2017 and 2019, and then playing host to last year's final stage, Aberdeen and Aberdeenshire are beginning to feel like home for us!

Our thanks must also go to AJ Bell, our title partner, and SKODA, the team behind the organising team, for their continued support. Additionally, l'd like to welcome Adyen and cottages.com to the race for the first time. It is through the support of the whole family of partners and suppliers that the AJ Bell Tour of Britain is made possible. It is a family that we are seeking to expand in order to grow the event; hopefully watching and enjoying this year's race will be brands and organisations who you will see represented in these pages come 2023.
would also like to welcome all the teams, riders and staff coming to the AJ Bell Tour of Britain this year from Europe and beyond. We understand that this has become considerably more expensive and now poses a greater logistical challenge than in the past.

Against them we have six home teams, led by INEOS Grenadiers and a Great Britain national team, but also a quartet of UCI Continental squads - Ribble Weldtite Pro Cycling, Saint Piran, TRINITY Racing and Wiv SunGod. We expect them to be in the thick of the action from day one to make the most of the opportunity presented to them.
Finally, on behalf of the AJ Bell Tour of Britain and British Cycling, I would like to thank everybody who engages with this year's race. Whether that's spectating from the roadside or watching at home on TV, I hope that you enjoy the eight days of racing.


## Mick Bennett

AJ Bell Tour of Britain race director

## OUR GRATITUDE

PARTNERS AND STAKEHOLDERS


The AJ Bell Tour of Britain wish to thank: their commercial partners, sponsors and regional stakeholders, the highways authorities, Police and Emergency services, town planning departments, leisure services, tourism boards and the many volunteers who help to make the AJ Bell Tour of Britain possible each year.

OUR GRATITUDE PARTNERS AND STAKEHOLDERS

Our thanks also go to:
SweetSpot would like to thank the following organisations for their help. ACOS Medical (medical cover); ARB Events (PA \& sound); Century TV (television production); Destinations Sports Travel (accommodation); Communications Specialists (radio \& communications) CSM Live (event branding); Daytona Stage Hire (staging); Green Tea Live (catering); Jeroen Annaert (team artwork); MatSport (timing); Roman Van Hire (vehicles); Sotic (website); Sunbelt Rentals (barriers \& fencing); SWpix.com (photography); Xpressions (units).

STAGE ONE ABERDEEN TO GLENSHEE SKI CENTRE


STAGE TWO HAWICK TO DUNS

| EIS Scottish |
| :--- | :--- |
| Borders |
| COUNCIL | EventScotland

STAGE THREE DURHAM TO SUNDERLAND


STAGE SIX TEWKESBURY TO GLOUCESTER

|  | -4込 |
| :---: | :---: |
| 6loucestershire | South Gloucestershire |
|  | Delivering foryou |

STAGE SEVEN WEST BAY TO FERNDOWN

| Dorset <br> Council | $\begin{aligned} & \text { Transforming Travel } \\ & \text { Trate } \end{aligned}$ | VISIT DORSET | "Hanson HEIDELBERGCEMENTG |
| :---: | :---: | :---: | :---: |

stage elght RyDE TO THE NEEDLES


TOTAL DISTANCE $\longleftrightarrow$

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$1 \begin{aligned} & \text { ABERDEEN TO GLENSHEE SKI CENTRE } \\ & \text { SUNDAY } 4 \text { SEPTEMBER }\end{aligned}$


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 GETESTINGTransfer to our stocks and shares ISA and wake up your savings. Open an account today.
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## NEWS

## 2)AJBell Tous ${ }^{2}$日aiTRIn



AJ Bell have been confirmed as title partner of this year's Tour of Britain. The Manchester-based investment platform will become the title partner of Britain's leading cycling race for the second year running, following the event's success in 2021.

AJ Bell will sponsor the new-for-2022 red leader's jersey, while Dodl, the company's easy-to-use, no-nonsense investment app, will lend its name to the points jersey.

Andy Bell, chief executive at AJ Bell, commented: "It's great to see so many new locations along the route this year, no doubt inspiring new and existing cycling fans in its path."

RACE FANS CAN ENJOY 15\% OFF
THEIR TRAVEL TO THE ISLE OF WIGHT
FOR STAGE EIGHT COURTESY OF RED FUNNEL AND WIGHTLINK. VISIT

## TO BOOK.

GET YOUR HANDS ON EXCLUSIVE
AJ BELL TOUR OF BRITAIN MERCHANDISE TODAY! OUR LIMITED 2022 RANGE IS
AVAILABLE ONLINE NOW AT


The 18 teams racing in this year's AJ Bell Tour of Britain include BORA - hansgrohe, who will compete in the event for the first time since 2014, and two debutants.

One of five UCI WorldTeams in action at this year's race, BORA - hansgrohe last competed in the event when they were known as NetApp - Endura. Their record in the race includes one stage win (Czech rider Leopold König triumphed in Caerphilly 10 years ago) and third overall for compatriot Jan Barta in 2011.
Three months after their women's team competed in their first edition of the Women's Tour, the AJ Bell Tour of Britain's sister race, Uno-X Pro Cycling Team will make their debut in the UK's leading men's cycling event. The race will also welcome the Bingoal Pauwels Sauces WB team from Belgium for the first time
Among the other competing teams are INEOS Grenadiers, who will look to go one better than the 2021 Tour, in which young British star Ethan Hayter placed second overall. Israel Premier Tech, Movistar Team and Team DSM complete our UCI WorldTeams entrants.


To celebrate the partnership between the AJ Bell Tour of Britain and cottages.com, we are offering you the chance to win a $£ 1,000$ voucher to spend on a holiday of your choice, as well as a signed jersey from one of the Tour of Britain classification winners.
cottages.com, part of the Awaze group, is the UK's leading provider of holiday cottages and luxury homes. For over 40 years, cottages.com has been proudly offering an incredible choice of holiday homes across Britain, from coastal retreats to country castles and rural hideaways.

With more than 21,000 holiday properties spread across stunning locations in England, Scotland and Wales, there is plenty to choose from. And with more than 5,000 bike-friendly cottages to discover you can book a holiday with a spin. Whether you're looking for brisk bike rides along country lanes or a cycle next to the sea, there is something for everyone.
Visit bit.ly/3BPyZZR to enter the prize draw.
*GB residents and 18+ only. Competition runs from 9am on Tuesday 9 August 2022 to 11:59pm on Sunday 11 September 2022. No purchase necessary.


LEADERS' JERSEYS REVEALED

Richie Porte will retire from professional cycling after 13 seasons as a professional at the AJ Bell Tour of Britain.
The 37-year-old Australian made his debut in the UK's biggest race in 2010, his first season as a professional, riding for Saxo Bank. He finished fourth overall after recording top-10 stage finishes in Swansea, Teignmouth and Colchester.

An illustrious career followed: Porte went on to win Paris-Nice (2013, 2015), the Critérium du Dauphiné (2021), Tour de Romandie (2017) and the Tour de Suisse (2018), as well as finishing third overall at the Tour de France in 2020. The Tasmanian also helped Sir Bradley Wiggins and Chris Froome win the Tour de France in 2012, 2013 and 2015.

He returned to the AJ Bell Tour of Britain in 2021 and formed part of the INEOS Grenadiers line-up that stormed to victory in the Carmarthenshire team time trial on day three of the race.

The four Madison Clothing leaders' jerseys that are up for grabs at this year's race have been revealed.
Sponsored by AJ Bell, this race leader's jersey is red for the first time in modern tour history. With none of the 18 competing teams wearing the same colour, the rider topping the standings will be easy to pick out in the peloton.
The blue points jersey will be sponsored by Dodl, AJ Bell's easy-to-use, no-nonsense investment app. This is awarded to the most consistent finisher in the race and has previously been won by standout names such as Mark Cavendish.

For the 11th edition running the race's best climber will wear the ŠKODA King of the Mountains jersey, which features the contours of Carlton Bank in North Yorkshire as part of its design.

The final jersey has a fresh new look for 2022, with Tour of Britain hospitality partners Sportsbreaks.com partnering with our white sprints jersey.
Madison has created rider apparel since 1977, creating cycling clothing that's made to help everybody ride whatever the weather.

## ONE MINUTE WITH DAN MARTIN

Dan Martin, the official ambassador of the AJ Bell Tour of Britain, sat down with our friends at Sportsbreaks.com to talk as much about cycling in the space of one minute.


I rode six editions of the Tour during my career. My best result actually came on debut in 2008 - I finished fourth overall. I was on for a podium place until the final stage in Liverpool, where Ian Stannard got a time bonus in a sprint and jumped me on GC.


I've got some really great memories of the race. Attacking with Nairo Quintana on Honister Pass in Cumbria during the 2013 race is one that always comes up. Yes - it was as wet that day as it looked! Because of my style of racing and the British terrain, I felt the only chances I'd have had to take victories were if I went for long-range attacks.


I always said that when I retired I'd go and visit the races I never raced. Sitting in the velodrome to watch the Paris

- Roubaix finish is on my to-do list. It surprises people when I tell them that I never raced Milan - Sanremo (because it clashed with the Tour of Cataluyna), so that's another to tick off.

One of the reasons I retired at the end of last year was so that I stopped when I still loved cycling. Riding my bike was always a social experience for me, so l've been keen to maintain that. I don't go out in the rain anymore - not yet anyway!


I know the roads of the Isle of Wight very well from my time training there throughout my life. The stage is potentially harder than it may appear - there are a lot of short, steep climbs - like the one coming out of Ventnor, for example, and the potential for crosswinds late on, which could play havoc with the tired legs in the peloton. Whoever takes the victory will be a deserved winner. I can't wait to see how the racing plays out!
"I'm excited to be back on the Tour in 2022. Ill be in hospitality to meet fans and answer their questions, as well as riding the final kilometres of each stage as part of a new race day experience the event is offering. l've promised myself not to race up any of the climbs!"
*Visit destinationsportexperiences.com/Cycling/Hospitality to purchase exclusive AJ Bell Tour of Britain fan packages.

## IN FOCUS

Take a closer look at the eight stages that make up this year's AJ Bell Tour of Britain with route director Andy Hawes. Having been involved with the race since 2009, this is the 11th edition that he has designed.

Follow Andy on social media: @FastHawesy

How would you describe this year's route? 'Unpredictable. It's an extension of the 2021 route, which proved really popular with riders, teams and fans alike. Having six lead changes in eight days and seeing the race get decided on the finish line in Aberdeen gave us confidence to be bolder in our thinking for this year's Tour."

Talk us through the decision to start and finish the race with tough finishes
It's genuinely exciting and transforms the dynamic of the race. We've had GC-shaping days on stages two and three before, but to have one to begin is something we've wanted to do for a long time. The finish at Glenshee Ski Centre is perfect for this: yes there'll be a shakedown, but l'd be stunned if we see a solo winner and everybody else conceding a costly amount of time. Obviously without the support of the host venues this type of opening stage would be harder to do, but I think that, especially in this video-led social era we live in, cycling fans crave something different to the norm.
"While we understand that many people loved the race's ceremonial finale in London, our decision to move away from that circuit race and end the race in other parts of

Britain has paid off. We almost saw the race lead change hands [from Lars Boom to Edvald Boasson Hagen] when we finished in Cardiff in 2017; we had the sight of leader Mathieu van der Poel attacking around Greater Manchester in 2019 and then there was last year's drama involving Wout van Aert and Ethan Hayter. I like the fact that the climb up to The Needles is different to Glenshee, too: it's short but steep to end. And who doesn't love a couple of hairpins?!"

How much fun did you have designing stage four between Redcar and Duncombe Park, Helmsley?
"A lot - and then some! It's probably worth pointing out that stages one $(2,516 \mathrm{~m})$, two $(2,457 \mathrm{~m})$ and three $(2,479)$ aren't far behind in terms of its total elevation $(2,669 \mathrm{~m})$, but it's just relentlessness of this route that makes it fascinating to me. Also, it's significantly shorter than all of those stages. We're practically at sea level when we pass through Whitby, too - hopefully the riders have time to enjoy the fish and chip smell there because it quickly turns tough again! The really interesting part was linking up how to get from there to the finish in Duncombe Park. I could probably take a
blank map, or pull up roadside somewhere in the Moors and go left onto another climb as opposed to taking the route which is being used and work my way south to the finish line from there, but l'm happy that this stage has a good blend of towns and villages alongside climbs that more people should know about."

## Which stage could surprise the riders?

 "Stage two is my go-to pick for that - which s actually a bit like how it was in last year's race. We've not had a day-long breakaway stay clear that early in the race since 2016 Of course, in this day and age, teams are so well prepared that they'll know what's coming, but having the three ŠKODA King of the Mountains climbs [Wanside Rigg, Mainslaughter Law, Hardens Hill] in the final 30 kilometres completely changes the dynamic of the stage. It's a really fast descent into the finish in Duns, so a bunch sprint definitely isn't guaranteed."
## What else should we look out for?

"All the stages have got their own charm and characteristics. Stage three between Durham and Sunderland mixes the old and the new, from starting by UNESCO

World Heritage Sites and finishing in an area of major development. We know that Nottinghamshire's residents are huge supporters of the race, and that they'll turn out en masse and decorate where they live!"

Stage six - which packs in Tewkesbury Abbey, the Cotswolds and Gloucester Docks - feels quintessentially British. The Jurassic Coast and all of the history that ines the route of the Dorset stage just takes my breath away every time. Then there's the novelty of getting on a ferry to the Isle of Wight, which isn't something many races can say they do!"

When does the planning start for 2023? Within a couple of weeks of this race finishing. It's a year-long process and, while cannot say anything about where the race will be going, we'll have stages in parts fritain that we've not visited in over a decade. That's obviously really exciting as t keeps things fresh; the main downside is that we we'll need to take an in-depth look at the local road infrastructure, furniture and condition as that's outside our current knowledge base."

## From grassroots to gold medals \#EVERYONEWINS

## ジ BRTASH <br> 0 OCYCUNG

# ROLL OF HONOUR <br> 2004-2021 

The AJ Bell Tour of Britain has been graced by the world's best riders since it returned to the calendar 18 years ago, many of whom have either won stages or claimed one of the race's jerseys and awards.

## 2) AJBell 

UCI 3 ?


Presented after each stage to the rider who has completed the race in the fastest overall time.

| AJ BELL LEADER'S JERSEY |  |  |
| :--- | :--- | :---: |
| 2021 | Wout van Aert | BEL |
| 2019 | Mathieu van der Poel | NED |
| 2018 | Julian Alaphilippe | FRA |
| 2017 | Lars Boom | NED |
| 2016 | Steve Cummings | GBR |
| 2015 | Edvald Boasson Hagen | NOR |
| 2014 | Dylan Van Baarle | NED |
| 2013 | Sir Bradley Wiggins | GBR |
| 2012 | Nathan Haas | AUS |
| 2011 | Lars Boom | NED |
| 2010 | Michael Albasini | SWI |
| 2009 | Edvald Boasson Hagen | NOR |
| 2008 | Geoffroy Lequatre | FRA |
| 2007 | Romain Feillu | FRA |
| 2006 | Martin Pedersen | DEN |
| 2005 | Nick Nuyens | BEL |
| 2004 | Mauricio Ardila | COL |



Presented after each stage to the rider who has claimed the most points across the line at the finish.

| DODL BY AJ BELL POINTS JERSEY |  |  |
| :--- | :--- | ---: |
| 2021 | Ethan Hayter | GBR |
| 2019 | Matteo Trentin | ITA |
| 2018 | Patrick Bevin | NZL |
| 2017 | Alexander Kristoff | NOR |
| 2016 | Dylan Groenewegen | NED |
| 2015 | Owain Doull | GBR |
| 2014 | Michal Kwiatkowski | POL |
| 2013 | Martin Elmiger | SWI |
| 2012 | Boy van Poppel | NED |
| 2011 | Geraint Thomas | GBR |
| 2010 | Greg Henderson | NZL |
| 2009 | Edvald Boasson Hagen | NOR |
| 2008 | Matt Goss | AUS |
| 2007 | Mark Cavendish | GBR |
| 2006 | Mark Cavendish | GBR |
| 2005 | Luca Paolini | ITA |
| 2004 | Julian Dean | NZL |



Presented after each stage to the ride who has claimed the most points over the top of the race's categorised climbs.

ŠKODA KING OF THE MOUNTAINS JERSEY

| 2021 | Jacob Scott | GBR |
| :--- | :--- | ---: |
| 2019 | Jacob Scott | GBR |
| 2018 | Nic Dlamini | RSA |
| 2017 | Lukasz Owsian | POL |
| 2016 | Xandro Meurisse | BEL |
| 2015 | Peter Williams | GBR |
| 2014 | Mark McNally | GBR |
| 2013 | Angel Madrazo | ESP |
| 2012 | Kristian House | GBR |
| 2011 | Jonathan Tiernan Locke | GBR |
| 2010 | Johnny Hoogerland | NED |
| 2009 | Thomas De Gendt | BEL |
| 2008 | Danilo Di Luca | ITA |
| 2007 | Ben Swift | GBR |
| 2006 | Andy Schleck | LUX |
| 2005 | Julian Winn | GBR |
| 2004 | Ben Day | AUS |



Presented after each stage to the rider who has claimed the most points at the race's designated sprint points.

| SPORTSBREAKS.COM SPRINTS JERSEY |  |  |
| :--- | :--- | ---: |
| 2021 | Jacob Scott | GBR |
| 2019 | Rory Townsend | IRL |
| 2018 | Alex Paton | GBR |
| 2017 | Mark McNally | GBR |
| 2016 | Jasper Bovenhuis | NED |
| 2015 | Peter Williams | GBR |
| 2014 | Sebastian Lander | DEN |
| 2013 | Ángel Madrazo | ESP |
| 2012 | Peter Williams | GBR |
| 2011 | Pieter Ghyllebert | BEL |
| 2010 | Michał Gołaś | POL |
| 2009 | Thomas De Gendt | BEL |
| 2008 | Edvald Boasson Hagen | NOR |
| 2007 | Mark Cavendish | GBR |
| 2006 | Johan Vansummeren | BEL |
| 2005 | Eric Baumann | GER |
| 2004 | Rodney Green | RSA |



This classification recognises the highest-placed home rider on the general classification.

| BEST BRITISH RIDER CLASSIFICATION |  |
| :--- | :--- |
| 2021 | Ethan Hayter |
| 2019 | Matthew Holmes |
| 2018 | Scott Davies |
| 2017 | Geraint Thomas |
| 2016 | Steve Cummings |
| 2015 | Owain Doull |
| 2014 | Sir Bradley Wiggins |
| 2013 | Sir Bradley Wiggins |
| 2012 | David Clarke |
| 2011 | Steve Cummings |
| 2010 | Rob Partridge |
| 2009 | Russell Downing |
| 2008 | Steve Cummings |
| 2007 | Evan Oliphant |
| 2006 | Russell Downing |
| 2005 | Yanto Barker |
| 2004 | Roger Hammond |



This classification recognises the team whose highest-placed three riders complete the race in the lowest cumulative time.

## TEAM CLASSIFICATION

2021 Deceuninck - Quick-Step
2019 Team INEOS

2018 Team Lotto NL Jumbo
2017 Team Lotto NL Jumbo
2016 Team Sky
2015 Cannondale Garmin
2014 IAM Cycling
2013 Team Sky
2012 Saur Sojasun
2011 Team Sky

2010 Vacansoleil DCM
2009 Rabobank
2008 Agritube
2007 Fuerteventura Canarias
2006 Team CSC
2005 T-Mobile
2004 MrBookmaker.com

## alycn

This classification recognises the rider who has been the most aggressive throughout the race.

| ADYEN COMBATIVITY AWARD |  |  |
| :--- | :--- | :--- |
| 2021 | Jacob Scott | GBR |
| 2019 | Dylan van Baarle | NED |
| 2018 | Matt Holmes | GBR |
| 2017 | Graham Briggs | GBR |
| 2016 | André Greipel | GER |
| 2015 | Owain Doull | GBR |
| 2014 | Alex Dowsett | GBR |
| 2013 | Kristian House | GBR |
| 2012 | Mark Cavendish | GBR |

## 2021 REVIEW



Stage winner: Wout van Aert
(Team Jumbo - Visma)
Race leader: Wout van Aert
(Team Jumbo - Visma)


SHERFORD TO EXETER MONDAY 6 SEPTEMBER

Stage winner: Robin Carpenter (Rally Cycling) Race leader: Robin Carpen



Wout van Aert
Team Jumbo - Visma)
Team Jumbo leader: Wout van Aert
Race leader: Wout van


Stage winner: Ethan Hayter (INEOS Grenadiers) Race leader: Ethan Hayter (INEOS Grenadiers)


Stage winner: Wout van Aert
(Team Jumbo - Visma)
Race leader: Wout van Aert
Race leader: Wout van
(Team Jumbo - Visma)


## RESPECTING THE ENVIRONMENT

The AJ Bell Tour of Britain is lucky enough to race through some of Britain's most beautiful natural scenery, including National Parks and Areas of Outstanding Natural Beauty.

Whether you are a rider, member of staff, official, volunteer or spectator, please think and act responsibly and leave the beautifu locations we race through exactly as we found them!


## Organisation

- Turn off your engine if stopped for more than a minute and think about car sharing.
- Behave responsibly by reducing your speed (less consumption and less pollution!).
- Think! Is your journey necessary or can it be completed by other means?
- Use bins and recycling bins provided at Starts and Finishes.
- If there aren't any bins available, please keep your rubbish and dispose of it responsibly later.


## Teams and Riders

- Please dispose of your rubbish (bottles, packaging etc) in the Brother UK Green Zones, indicated in the ETA, where the race organisation will remove items discarded.
- Away from these areas, please act responsibly and hand your rubbish to a support car or keep in your jersey pockets.
- Thanks to our partners Enval we will be sending all gel wrappers collected during the race for recycling.
- When stopped along the stage route (for example at feeds), please park considerately.

Volunteers and spectators

- Where possible, travel to watch the race using public transport, by walking or cycling or think about car sharing with fellow racegoers.
- Please use bins and recycling bins provided at starts and finishes to dispose of waste. In areas where suitable waste and recycling bins are not available, please keep your rubbish and dispose of it responsibly later.
- Smokers are urged to discard their butts in an appropriate place. Please do not litter the environment with these. We ask you to leave nothing but footprints and take nothing but photos and some amazing memories.
- Respect the areas around the race, particularly private property and sensitive natural landscapes, which may not be suitable or permitted for spectating.
at your side


## enval

## THE ENVAL PROCESS

Enval treats plastic better, enabling the recycling of valuable resources and paving the way for environmentally responsible packaging solutions.
We are at the forefront of applying innovation and technology to waste treatment, with the goal of improving people's lives and positively contributing to a true circular economy. To achieve this, we have developed a unique proprietary recycling solution for low-density packaging waste.
Our process is the only one in the world capable of recycling plastic aluminium laminates, the material used in the packaging of many popular sports energy gels and bars products, by splitting them into aluminium with a low-carbon footprint and high-value oil.
Enval is changing the perception of plastic and unlocking a strong and profitable circular economy.
Enval is proud to be the recycling partner of the Tour of Britain. We hope to be part of this for many years to come!

Good luck to all the participants!


## THE CAR BEHIND THE KING OF THE MOUNTAINS <br> TOUR OF BRITAIN 2022



CYCLING. POWERED BY (2) ŠKODA

Want to hit the hilis? We have a coitage for that:
Want to soak tired legs in a hof tub? We have a cotiage for that
Want to treal you and your team? We have cictiage for that:

We have over 21000 ploces to stay across 1 bitiont including over 5,000 bिke fiendy coifoges.

To start your next cyeling adventure, visit cottages.com

## THE STAGES

STAGE 1 ABERDEEN TO GLENSHEE SKI CENTRE
STAGE 2 HAWICK TO DUNS
STAGE 3 DURHAM TO SUNDERLAND
STAGE 4 REDCAR TO DUNCOMBE PARK, HELMSLEY
STAGE 5 WEST BRIDGFORD TO MANSFIELD
STAGE 6 TEWKESBURY TO GLOUCESTER
STAGE 7 WEST BAY TO FERNDOWN
STAGE 8 RYDE TO THE NEEDLES

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## STAGE 1

## ABERDEEN TO GLENSHEE SKI CENTRE SUNDAY 4 SEPTEMBER

Aberdeen and Aberdeenshire will host the AJ Bell Tour of Britain Grand Départ for the first time on Sunday 4 September 2022.
Old Aberdeen, with its cobbled streets, mature trees and 15th century fortified cathedral; and Footdee, a quirky fishing quarter, help make Aberdeen one of the most architecturally distinctive cities in Europe. Visitors will find a pristine golden sandy beach and promenade that hug the coastline less than a mile from the city centre. From paddle boarding and surfing to watching the urban dolphins dance on the North Sea, the beach is a centre of activity.
Not only will this stage feature an entirely new route compared to last year's finale in Aberdeen and Aberdeenshire, it will also include the first-ever opening day summit finish in modern race history, which takes place at Glenshee Ski Centre.


STAGE PARTNERS



## START <br> ABERDEEN

Known as the Granite City, Aberdeen is a unique, vibrant city that looks and feels quite different to anywhere else. A city steeped in history, the centre is lined with classic granite buildings and is home to Marischal College, the world's second largest granite building.

Old Aberdeen, with its cobbled streets, mature trees and 15th century fortified cathedral; and Footdee, a quirky fishing quarter, help make Aberdeen one of the most architecturally distinctive cities in Europe. Visitors will find a pristine golden sandy beach and promenade that hug the coastline less than a mile from the city centre. From paddle boarding and surfing to watching the urban dolphins dance on the North Sea, the beach is a centre of activity.
Aberdeen is a cosmopolitan and connected place, with people from around the world working and studying here. Their accents mix with the sound of local Doric, an original Scots language. Famous as a global energy hub and now leading the transition to renewables, Aberdeen stands out for enterprise and innovation. It is also a cultural capital with a bold and eclectic events calendar.


FINISH
GLENSHEE SKI CENTRE

## Sitting some 670 metres ( 2,199 feet) above

 sea level, Glenshee Ski Centre will provide a spectacular AJ Bell Tour of Britain stage finish setting like no other.The centre itself is the UK's largest snowsports area and sits on the most westerly edge of Aberdeenshire It lies nine miles south of the village of Braemar and straddles the Glenshee hills, which rise to over 3,500 feet around it. Here the A93 - the highest public road in the UK and historically a drovers' route into the Highlands - cuts through the Cairnwell Pass, the route which leads to the ski centre.

Located within touching distance of the Queen's summer residence of Balmoral Castle, riders will climb the nine miles ( 14.5 kilometres) from Braemar to Glenshee, following the River Clunie as it snakes towards the ski centre along the side of the Old Military Road and the stage finish.
The climb to the pass may start in Braemar, however its toughest sections are undeniably located towards its summit. The final five kilometres - which average a gradient $4.8 \%$ and gain 224 metres of elevation will make for a thrilling finale.

## FACT FILE

## 50\%

NUMBER OF ABERDEEN'S BUILDINGS ESTIMATED TO HAVE BEEN BUILT USING STONE PULLED FROM RUBISLAW QUARRY.

## 11

NUMBER OF MAJOR HONOURS ABERDEEN FOOTBALL CLUB WON DURING THE REIGN OF LEGENDARY MANAGER SIR ALEX FERGUSON BETWEEN 1978 AND 1986.

## 40

LENGTH, IN KILOMETRES, OF THE PISTED RUNS AVAILABLE AT GLENSHEE.

## 1 ABERDEEN TO GLENSHEE SKI CENTRE SUNDAY 4 SEPTEMBER




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## 

- Z / VisitAberdeenshire




## Timetable

Saturday 3 September
Time Activities
04:00 Partial site build for use for Scottish Crit champs

Sunday 4 September
Time Activities
04:00 Start area closed to traffic
Start crew and facilities arrive on site
08:00 Race facilities complete
Race staff, marshals and security on site
08:30 PPO in operation
08:45 Morning briefing
09:00 PA operational
Hospitality opens
Guests arrive
Teams start to arrive
Volunteers briefing
10:00 Signing on opens
10:15 0km signage in position
10:55 Riders assemble on start line
Forward vehicles depart
11:00 Start of Stage 1
11:15 Stage 1 de-neutralises
11:15 Commence de-rig
13:30 Site clear
Start crew departs to Hawick

## 1 RACE SCHEDULE <br> ABERDEEN TO GLENSHEE SKI CENTRE

Neutralised section
Union Bridge，Union Street，Union Terrace，Rosemount Viaduct，Schoolhill，Back Wynd，Union Street，King Street， East North Street，Beach Boulevard，Esplanade．

Approximate distance of neutralised section $2.7 \mathrm{~km} / 1.6$ miles
Distance of stage $181.3 \mathrm{~km} / 112.7 \mathrm{miles}$
Neutralised start 11：00

| KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \text { /on }$ | m/on | ${ }^{8} \mathrm{E} / \mathrm{m} / \mathrm{m}_{\mathrm{h}}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | 䦎 Start Neutralised |  | Union Street－Aberdeen | 11：00 | 11：00 | 11：00 |
| 0.00 | 181.3 | 0.00 | －mem Start Proper |  | Aberdeen Esplanade | 11：15 | 11：15 | 11：15 |
| 2.0 | 179.3 | 1.2 | T．Lights | Right | A956 Ellon Road No Cut！ | 11：18 | 11：17 | 11：17 |
| 2.5 | 178.8 | 1.6 | T．Lights | Left | Balgownie Road | 11：18 | 11：18 | 11：18 |
| 2.8 | 178.5 | 1.7 | X．Roads | Straight |  | 11：19 | 11：19 | 11：18 |
| 3.4 | 177.9 | 2.1 | Junction | Left | Scotstown Road | 11：20 | 11：19 | 11：19 |
| 4.3 | 177.0 | 2.7 | R／about | 2nd Exit | B997 Scotstown Road | 11：21 | 11：21 | 11：20 |
| 4.6 | 176.7 | 2.9 | T．Lights | Straight | B997 Scotstown Road | 11：22 | 11：21 | 11：20 |
| 6.1 | 175.2 | 3.8 |  | Keep Left | B997 | 11：24 | 11：23 | 11：22 |
| 7.7 | 173.6 | 4.8 | Sign |  | Aberdeenshire | 11：27 | 11：26 | 11：24 |
| 9.5 | 171.8 | 5.9 | X．Roads | Left | B977 | 11：29 | 11：28 | 11：27 |
| 10.2 | 171.1 | 6.3 | Junction | Left | B977 | 11：31 | 11：29 | 11：28 |
| 10.5 | 170.8 | 6.5 | T．Junction | Left | B977 | 11：31 | 11：30 | 11：28 |
| 11.1 | 170.2 | 6.9 | T．Lights | Straight | B977 | 11：32 | 11：30 | 11：29 |
| 11.3 | 170.0 | 7.0 |  | Keep Right | B977 | 11：32 | 11：31 | 11：29 |
| 11.4 | 169.9 | 7.1 |  | Keep Left | B977 | 11：32 | 11：31 | 11：29 |
| 12.9 | 168.4 | 8.0 | Sign |  | Cothal | 11：35 | 11：33 | 11：31 |
| 13.2 | 168.1 | 8.2 |  | Keep Left | B977 Kingsfield Road | 11：35 | 11：33 | 11：31 |
| 16.9 | 164.4 | 10.5 | Junction | Right |  | 11：41 | 11：39 | 11：36 |
| 19.4 | 161.9 | 12.1 |  | Caution！ | 4 Narrow Bridge | 11：45 | 11：42 | 11：39 |
| 20.6 | 160.7 | 12.8 | Sign |  | Kinmuck | 11：47 | 11：44 | 11：41 |
| 22.8 | 158.5 | 14.2 | T．Junction | Left | B993 | 11：50 | 11：47 | 11：44 |
| 24.6 | 156.7 | 15.3 |  | Caution！ | $\triangle$ Fast Descent！ | 11：53 | 11：50 | 11：46 |
| 24.9 | 156.4 | 15.5 |  | Caution！ | $\triangle$ Sharp Right bottom of descent！ | 11：54 | 11：50 | 11：47 |
| 25.1 | 156.2 | 15.6 | Sign |  | Inverurie | 11：54 | 11：50 | 11：47 |
| 25.4 | 155.9 | 15.8 |  | Caution！ | \ Narrow Bridge | 11：54 | 11：51 | 11：47 |
| 26.1 | 155.2 | 16.2 | T．Lights | Straight | High Street | 11：56 | 11：52 | 11：48 |
| 26.3 | 155.0 | 16.4 | X．Roads | Straight |  | 11：56 | 11：52 | 11：48 |
| 26.5 | 154.8 | 16.5 | X．Roads | Straight |  | 11：56 | 11：52 | 11：49 |
| 26.9 | 154.4 | 16.7 | R／about | 1st Exit | B9170 West High Street | 11：57 | 11：53 | 11：49 |
| 27.5 | 153.8 | 17.1 | M R／about | 2nd Exit | B9170 Blackhall Road | 11：58 | 11：54 | 11：50 |
| 27.5 | 153.8 | 17.1 | Sprint 1 |  | 5 Inverurie | 11：58 | 11：54 | 11：50 |
| 27.5 | 153.8 | 17.1 |  |  | Green Zone for 200m | 11：58 | 11：54 | 11：50 |
| 27.9 | 153.4 | 17.3 | Junction | Left | Nether Davah Way | 11：58 | 11：54 | 11：50 |
| 28.5 | 152.8 | 17.7 | R／about | 3rd Exit | Upperboat Road | 11：59 | 11：55 | 11：51 |
| 29.0 | 152.3 | 18.0 | X．Roads | Straight |  | 12：00 | 11：56 | 11：52 |
| 29.3 | 152.0 | 18.2 | T．Junction | Right | St James＇s Place | 12：01 | 11：56 | 11：52 |
| 30.0 | 151.3 | 18.7 | Drinks | Start | \％ | 12：02 | 11：57 | 11：53 |
| 31.8 | 149.5 | 19.8 |  | Caution！ | 4 Narrow Bridge | 12：04 | 12：00 | 11：55 |
| 31.8 | 149.5 | 19.8 |  | Caution！ | $\triangle$ Sharp Right After Bridge | 12：04 | 12：00 | 11：55 |
| 32.8 | 148.5 | 20.4 |  | Caution！ | $\triangle$ Sharp Bend Right | 12：06 | 12：01 | 11：57 |
| 33.0 | 148.3 | 20.5 | Junction | Left | Narrow for 3．5km | 12：06 | 12：02 | 11：57 |
| 33.5 | 147.8 | 20.8 |  | Caution！ | $\triangle$ Sharp Turn Right | 12：07 | 12：02 | 11：58 |
| 36.5 | 144.8 | 22.7 | X．Roads | Left |  | 12：12 | 12：07 | 12：01 |


| KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \mathrm{sh}$ | $\mathrm{km} / \mathrm{oh}$ | $5 / \mathrm{m} / \mathrm{s} / \mathrm{s}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 37.4 | 143.9 | 23.3 |  | Keep Right |  | 12：13 | 12：08 | 12：03 |
| 37.6 | 143.7 | 23.4 |  | Keep Left |  | 12：14 | 12：08 | 12：03 |
| 37.9 | 143.4 | 23.6 | Sign |  | Chapel of Garioch | 12：14 | 12：09 | 12：03 |
| 38.2 | 143.1 | 23.8 | Junction | Left |  | 12：15 | 12：09 | 12：04 |
| 38.6 | 142.7 | 24.0 |  | Keep Right |  | 12：15 | 12：10 | 12：0 |
| 41.3 | 140.0 | 25.7 | Sign |  | Bennachie | 12：19 | 12：14 | 12：08 |
| 41.5 | 139.8 | 25.8 | KoM 1 Cat 3 | Start |  | 12：20 | 12：14 | 12：0 |
| 42.7 | 138.6 | 26.6 | KoM 1 Cat 3 | Finish | （3）Bennachie Forest | 12：22 | 12：16 | 12：0 |
| 42.7 | 138.6 | 26.6 |  |  | Green Zone for 200m | 12：22 | 12：16 | 12：09 |
| 42.8 | 138.5 | 26.6 |  | Caution！ | \ Fast Descent！ | 12：22 | 12：16 | 12：1 |
| 45.1 | 136.2 | 28.0 | Sign |  | Blairdaff | 12：25 | 12：19 | 12：12 |
| 46.6 | 134.7 | 29.0 | Junction | Right |  | 12：28 | 12：21 | 12：1 |
| 50.0 | 131.3 | 31.1 |  | Keep Right |  | 12：33 | 12：26 | 12：1 |
| 50.4 | 130.9 | 31.3 |  | Caution！ | \ Fast Descent！ | 12：34 | 12：27 | 12：19 |
| 53.4 | 127.9 | 33.2 | KoM 2 Cat 3 | Start |  | 12：38 | 12：31 | 12：23 |
| 55.0 | 126.3 | 34.2 | KoM 2 Cat 3 | Finish | 圂 Lord＇s Throat | 12：41 | 12：33 | 12：25 |
| 56.2 | 125.1 | 34.9 |  | Caution！ | ¢ Narrow Descent | 12：43 | 12：35 | 12：27 |
| 61.8 | 119.5 | 38.4 | Sign |  | Auchleven | 12：52 | 12：43 | 12：34 |
| 61.9 | 119.4 | 38.5 |  | Caution！ | A Narrow Bridge | 12：52 | 12：43 | 12：3 |
| 62.4 | 118.9 | 38.8 | X．Roads | Straight |  | 12：53 | 12：44 | 12：3 |
| 65.6 | 115.7 | 40.8 | Sign |  | Insch | 12：58 | 12：48 | 12：39 |
| 65.7 | 115.6 | 40.9 | T．Junction | Left | B9002 | 12：58 | 12：48 | 12：39 |
| 73.9 | 107.4 | 46.0 | Sign |  | Kennethmont | 13：11 | 13：00 | 12：50 |
| 75.0 | 106.3 | 46.6 |  | Keep Right |  | 13：12 | 13：02 | 12：5 |
| 75.7 | 105.6 | 47.1 | Junction | Left |  | 13：13 | 13：03 | 12：5 |
| 78.5 | 102.8 | 48.8 |  | Keep Left |  | 13：18 | 13：07 | 12：5 |
| 78.8 | 102.5 | 49.0 | Sign |  | Clatt | 13：18 | 13：07 | 12：5 |
| 79.0 | 102.3 | 49.1 |  | Keep Left |  | 13：19 | 13：07 | 12：56 |
| 80.9 | 100.4 | 50.3 | KoM 3 Cat 2 | Start |  | 13：22 | 13：10 | 12：59 |
| 81.7 | 99.6 | 50.8 |  | Caution！ | \ Hairpin Right on Ascent | 13：23 | 13：11 | 13：0 |
| 82.9 | 98.4 | 51.6 | KoM 3 Cat 2 | Finish | 图Suie Hill | 13：25 | 13：13 | 13：01 |
| 83.0 | 98.3 | 51.6 |  | Caution！ | \ Fast Descent！ | 13：25 | 13：13 | 13：01 |
| 84.7 | 96.6 | 52.7 |  | Caution！ | $\triangle$ Sharp Left Bend | 13：28 | 13：16 | 13：03 |
| 87.0 | 94.3 | 54.1 |  | Caution！ | \ Narrow Bridge | 13：31 | 13：19 | 13：06 |
| 88.9 | 92.4 | 55.3 | T．Junction | Left |  | 13：34 | 13：22 | 13：09 |
| 89.5 | 91.8 | 55.7 | Sign |  | Montgarrie | 13：35 | 13：22 | 13：1 |
| 89.7 | 91.6 | 55.8 |  | Caution！ | $\triangle$ Sharp Bend Right | 13：35 | 13：23 | 13：10 |
| 89.8 | 91.5 | 55.8 | X．Roads | Right |  | 13：36 | 13：23 | 13：1 |
| 90.2 | 91.1 | 56.1 |  | Caution！ | \ Narrow Bridge | 13：36 | 13：23 | 13：1 |
| 91.1 | 90.2 | 56.7 | Sign |  | Alford | 13：38 | 13：25 | 13：12 |
| 91.6 | 89.7 | 57.0 | Sprint 2 |  | 5 Alford | 13：38 | 13：25 | 13：12 |
| 91.6 | 89.7 | 57.0 |  |  | Green Zone for 200m | 13：38 | 13：25 | 13：12 |
| 91.7 | 89.6 | 57.0 | X．Roads | Left | A944 Donside Road | 13：39 | 13：26 | 13：12 |
| 91.9 | 89.4 | 57.1 | Junction | Right | Greystone Road | 13：39 | 13：26 | 13：1 |


| KM | KM to go | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \mathrm{shn}^{1}$ | $\mathrm{km} / \mathrm{on}$ | ${ }^{1} \mathrm{E}_{\mathrm{mm} / \mathrm{on}}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 91.9 | 89.4 | 57.1 | Junction | Left | Kingsford Road | 13:39 | 13:26 | 13:13 |
| 92.0 | 89.3 | 57.2 |  | Caution! | $\triangle$ Build Out Offside | 13:39 | 13:26 | 13:13 |
| 93.0 | 88.3 | 57.8 |  | Caution! | $\triangle$ Sharp Bend Left | 13:41 | 13:27 | 13:14 |
| 93.1 | 88.2 | 57.9 | Keep Right |  | Kingsford Road | 13:41 | 13:28 | 13:14 |
| 93.5 | 87.8 | 58.1 | T.Junction | Left | Old Military Road | 13:41 | 13:28 | 13:15 |
| 96.1 | 85.2 | 59.8 | T.Junction | Right |  | 13:46 | 13:32 | 13:18 |
| 96.2 | 85.1 | 59.8 |  | Caution! | A Narrow Bridge | 13:46 | 13:32 | 13:18 |
| 96.8 | 84.5 | 60.2 | X.Roads | Right | A980 | 13:47 | 13:33 | 13:19 |
| 99.4 | 81.9 | 61.8 |  | Keep Right | A980 | 13:51 | 13:37 | 13:22 |
| 102.7 | 78.6 | 63.9 | T.Junction | Left | B9119 | 13:56 | 13:41 | 13:27 |
| 107.5 | 73.8 | 66.8 |  | Keep Right | B9119 | 14:03 | 13:48 | 13:33 |
| 112.2 | 69.1 | 69.8 | Sign |  | Tarland | 14:11 | 13:55 | 13:39 |
| 112.6 | 68.7 | 70.0 |  | Keep Right | B9119 | 14:11 | 13:55 | 13:39 |
| 112.9 | 68.4 | 70.2 | X.Roads | Straight | B9119 | 14:12 | 13:56 | 13:40 |
| 113.0 | 68.3 | 70.3 | Junction | Right | The Square | 14:12 | 13:56 | 13:40 |
| 113.1 | 68.2 | 70.3 |  | Keep Right | Central Island | 14:12 | 13:56 | 13:40 |
| 113.3 | 68.0 | 70.5 | Junction | Left | Mill Road | 14:13 | 13:56 | 13:40 |
| 113.3 | 68.0 | 70.5 |  | Keep Left | Mill Road | 14:13 | 13:56 | 13:40 |
| 113.5 | 67.8 | 70.6 | T.Junction | Right |  | 14:13 | 13:57 | 13:40 |
| 114.9 | 66.4 | 71.5 | T.Junction | Right |  | 14:15 | 13:59 | 13:42 |
| 120.4 | 60.9 | 74.9 | T.Junction | Left | A97 | 14:24 | 14:07 | 13:49 |
| 121.0 | 60.3 | 75.2 |  | Caution! | \ Fast Descent! | 14:25 | 14:07 | 13:50 |
| 122.8 | 58.5 | 76.4 |  | Keep Right | A97 | 14:27 | 14:10 | 13:52 |
| 123.2 | 58.1 | 76.6 | Sign |  | Logie Coldstone | 14:28 | 14:11 | 13:53 |
| 123.9 | 57.4 | 77.0 |  | Keep Right | A97 | 14:29 | 14:12 | 13:54 |
| 127.1 | 54.2 | 79.0 | Junction | Right | B9119 | 14:34 | 14:16 | 13:58 |
| 129.0 | 52.3 | 80.2 |  | Keep Left | B9119 | 14:37 | 14:19 | 14:00 |
| 132.9 | 48.4 | 82.6 | T.Junction | Right | A93 | 14:43 | 14:24 | 14:05 |
| 135.7 | 45.6 | 84.4 | Sign |  | Tullich | 14:48 | 14:28 | 14:09 |
| 137.2 | 44.1 | 85.3 | Sign |  | Ballater | 14:50 | 14:31 | 14:11 |
| 137.6 | 43.7 | 85.6 |  | Keep Left | A93 | 14:51 | 14:31 | 14:11 |
| 139.3 | 42.0 | 86.6 | Sign |  | Ballater | 14:53 | 14:34 | 14:14 |
| 139.7 | 41.6 | 86.9 | Sprint 3 |  | 5 Ballater | 14:54 | 14:34 | 14:14 |
| 139.7 | 41.6 | 86.9 |  |  | Green Zone for 200m | 14:54 | 14:34 | 14:14 |
| 139.8 | 41.5 | 86.9 |  | Keep Right |  | 14:54 | 14:34 | 14:14 |
| 139.9 | 41.4 | 87.0 | T.Junction | Right | A93 Bridge Street | 14:54 | 14:34 | 14:14 |
| 142.8 | 38.5 | 88.8 |  | Keep Left | A93 | 14:59 | 14:39 | 14:18 |
| 161.3 | 20.0 | 100.3 | Drinks | End | 図20km to Finish | 15:28 | 15:05 | 14:42 |
| 162.1 | 19.2 | 100.8 |  | Caution! | \ Narrow Bridge | 15:29 | 15:06 | 14:43 |
| 165.8 | 15.5 | 103.1 | Sign |  | Braemar | 15:35 | 15:11 | 14:48 |
| 166.3 | 15.0 | 103.4 |  |  | 15 km to Finish | 15:36 | 15:12 | 14:48 |
| 169.6 | 11.7 | 105.5 |  | Caution! | $\triangle$ Deer | 15:41 | 15:17 | 14:53 |
| 171.3 | 10.0 | 106.5 |  |  | 10km to Finish | 15:44 | 15:19 | 14:55 |
| 172.1 | 9.2 | 107.0 | KoM 4 Cat 1 | Start |  | 15:45 | 15:20 | 14:56 |
| 176.3 | 5.0 | 109.6 |  |  | 5km to Finish | 15:52 | 15:26 | 15:01 |
| 178.3 | 3.0 | 110.9 |  |  | 3km to Finish | 15:55 | 15:29 | 15:04 |
| 178.3 | 3.0 | 110.9 |  |  | Green Zone for 200m | 15:55 | 15:29 | 15:04 |
| 181.3 | 0.0 | 112.7 | Finish |  | 10] Glenshee Ski Centre | 15:59 | 15:34 | 15:08 |

## 1 FINISH <br> GLENSHEE SKI CENTRE

## Timetable

Saturday 3 September
Time Activities
14:00 Facilities arrive on site
Commence build up

## Sunday 4 September

Time Activities
06:15 Finish Director on site
06:30 Race Facilities / contractors arrive on site Commence build up
07:00 6 stewards on site (venue)
08:30 Media centre open
09:00 Position promotional units All staff on site
24 stewards on site (venue)
Volunteer marshal briefing
09:30 Crew breakfast / briefing
10:30 Event Control briefing
11:00 Stage 1 departs Aberdeen
Full road closure A93
Volunteer briefing
12:00 Hospitality open
13:00 Expected arrival of first team coaches
13:15 Ride with Dan Martin arrives
14:15 Blue Light Cycling Club activity
15:08 Stage 1 arrives (Fast schedule)
15:34 Stage 1 arrives (Expected schedule)
15:45 Presentation of stage winner and leader's jerseys
16:00 Hospitality closes
16:10 Press conference
17:30 Volunteer marshals dismissed 24 stewards dismissed Event Control closes
17:45 Remaining stewards dismissed
18:00 A93 Re-opens
Media centre closes



NOTE
Deviation is at 65 m to go on riders' left.

## GET ON YOUR BIKE AND

## RIDE ABERDEENSHIRE

From mountain to sea, Aberdeenshire has a range of exciting challenges for cyclists. Whether it's taking on one of the 10 breathtaking "Aberdeenshire Ascents," enjoying peaceful roads through picturesque countryside, or forest mountain bike trails,
Aberdeenshire has something for every type of cyclist.
For the keen road cyclist - try the Tour of Britain 2022 route from Aberdeen passing through some of Aberdeenshire's most scenic landscapes, taking on the category one climb to the finish at the Glenshee Ski Centre.
For more information visit: visitabdn.com/tour-of-britain

## Aberdeenshire

COUNCIL
$A$


TotalEnergies

Scotland
The Perfect Stage


## HAWICK TO DUNS MONDAY 5 SEPTEMBER

For the third edition running, Scotland will host multiple days of the AJ Bell Tour of Britain, with stage two of this year's race taking place entirely in the Scottish Borders.

The race is no stranger to the Borders, having previously visited this stunning part of Britain on eight occasions. In addition to starting in Hawick, which made its debut as a host venue in the 2021 edition, stage two will pass through Jedbrugh and Kelso, both of which have previously welcomed the race. However, for the first time in 2022, the race will visit the historic coastal town of Eyemouth before heading back inland for a challenging and unpredictable finale that features the climbs of Wanside Rig, Mainslaughter Law and Hardens Hill.

Italian rider Matteo Trentin won the last stage to finish in the Borders: the former European champion triumphed in Kelso on day two of the 2019 race.

STAGE PARTNERS $\therefore$ COUNCIL



HAWICK
Hawick is one of the largest Border towns and is internationally famous for fine quality knitwear, as well as producing rugby union legends such as Jim Renwick and Stuart Hogg. The town has a long and colourful history which can be traced back to the 12th century, when King David I granted land to a Norman family, the Lovels.
Attractions include the Borders Textile Towerhouse, in which the heritage of Scotland's premier textile manufacturing region is presented within a restored 16th century tower house. Wilton Lodge Park, on the wooded banks of the River Teviot, has 107 acres of riverside and tree-lined walks. The Hawick Museum and Scott Gallery detail the town's history and provide a venue for visiting exhibitions, while The Horse memorial at the end of the High Street commemorates the victory of local youths over English invaders at nearby Hornshole in 1514.
Hawick is also home to the recently-opened Borders Distillery. Housed in a restored Victorian industrial building, it is the first Scotch whisky distillery in the Scottish Borders since 1837.


## FINISH <br> DUNS

Duns is formally the county town of Berwickshire in the Scottish Borders. It still retains the air of an old Scottish burgh with its spacious market square.
In earlier times, Duns' wealth and importance rested on its thriving livestock market and, like many Border settlements, it has had a turbulent history. Evidence of this can still be seen in and around the town.

Duns Castle, the grounds of which are now a park and bird sanctuary, was redeveloped in 1820 around a 14th century peel tower given by Robert the Bruce to Randolph, Earl of Moray. Nearby Greenknowe Tower, set in beautiful surroundings and the small kirk at Ellemford, is where James IV met his commanders before the disastrous Battle of Flodden in 1513.

Also worth visiting in Duns is Manderston House, which offers a fascinating insight into 'upstairs, downstairs' life. The unmissable Jim Clark Museum is devoted to the late Formula 1 world champion, while a bronze statue in the town's public park celebrates philosopher John Duns Scotus, who taught at the University of Paris during the 14th century.

## FACT FILE

## 1.8

MILLION, THE NUMBER OF LITRES OF WHISKY THE BORDERS DISTILLERY IN HAWICK CAN PRODUCE PER YEAR.

## 12

NUMBER OF SCOTTISH VENUES TO HOST THE AJ BELL TOUR OF BRITAIN STAGE FINISHES SINCE 2004 PRIOR TO STAGE TWO. DUNS WILL BECOME THE $13^{\text {TH }}$ ON THIS DAY.

## 6

AGE OF FUTURE FORMULA 1 WORLD CHAMPION JIM CLARK WHEN HE MOVED TO DUNS. HE WENT ON TO BECOME THE FIRST FREEMAN OF THE TOWN AFTER HIS TITLE-WINNING SEASON IN 1965.

## 2 HAWICK TO DUNS






\section*{| HQ | H1 | H2 | H3 |
| :--- | :--- | :--- | :--- |
|  |  |  |  | <br>  <br> H6}

## Timetable

Monday 5 September
Time Activities
04:00 Start area closed to traffic Start crew and facilities arrive on site
08:00 Race facilities complete Race staff, marshals and security on site 08:30 PPO in operation 08:45 Morning briefing 09:00 PA operational

Hospitality opens Guests arrive Teams start to arrive Volunteers briefing
10:00 Signing on opens
10:15 0 km signage in position
10:55 Riders assemble on start line Forward vehicles depart
11:00 Start of Stage 2
11:15 Stage 2 de-neutralises
11:15 Commence de-rig
13:30 Site clear
Start crew departs to Durham

## 2 RACE SCHEDULE <br> 2 HAWICK TO DUNS

Neutralised section
North Bridge Street, High Street, Tower Dykeside, Slitrig Crescent, Liddesdale Road, B6399
Approximate distance of neutralised section $3.9 \mathrm{~km} / 2.4$ miles
Distance of stage $175.2 \mathrm{~km} / 108.9 \mathrm{miles}$
Neutralised start 11:00

| KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \text { /on }$ | $\mathrm{m}_{\mathrm{m} / \mathrm{m}_{\mathrm{h}}}^{4}$ | ${ }^{8} \mathrm{~K}_{\text {m/on }}$ | KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \mathrm{m}_{1}$ | /km/on | Skn/on |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | 閣Start | ised | North Bridge Street - Hawick | 11:00 | 11:00 | 11:00 | 49.2 | 126.0 | 30.6 | X.Roads | Straight |  | 12:32 | 12:25 | 12:18 |
| 0.00 | 175.2 | 0.00 | ${ }^{\text {axw }}$ Start P |  | B6399 | 11:15 | 11:15 | 11:15 | 49.5 | 125.7 | 30.8 |  | Keep Left | B6352 | 12:32 | 12:25 | 12:18 |
| 2.2 | 173.0 | 1.4 |  | Caution! | $\triangle$ Sharp Left Bend | 11:18 | 11:18 | 11:17 | 51.2 | 124.0 | 31.8 |  | Caution! | \ Sharp Bend Right | 12:35 | 12:28 | 12:20 |
| 2.3 | 172.9 | 1.4 |  | Caution! | ¢ Narrow Bridge | 11:18 | 11:18 | 11:17 | 51.9 | 123.3 | 32.3 |  | Keep Left | B6352 | 12:36 | 12:29 | 12:21 |
| 5.6 | 169.6 | 3.5 | Junction | Left | Caution! ¢ Sharp Left Bend | 11:23 | 11:23 | 11:22 | 53.9 | 121.3 | 33.5 | X.Roads | Straight | B6352 | 12:39 | 12:32 | 12:24 |
| 7.9 | 167.3 | 4.9 |  | Caution! | $\triangle$ Cattle Grid | 11:27 | 11:26 | 11:25 | 56.9 | 118.3 | 35.4 |  | Caution! | $\triangle$ Deer | 12:44 | 12:36 | 12:28 |
| 7.9 | 167.3 | 4.9 |  | Caution! | 4) Sheep | 11:27 | 11:26 | 11:25 | 58.1 | 117.1 | 36.1 | X.Roads | Straight | B6352 | 12:46 | 12:38 | 12:29 |
| 9.4 | 165.8 | 5.8 |  | Caution! | A Cattle Grid | 11:29 | 11:28 | 11:27 | 58.5 | 116.7 | 36.4 |  | Keep Left | B6352 | 12:46 | 12:38 | 12:30 |
| 11.3 | 163.9 | 7.0 | T.Junction | Right | A6088 | 11:32 | 11:31 | 11:29 | 60.2 | 115.0 | 37.4 | Sign |  | Kelso | 12:49 | 12:41 | 12:32 |
| 13.0 | 162.2 | 8.1 | Junction | Left | B6357 | 11:35 | 11:33 | 11:31 | 60.5 | 114.7 | 37.6 | R/about | 2nd Exit | B6352 Station Road | 12:50 | 12:41 | 12:32 |
| 14.8 | 160.4 | 9.2 |  | Caution! | $\triangle$ Narrow Bridge | 11:38 | 11:36 | 11:34 | 60.9 | 114.3 | 37.9 | R/about | 2nd Exit | B6352 Station Road | 12:50 | 12:42 | 12:33 |
| 15.0 | 160.2 | 9.3 |  | Keep Left | B6357 | 11:38 | 11:36 | 11:34 | 61.6 | 113.6 | 38.3 | X.Roads | Straight | A699 Bridge Street Caution! \ Cobbles | 12:51 | 12:43 | 12:34 |
| 16.9 | 158.3 | 10.5 |  | Keep Left | B6357 | 11:41 | 11:39 | 11:36 | 61.7 | 113.5 | 38.4 | Junction | Right | A6089 Caution! ¢ Cobbles | 12:51 | 12:43 | 12:34 |
| 22.0 | 153.2 | 13.7 |  | Keep Right | B6357 | 11:49 | 11:46 | 11:43 | 61.9 | 113.3 | 38.5 |  | Caution! | $\triangle$ Build outs | 12:52 | 12:43 | 12:34 |
| 22.6 | 152.6 | 14.1 | T.Junction | Left | A68 | 11:50 | 11:47 | 11:44 | 61.9 | 113.3 | 38.5 | X.Roads | Straight |  | 12:52 | 12:43 | 12:34 |
| 24.1 | 151.1 | 15.0 | Sign |  | Jedburgh | 11:52 | 11:49 | 11:45 | 62.0 | 113.2 | 38.6 | M R/about | 2nd Exit | A6089 Shedden Park Road | 12:52 | 12:43 | 12:34 |
| 25.0 | 150.2 | 15.5 | Junction | Left | Abbey Bridge End | 11:54 | 11:50 | 11:47 | 62.1 | 113.1 | 38.6 |  | Keep Left | A6089 Shedden Park Road | 12:52 | 12:43 | 12:34 |
| 25.1 | 150.1 | 15.6 |  | Keep Right | Abbey Bridge End | 11:54 | 11:50 | 11:47 | 62.3 | 112.9 | 38.7 | R/about | 2nd Exit | A698 Coldstream Road | 12:52 | 12:44 | 12:35 |
| 25.3 | 149.9 | 15.7 | T.Junction | Right | Castle Gate | 11:54 | 11:51 | 11:47 | 69.7 | 105.5 | 43.3 | Sign |  | Birgham | 13:04 | 12:54 | 12:44 |
| 25.3 | 149.9 | 15.7 | X.Roads | Straight | High Street | 11:54 | 11:51 | 11:47 | 73.7 | 101.5 | 45.8 | T.Junction | Right | A698 | 13:10 | 13:00 | 12:49 |
| 25.7 | 149.5 | 16.0 | T.Junction | Left | A68 | 11:55 | 11:51 | 11:48 | 74.8 | 100.4 | 46.5 | Sign |  | Coldstream | 13:12 | 13:01 | 12:51 |
| 26.4 | 148.8 | 16.4 |  | Keep Left | A68 Bondgate | 11:56 | 11:52 | 11:48 | 76.2 | 99.0 | 47.4 | Sprint 2 |  | 5 Coldstream | 13:14 | 13:03 | 12:52 |
| 28.0 | 147.2 | 17.4 | Sign |  | Bonjedward | 11:59 | 11:55 | 11:51 | 76.2 | 99.0 | 47.4 |  |  | Green Zone for 200m | 13:14 | 13:03 | 12:52 |
| 28.4 | 146.8 | 17.7 | Junction | Right | A6090 | 11:59 | 11:55 | 11:51 | 76.3 | 98.9 | 47.4 | Junction | Left | A6112 Lennel Road | 13:14 | 13:04 | 12:53 |
| 28.7 | 146.5 | 17.8 | T.Junction | Right | A698 | 12:00 | 11:56 | 11:51 | 77.3 | 97.9 | 48.1 | Sign |  | Lennel | 13:16 | 13:05 | 12:54 |
| 30.0 | 145.2 | 18.7 | Drinks | Start | \% | 12:02 | 11:57 | 11:53 | 79.1 | 96.1 | 49.2 | X.Roads | Right | B6437 | 13:19 | 13:08 | 12:56 |
| 31.8 | 143.4 | 19.8 | Sign |  | Crailing | 12:04 | 12:00 | 11:55 | 82.4 | 92.8 | 51.2 |  | Caution! | $\triangle$ Sharp Right Bend | 13:24 | 13:12 | 13:00 |
| 33.9 | 141.3 | 21.1 |  | Keep Left | A698 | 12:08 | 12:03 | 11:58 | 85.1 | 90.1 | 52.9 | X.Roads | Straight | B6437 | 13:28 | 13:16 | 13:04 |
| 35.5 | 139.7 | 22.1 | Junction | Right | B6401 | 12:10 | 12:05 | 12:00 | 87.1 | 88.1 | 54.2 | X.Roads | Straight | B6437 | 13:31 | 13:19 | 13:06 |
| 36.4 | 138.8 | 22.6 | X.Roads | Straight |  | 12:12 | 12:07 | 12:01 | 88.7 | 86.5 | 55.2 |  | Keep Right | B6437 | 13:34 | 13:21 | 13:09 |
| 37.4 | 137.8 | 23.3 |  | Caution! | $\triangle$ Sharp Right Bend | 12:13 | 12:08 | 12:03 | 87.7 | 87.5 | 54.5 |  | Keep Left | B6437 | 13:32 | 13:20 | 13:07 |
| 37.8 | 137.4 | 23.5 |  | Keep Left | B6401 | 12:14 | 12:09 | 12:03 | 91.4 | 83.8 | 56.8 | X.Roads | Straight | B6437 | 13:38 | 13:25 | 13:12 |
| 41.2 | 134.0 | 25.6 |  | Keep Left | B6401 | 12:19 | 12:13 | 12:07 | 93.0 | 82.2 | 57.8 | Sign |  | Allanton | 13:41 | 13:27 | 13:14 |
| 42.4 | 132.8 | 26.4 | Sign |  | Morebattle | 12:21 | 12:15 | 12:09 | 93.4 | 81.8 | 58.1 |  | Keep Right | A6437 | 13:41 | 13:28 | 13:15 |
| 42.6 | 132.6 | 26.5 | Sprint 1 |  | S Morebattle | 12:21 | 12:15 | 12:09 | 94.1 | 81.1 | 58.5 |  | Caution! | $\triangle$ Deer | 13:42 | 13:29 | 13:15 |
| 42.6 | 132.6 | 26.5 |  |  | Green Zone for 200m | 12:21 | 12:15 | 12:09 | 94.8 | 80.4 | 59.0 | Sign |  | Chirnside | 13:43 | 13:30 | 13:16 |
| 42.7 | 132.5 | 26.6 | X.Roads | Straight |  | 12:22 | 12:16 | 12:09 | 95.0 | 80.2 | 59.1 | X.Roads | Straight | Kirkgate | 13:44 | 13:30 | 13:17 |
| 42.9 | 132.3 | 26.7 |  | Keep Left | B6401 | 12:22 | 12:16 | 12:10 | 95.3 | 79.9 | 59.3 |  | Caution! | $\triangle$ Speed Humps | 13:44 | 13:31 | 13:17 |
| 43.5 | 131.7 | 27.1 |  | Keep Right | B6401 | 12:23 | 12:17 | 12:10 | 95.6 | 79.6 | 59.4 | T.Junction | Right | B6355 Main Street East End | 13:45 | 13:31 | 13:17 |
| 44.0 | 131.2 | 27.4 |  | Keep Left | B6401 | 12:24 | 12:17 | 12:11 | 96.5 | 78.7 | 60.0 | T.Junction | Left | B6355 | 13:46 | 13:32 | 13:19 |
| 44.1 | 131.1 | 27.4 |  | Caution! | © Hump Back Bridge | 12:24 | 12:18 | 12:11 | 103.2 | 72.0 | 64.2 | T.Junction | Left | B6355 High Street | 13:57 | 13:42 | 13:27 |
| 44.2 | 131.0 | 27.5 |  | Keep Right | B6401 | 12:24 | 12:18 | 12:11 | 103.2 | 72.0 | 64.2 | Sign |  | Ayton | 13:57 | 13:42 | 13:27 |
| 48.9 | 126.3 | 30.4 | Sign |  | Town Yetholm | 12:31 | 12:24 | 12:17 | 103.4 | 71.8 | 64.3 |  | Caution! | $\triangle$ Build outs | 13:57 | 13:42 | 13:27 |
| 49.0 | 126.2 | 30.5 |  | Keep Right | B6401 High Street | 12:32 | 12:25 | 12:18 | 103.5 | 71.7 | 64.4 |  | Caution! | $\triangle$ Build outs | 13:57 | 13:42 | 13:28 |


| KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \mathrm{m}_{1}$ | $\mathrm{km} /{ }^{2}{ }^{4}$ | Skm/on |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 103.6 | 71.6 | 64.4 | X．Roads | Right | B6355 Old Town | 13：57 | 13：43 | 13：28 |
| 105.5 | 69.7 | 65.6 |  | Caution！ | \ Fast Descent！ | 14：00 | 13：45 | 13：30 |
| 105.8 | 69.4 | 65.8 |  | Caution！ | 4 Narrow Bridge | 14：01 | 13：46 | 13：31 |
| 107.2 | 68.0 | 66.7 | X．Roads | Straight | B6355 Victoria Road | 14：03 | 13：48 | 13：32 |
| 107.5 | 67.7 | 66.8 |  | Keep Left | B6355 Albert Road | 14：03 | 13：48 | 13：33 |
| 107.6 | 67.6 | 66.9 |  | Caution！ | $\triangle$ Build out Nearside | 14：04 | 13：48 | 13：33 |
| 107.6 | 67.6 | 66.9 |  | Caution！ | $\triangle$ Build out Offside | 14：04 | 13：48 | 13：33 |
| 107.7 | 67.5 | 67.0 |  | Caution！ | $\triangle$ Build out Offside | 14：04 | 13：48 | 13：33 |
| 108.0 | 67.2 | 67.2 | T．Junction | Right | B6355 Northburn Road | 14：04 | 13：49 | 13：33 |
| 108.0 | 67.2 | 67.2 | X．Roads | Straight |  | 14：04 | 13：49 | 13：33 |
| 108.5 | 66.7 | 67.5 |  | Caution！ | $\triangle$ Speed Humps | 14：05 | 13：50 | 13：34 |
| 108.6 | 66.6 | 67.5 | X．Roads | Right | A1107 | 14：05 | 13：50 | 13：34 |
| 112.0 | 63.2 | 69.6 | Sign |  | Coldingham | 14：11 | 13：55 | 13：39 |
| 112.1 | 63.1 | 69.7 |  | Keep Right | A1107 Eyemouth Road | 14：11 | 13：55 | 13：39 |
| 112.6 | 62.6 | 70.0 | T．Junction | Right | B6438 Reston Road | 14：11 | 13：55 | 13：39 |
| 114.3 | 60.9 | 71.1 |  | Caution！ | 4 Narrow Bridge | 14：14 | 13：58 | 13：41 |
| 115.2 | 60.0 | 71.6 | X．Roads | Straight | B6438 Reston Road | 14：16 | 13：59 | 13：43 |
| 116.6 | 58.6 | 72.5 | T．Junction | Right | A1 | 14：18 | 14：01 | 13：44 |
| 116.6 | 58.6 | 72.5 | Junction | Right | B6438 | 14：18 | 14：01 | 13：44 |
| 116.8 | 58.4 | 72.6 | Sign |  | Reston | 14：18 | 14：01 | 13：45 |
| 117.4 | 57.8 | 73.0 | M R／about | 2nd Exit | B6438 | 14：19 | 14：02 | 13：45 |
| 117.8 | 57.4 | 73.3 | Sprint 3 |  | 5 Reston | 14：20 | 14：03 | 13：46 |
| 117.8 | 57.4 | 73.3 |  |  | Green Zone for 200m | 14：20 | 14：03 | 13：46 |
| 120.3 | 54.9 | 74.8 | T．Junction | Left | B6438 | 14：24 | 14：06 | 13：49 |
| 123.9 | 51.3 | 77.0 | X．Roads | Straight | B6438 | 14：29 | 14：12 | 13：54 |
| 126.9 | 48.3 | 78.9 | T．Junction | Left | A6112 | 14：34 | 14：16 | 13：58 |
| 128.3 | 46.9 | 79.8 | Sign |  | Preston | 14：36 | 14：18 | 13：59 |
| 128.4 | 46.8 | 79.8 |  | Keep Right | A6112 | 14：36 | 14：18 | 14：00 |
| 128.9 | 46.3 | 80.2 | Junction | Right | B6355 | 14：37 | 14：19 | 14：00 |
| 130.0 | 45.2 | 80.8 |  | Caution！ | 4 Fast \＆Narrow Descent！ | 14：39 | 14：20 | 14：02 |
| 130.5 | 44.7 | 81.2 |  | Caution！ | A Narrow Bridge | 14：40 | 14：21 | 14：02 |
| 131.6 | 43.6 | 81.8 | T．Junction | Right | B6355 | 14：41 | 14：23 | 14：04 |
| 135.9 | 39.3 | 84.5 |  | Caution！ | 4 Narrow Bridge | 14：48 | 14：29 | 14：09 |
| 140.3 | 34.9 | 87.2 |  | Caution！ | 4 Narrow Bridge | 14：55 | 14：35 | 14：15 |
| 141.1 | 34.1 | 87.7 | Sign |  | Cranshaws | 14：56 | 14：36 | 14：16 |
| 145.0 | 30.2 | 90.2 | Sign |  | East Lothian | 15：02 | 14：42 | 14：21 |
| 145.0 | 30.2 | 90.2 |  | Caution！ | $\triangle$ Fast Descent！ | 15：02 | 14：42 | 14：21 |
| 147.5 | 27.7 | 91.7 | KoM 1 Cat 3 | Start |  | 15：06 | 14：45 | 14：24 |
| 149.4 | 25.8 | 92.9 |  | Caution！ | $\triangle$ Cattle Grid | 15：09 | 14：48 | 14：27 |
| 151.2 | 24.0 | 94.0 | KoM 1 Cat 3 | Finish | 国 Wanside Rigg | 15：12 | 14：51 | 14：29 |
| 151.6 | 74.0 | 94.3 | T．Junction | Left |  | 15：13 | 14：51 | 14：29 |
| 154.8 | 20.4 | 96.3 |  | Caution！ | $\triangle$ Cattle Grid | 15：18 | 14：56 | 14：34 |
| 155.2 | 20.0 | 96.5 | Drinks | End | 図20km to Finish | 15：18 | 14：56 | 14：34 |
| 155.2 | 20.0 | 96.5 |  |  | Green Zone for 200m | 15：18 | 14：56 | 14：34 |
| 156.5 | 18.7 | 97.3 |  | Caution！ | $\triangle$ Hairpin Bend Left | 15：20 | 14：58 | 14：36 |
| 156.5 | 18.7 | 97.3 | Sign |  | Scottish Borders | 15：20 | 14：58 | 14：36 |
| 156.5 | 18.7 | 97.3 | KoM 2 Cat 3 | Start |  | 15：20 | 14：58 | 14：36 |
| 156.9 | 18.3 | 97.6 |  | Caution！ | 4 Narrow Bridge | 15：21 | 14：59 | 14：36 |
| 158.4 | 16.8 | 98.5 | KoM 2 Cat 3 | Finish | （3）Mainslaughter Law | 15：23 | 15：01 | 14：38 |
| 159.9 | 15.3 | 99.4 |  | Caution！ | $\triangle$ Cattle Grid | 15：26 | 15：03 | 14：40 |
| 159.9 | 15.3 | 99.4 |  | Caution！ | $\triangle$ Lively Sheep！ | 15：26 | 15：03 | 14：40 |
| 160.2 | 15.0 | 99.6 |  |  | 15 km to Finish | 15：26 | 15：03 | 14：40 |
| 162.4 | 12.8 | 101.0 |  | Caution！ | $\triangle$ Cattle Grid | 15：30 | 15：07 | 14：43 |
| 163.9 | 11.3 | 101.9 | Sign |  | Longformacus | 15：32 | 15：09 | 14：45 |


| KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{k} / \mathrm{m} / \mathrm{h},$ | $\mathrm{km} / \mathrm{on}$ | ${ }^{1} \mathrm{C} \text { /m/on }$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 164.2 | 11.0 | 102.1 |  | Keep Left | Duns Road | 15：33 | 15：09 | 14：46 |
| 164.3 | 10.9 | 102.2 |  | Caution！ | \ Narrow Bridge | 15：33 | 15：09 | 14：46 |
| 165.2 | 10.0 | 102.7 |  |  | 10km to Finish | 15：34 | 15：11 | 14：47 |
| 167.7 | 7.5 | 104.3 | KoM 3 Cat 3 | Start |  | 15：38 | 15：14 | 14：50 |
| 169.2 | 6.0 | 105.2 | Kom 3 Cat 3 | Finish | 围 Hardens Hill | 15：40 | 15：16 | 14：52 |
| 170.2 | 5.0 | 105.8 |  |  | 5 km to Finish | 15：42 | 15：18 | 14：53 |
| 170.6 | 4.6 | 106.1 |  | Caution！ | ¢ Fast Descent！ | 15：43 | 15：18 | 14：54 |
| 172.2 | 3.0 | 107.1 |  |  | 3km to Finish | 15：45 | 15：21 | 14：56 |
| 172.2 | 3.0 | 107.1 |  |  | Green Zone for 200 m | 15：45 | 15：21 | 14：56 |
| 171.8 | 3.4 | 106.8 |  | Caution！ | $\triangle$ Sharp Right Bend on Descent | 15：44 | 15：20 | 14：55 |
| 173.9 | 1.3 | 108.1 | T．Junction | Left | A6105 | 15：48 | 15：23 | 14：58 |
| 175.2 | 0.0 | 108.9 | Finish |  | D］Newton Street－Duns | 15：50 | 15：25 | 15：00 |

## 2 FINISH

## Timetable

## Sunday 4 September

Time Activities
21:00 Overnight parking Berwick Housing Association/Old School

Monday 5 September
Time Activities
04:45 Roads closed
05:15 Race facilities / contractors arrive on site
05:30 Commence build up
07:00 6 stewards on site (venue)
08:00 Position promotional units All staff on site
08:30 Crew breakfast/briefing Media centre open
09:00 24 stewards on site (venue) Volunteer marshal briefing
10:30 Event Control briefing
11:00 Stage 2 departs Hawick
Volunteer briefing
11:30 Finish straight available for support activities 12:00 Hospitality open
12:30 Team Coaches depart Hawick
13:00 South Street / Langtongate close
13:15 Ride with Dan Martin arrives
13:30 Expected arrival of first team coaches
14:00 Support activities end
14:35 Blue Light Cycling Club activity
15:00 Stage 2 arrives (Fast schedule) 15:25 Stage 2 arrives (Expected schedule)
15:45 Presentation of stage winner and leader's jerseys
16:00 Hospitality closes
16:30 Press conference
Volunteer marshals dismissed 24 stewards dismissed Event Control closes
17:45 Remaining stewards dismissed 18:00 Media centre closes

Finish address Newtown Street Duns TD11 3DT


Tour village address Newtown Street Duns TD11 3DT

Media centre address Newtown Street Duns TD11 3DT


## Hospital address

Borders General
Hospital
Huntlyburn Terrace
Melrose TD6 9BS
T+44 (0)1896 826000


Team Parking Langtongate Duns TD11 3AF Newtown Street Duns TD11 3DT

NOTE
Team parking is not available before 13:30.



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## DURHAM TO SUNDERLAND TUESDAY 6 SEPTEMBER

The AJ Bell Tour of Britain's first foray into England comes on stage three, which takes place between Durham and Sunderland.
History will be made when riders roll out in the shadow of the city's famous cathedral: Durham has never previously hosted a stage start or finish in a professional edition of the AJ Bell Tour of Britain.
Stage three's route will initially head west, taking the peloton through the North Pennines AONB, before heading back through County Durham and into Sunderland. The route will weave past some of the city's beautiful green spaces and through communities on its approach to the finish line outside of Sunderland's new City Hall, which forms part of a $£ 500 \mathrm{~m}$ development in the city.

While it may be the modern race's first visit to the city, Sunderland welcomed the Milk Race - a semi-professional forerunner of the AJ Bell Tour of Britain - on multiple occasions during its 35-year history.


STAGE PARTNERS

## City of Sunderland <br> active Sunderland






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## START

DURHAM

## Timetable

Monday 5 September
Time Activities
16:00 Partial site build

## Tuesday 6 September

Time Activities
04:15 Start area closed to traffic
Start crew and facilities arrive on site
08:15 Race facilities complete
Race staff, marshals and security on site
08:45 PPO in operation
09:00 Morning briefing
09:15 PA operational
Hospitality opens
Guests arrive
Teams start to arrive
Volunteers briefing
10:15 Signing on opens
10:30 0 km signage in position
11:10 Riders assemble on start line
Forward vehicles depart

## 11:15 Start of Stage 3

11:30 Stage 3 de-neutralises
11:30 Commence derig
12:30 Release team buses to head to Duns
13:45 Site clear
Start crew departs to Redcar

## 3 <br> RACE SCHEDULE <br> DURHAM TO SUNDERLAND

Neutralised section
Elvet Hill Road，Potters Bank，Lowes Barn Bank，Neville’s Cross Bank，Broom Lane，Front Street，Durham Road， Station Road，South View，Cockhouse Lane，Durham Road．

| KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \mathrm{mh}$ | mon | Bkm/on |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | 粈Start Neutralised |  | St Mary＇s College－Durham | 11：15 | 11：15 | 11：15 |
| 0.00 | 163.6 | 0.00 | －0w Start Proper |  | B6302 Durham Road－Ushaw Moor | 11：30 | 11：30 | 11：30 |
| 1.3 | 162.3 | 0.8 | T．Junction | Left | Station Road | 11：32 | 11：31 | 11：31 |
| 1.3 | 162.3 | 0.8 | Junction | Right | B6302 South View | 11：32 | 11：31 | 11：31 |
| 2.4 | 161.2 | 1.5 | Sign |  | Deerness View | 11：33 | 11：33 | 11：33 |
| 2.9 | 160.7 | 1.8 | X．Roads | Straight | B6302 | 11：34 | 11：34 | 11：33 |
| 4.5 | 159.1 | 2.8 | Sign |  | Esh Winning | 11：37 | 11：36 | 11：35 |
| 5.4 | 158.2 | 3.4 | X．Roads | Straight |  | 11：38 | 11：37 | 11：36 |
| 5.6 | 158.0 | 3.5 | Junction | Right | B6302 Newhouse Road | 11：38 | 11：38 | 11：37 |
| 8.1 | 155.5 | 5.0 | Sign |  | Cornsay Colliery | 11：42 | 11：41 | 11：40 |
| 8.3 | 155.3 | 5.2 | T．Junction | Left | B6301 Hedleyhill Lane | 11：43 | 11：41 | 11：40 |
| 10.3 | 153.3 | 6.4 |  | Caution！ | $\triangle$ Sheep for 5km（3 miles） | 11：46 | 11：44 | 11：43 |
| 14.6 | 149.0 | 9.1 | Sign |  | Tow Law | 11：52 | 11：50 | 11：48 |
| 15.0 | 148.6 | 9.3 | T．Junction | Left | A68 Castle Bank | 11：53 | 11：51 | 11：49 |
| 15.4 | 148.2 | 9.6 | X．Roads | Straight |  | 11：54 | 11：52 | 11：49 |
| 15.6 | 148.0 | 9.7 | Junction | Right | B6297 Wolsingham Road | 11：54 | 11：52 | 11：50 |
| 16.7 | 146.9 | 10.4 |  | Caution！ | ¢ Fast Descent | 11：56 | 11：53 | 11：51 |
| 20.0 | 143.6 | 12.4 | Sign |  | Wolsingham | 12：01 | 11：58 | 11：55 |
| 20.2 | 143.4 | 12.6 |  | Keep Left | B6296 | 12：01 | 11：58 | 11：55 |
| 20.8 | 142.8 | 12.9 |  | Keep Left | B6296 | 12：02 | 11：59 | 11：56 |
| 20.8 | 142.8 | 12.9 |  | Keep Right | B6296 | 12：02 | 11：59 | 11：56 |
| 20.9 | 142.7 | 13.0 | T．Junction | Right | A689 Front Street | 12：02 | 11：59 | 11：56 |
| 25.1 | 138.5 | 15.6 | Sign |  | Frosterley | 12：09 | 12：05 | 12：02 |
| 28.9 | 134.7 | 18.0 | Sign |  | Stanhope | 12：15 | 12：11 | 12：07 |
| 29.8 | 133.8 | 18.5 | Sprint 1 |  | 5 Stanhope | 12：16 | 12：12 | 12：08 |
| 29.8 | 133.8 | 18.5 |  |  | Green Zone for 200m | 12：16 | 12：12 | 12：08 |
| 30.0 | 133.6 | 18.7 | Drinks Start |  | 园 | 12：17 | 12：12 | 12：08 |
| 34.4 | 129.2 | 21.4 | Sign |  | Eastgate | 12：24 | 12：19 | 12：14 |
| 34.6 | 129.0 | 21.5 |  | Keep Left | A689 | 12：24 | 12：19 | 12：14 |
| 36.0 | 127.6 | 22.4 | Sign |  | North Pennines | 12：26 | 12：21 | 12：16 |
| 38.8 | 124.8 | 24.1 | Sign |  | Westgate | 12：30 | 12：25 | 12：19 |
| 40.3 | 123.3 | 25.1 |  | Keep Left | A689 | 12：33 | 12：27 | 12：21 |
| 40.5 | 123.1 | 25.2 | Sign |  | Daddry Shield | 12：33 | 12：27 | 12：22 |
| 41.2 | 122.4 | 25.6 | Sign |  | St John＇s Chapel | 12：34 | 12：28 | 12：22 |
| 41.5 | 122.1 | 25.8 | Junction | Left | Harthope Road | 12：35 | 12：29 | 12：23 |
| 41.7 | 121.9 | 25.9 | KoM 1 Cat 1 | Start |  | 12：35 | 12：29 | 12：23 |
| 43.6 | 120.0 | 27.1 |  | Caution！ | 1 Cattle Grid | 12：38 | 12：32 | 12：26 |
| 45.5 | 118.1 | 28.3 | KoM 1 Cat 1 | Finish | 10 Chapel Fell | 12：41 | 12：35 | 12：28 |
| 45.5 | 118.1 | 28.3 |  |  | Green Zone for 200m | 12：41 | 12：35 | 12：28 |
| 45.6 | 118.0 | 28.4 |  | Caution！ | $\triangle$ Cattle Grid | 12：41 | 12：35 | 12：28 |
| 45.6 | 118.0 | 28.4 |  | Caution！ | $\triangle$ Fast \＆Technical Descent | 12：41 | 12：35 | 12：28 |
| 48.9 | 114.7 | 30.4 |  | Caution！ | $\triangle$ Cattle Grid | 12：46 | 12：39 | 12：32 |
| 48.9 | 114.7 | 30.4 |  | Caution！ | $\triangle$ Fast Descent | 12：46 | 12：39 | 12：32 |
| 48.9 | 114.7 | 30.4 |  | Caution！ | $\triangle$ Sheep | 12：46 | 12：39 | 12：32 |

Approximate distance of neutralised section $4.9 \mathrm{~km} / 3$ miles Distance of stage $163.6 \mathrm{~km} / 101.7 \mathrm{miles}$
Neutralised start 11：15

| KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \mathrm{mh}$ | m/on | $6 \mathrm{k} / \mathrm{m} / \mathrm{on}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 49.2 | 114.4 | 30.6 |  | Caution！ | $\triangle$ Sharp Left Bend on Descent | 12：47 | 12：40 | 12：33 |
| 49.4 | 114.2 | 30.7 |  | Caution！ | $\triangle$ Cattle Grid | 12：47 | 12：40 | 12：3 |
| 49.4 | 114.2 | 30.7 | T．Junction | Left | B6277 | 12：47 | 12：40 | 12：3 |
| 49.6 | 114.0 | 30.8 | Sign |  | Forest－in－Teesdale | 12：47 | 12：40 | 12：33 |
| 50.1 | 113.5 | 31.2 |  | Caution！ | \ Narrow Bridge | 12：48 | 12：41 | 12：3 |
| 56.6 | 107.0 | 35.2 | Sign |  | Bowlees | 12：58 | 12：50 | 12：4 |
| 57.5 | 106.1 | 35.8 | Sign |  | Newbiggin | 13：00 | 12：52 | 12：43 |
| 61.1 | 102.5 | 38.0 | Sign |  | Middleton－in－Teesdale | 13：06 | 12：57 | 12：48 |
| 61.6 | 102.0 | 38.3 |  | Caution！ | 4．Narrow Bridge | 13：06 | 12：58 | 12：4 |
| 61.9 | 101.7 | 38.5 |  | Junction | Right | 13：07 | 12：58 | 12：4 |
| 62.5 | 101.1 | 38.9 |  | Keep Left | B6277 | 13：08 | 12：59 | 12：5 |
| 64.2 | 99.4 | 39.9 |  | Caution！ | $\triangle$ Narrow Bridge | 13：10 | 13：01 | 12：5 |
| 64.5 | 99.1 | 40.1 | Sign |  | Mickleton | 13：11 | 13：02 | 12：52 |
| 68.3 | 95.3 | 42.5 | Sign |  | Romaldkirk | 13：17 | 13：07 | 12：5 |
| 68.5 | 95.1 | 42.6 |  | Keep Right | B6277 | 13：17 | 13：07 | 12：5 |
| 69.9 | 93.7 | 43.5 |  | Keep Left | B6277 | 13：19 | 13：09 | 12：5 |
| 70.4 | 93.2 | 43.8 |  | Caution！ | $\triangle$ Narrow Bridge | 13：20 | 13：10 | 13：00 |
| 70.7 | 92.9 | 44.0 | Sign |  | Cotherstone | 13：21 | 13：11 | 13：0 |
| 71.2 | 92.4 | 44.3 |  | Caution！ | \ Narrow Bridge | 13：21 | 13：11 | 13：0 |
| 72.0 | 91.6 | 44.8 |  | Keep Left | B6277 | 13：23 | 13：12 | 13：02 |
| 73.7 | 89.9 | 45.8 | Sign |  | Lartington | 13：25 | 13：15 | 13：0 |
| 73.8 | 89.8 | 45.9 |  | Keep Left | B6277 | 13：25 | 13：15 | 13：0 |
| 77.1 | 86.5 | 47.9 | Sign |  | Startforth | 13：31 | 13：20 | 13：0 |
| 77.5 | 86.1 | 48.2 | T．Lights | Left | A67 Bridgegate | 13：31 | 13：20 | 13：0 |
| 77.6 | 86.0 | 48.3 | Sign |  | Barnard Castle | 13：31 | 13：20 | 13：0 |
| 77.9 | 85.7 | 48.4 |  | Keep Left | A67 The Bank | 13：32 | 13：21 | 13：1 |
| 78.0 | 85.6 | 48.5 |  | Caution！ | $\triangle$ Build Out Nearside | 13：32 | 13：21 | 13：10 |
| 78.1 | 85.5 | 48.6 | R／about | 1st Exit | A67 Market Place－Keep Left－No Cut！ | 13：32 | 13：21 | 13：10 |
| 78.4 | 85.2 | 48.8 |  | Keep Right | A67 Galgate | 13：33 | 13：22 | 13：1 |
| 78.6 | 85.0 | 48.9 | X．Roads | Straight |  | 13：33 | 13：22 | 13：1 |
| 78.7 | 84.9 | 48.9 | X．Roads | Straight |  | 13：33 | 13：22 | 13：1 |
| 78.9 | 84.7 | 49.1 | X．Roads | Straight |  | 13：33 | 13：22 | 13：1 |
| 79.1 | 84.5 | 49.2 | Junction | Left | B6278 | 13：34 | 13：23 | 13：1 |
| 81.5 | 82.1 | 50.7 | Junction | Right |  | 13：38 | 13：26 | 13：1 |
| 84.1 | 79.5 | 52.3 | X．Roads | Straight | B6279 | 13：42 | 13：30 | 13：1 |
| 84.1 | 79.5 | 52.3 | KoM 2 Cat 2 | Start |  | 13：42 | 13：30 | 13：1 |
| 86.0 | 77.6 | 53.5 |  | Caution！ | $\triangle$ Cattle Grid | 13：45 | 13：32 | 13：2 |
| 86.0 | 77.6 | 53.5 |  | Caution！ | $\triangle$ Sheep！ | 13：45 | 13：32 | 13：2 |
| 86.5 | 77.1 | 53.8 | KoM 2 Cat 2 | Finish | 包 Billy Lane | 13：45 | 13：33 | 13：2 |
| 86.5 | 77.1 | 53.8 |  |  | Green Zone for 200m | 13：45 | 13：33 | 13：21 |
| 86.6 | 77.0 | 53.9 | T．Junction | Right | B6282 | 13：46 | 13：33 | 13：2 |
| 87.5 | 76.1 | 54.4 |  | Caution！ | $\triangle$ Cattle Grid | 13：47 | 13：35 | 13：22 |
| 89.4 | 74.2 | 55.6 |  | Keep Right | B6282 | 13：50 | 13：37 | 13：2 |
| 89.5 | 74.1 | 55.7 | Sign |  | Woodland | 13：50 | 13：37 | 13：2 |


| KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $3^{3} \mathrm{~km} / \mathrm{m}_{n}$ | $\mathrm{km} / \mathrm{m} /$ |  | KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | 38km/on | $\mathrm{m} / \mathrm{m}$ | Bkm/on |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 91.0 | 72.6 | 56.6 |  | Caution! | $\triangle$ Sharp Right | 13:53 | 13:40 | 13:27 | 128.1 | 35.5 | 79.7 | Junction | Right | Station Road | 14:51 | 14:33 | 14:14 |
| 91.6 | 72.0 | 57.0 | Sign |  | Lane Head | 13:53 | 13:40 | 13:27 | 128.2 | 35.4 | 79.7 | Sign |  | Coxhoe | 14:51 | 14:33 | 14:14 |
| 92.1 | 71.5 | 57.3 | Sign |  | Copley | 13:54 | 13:41 | 13:28 | 128.8 | 34.8 | 80.1 | T.Lights | Right | B6291 The Avenue | 14:52 | 14:34 | 14:15 |
| 92.7 | 70.9 | 57.6 |  | Keep Left | B6282 | 13:55 | 13:42 | 13:29 | 128.8 | 34.8 | 80.1 |  | Caution! | $\triangle$ Speed Humps $\times 3$ | 14:52 | 14:34 | 14:15 |
| 94.9 | 68.7 | 59.0 |  | Caution! | ¢ Fast Descent | 13:59 | 13:45 | 13:32 | 129.0 | 34.6 | 80.2 |  | Caution! | $\triangle$ Build out + Speed Hump | 14:52 | 14:34 | 14:15 |
| 95.4 | 68.2 | 59.3 |  | Caution! | $\triangle$ Cattle Grid | 13:59 | 13:46 | 13:32 | 129.3 | 34.3 | 80.4 |  | Keep Left | B6291 | 14:53 | 14:34 | 14:16 |
| 95.4 | 68.2 | 59.3 |  | Caution! | $\triangle$ Sharp Left | 13:59 | 13:46 | 13:32 | 131.0 | 32.6 | 81.5 | Sign |  | Quarrington Hill | 14:55 | 14:37 | 14:18 |
| 95.5 | 68.1 | 59.4 |  | Caution! | $\triangle$ Cattle Grid | 14:00 | 13:46 | 13:32 | 131.1 | 32.5 | 81.5 |  | Caution! | $\triangle$ Build outs | 14:56 | 14:37 | 14:18 |
| 95.5 | 68.1 | 59.4 |  | Keep Right | B6282 | 14:00 | 13:46 | 13:32 | 131.6 | 32.0 | 81.8 |  | Caution! | $\triangle$ Speed Humps $\times 9$ | 14:56 | 14:38 | 14:19 |
| 96.0 | 67.6 | 59.7 |  | Keep Right | B6282 | 14:00 | 13:47 | 13:33 | 132.2 | 31.4 | 82.2 |  | Caution! | $\triangle$ Build outs | 14:57 | 14:38 | 14:19 |
| 97.5 | 66.1 | 60.6 | X.Roads | Straight | B6282 | 14:03 | 13:49 | 13:35 | 132.2 | 31.4 | 82.2 | Sign |  | Cassop | 14:57 | 14:38 | 14:19 |
| 99.8 | 63.8 | 62.1 |  | Keep Left | B6282 | 14:06 | 13:52 | 13:38 | 133.2 | 30.4 | 82.8 |  | Caution! | $\triangle$ Build outs | 14:59 | 14:40 | 14:21 |
| 100.4 | 63.2 | 62.4 | Sign |  | Toft Hill | 14:07 | 13:53 | 13:39 | 134.0 | 29.6 | 83.3 | T.Junction | Left | A181 | 15:00 | 14:41 | 14:22 |
| 100.9 | 62.7 | 62.7 | Junction | Right | Cut on slip to A68 | 14:08 | 13:54 | 13:39 | 134.3 | 29.3 | 83.5 |  | Keep Left | Dual Carriageway | 15:01 | 14:41 | 14:22 |
| 100.9 | 62.7 | 62.7 | T.Junction | Right | A68 | 14:08 | 13:54 | 13:39 | 135.2 | 28.4 | 84.1 |  | Caution! | 4 Wild Horses | 15:02 | 14:43 | 14:23 |
| 101.9 | 61.7 | 63.4 |  | Caution! | \ Build out nearside | 14:10 | 13:55 | 13:41 | 137.6 | 26.0 | 85.6 | R/about | 3rd Exit | Mill Lane | 15:06 | 14:46 | 14:26 |
| 102.2 | 61.4 | 63.6 | T.Junction | Left | $B 6282$ | 14:10 | 13:56 | 13:41 | 138.0 | 25.6 | 85.8 | Sign |  | Sherburn | 15:06 | 14:47 | 14:27 |
| 102.7 | 60.9 | 63.9 |  | Keep Right | B6282 | 14:11 | 13:56 | 13:42 | 138.5 | 25.1 | 86.1 |  | Keep Left | Mill Lane | 15:07 | 14:47 | 14:28 |
| 103.7 | 59.9 | 64.5 | Sign |  | Etherley Grange | 14:12 | 13:58 | 13:43 | 139.0 | 24.6 | 86.4 | M R/about | 2nd Exit | Hallgarth Lane | 15:08 | 14:48 | 14:28 |
| 104.9 | 58.7 | 65.2 | X.Roads | Straight |  | 14:14 | 13:59 | 13:44 | 140.6 | 23.0 | 87.4 |  | Keep Left | Lady's Piece Lane | 15:10 | 14:50 | 14:30 |
| 105.0 | 58.6 | 65.3 | Sign |  | Etherley Moor | 14:15 | 14:00 | 13:45 | 141.8 | 21.8 | 88.2 | X.Roads | Straight | Station Road | 15:12 | 14:52 | 14:32 |
| 105.2 | 58.4 | 65.4 | Sign |  | Etherley Dene | 14:15 | 14:00 | 13:45 | 142.1 | 21.5 | 88.4 | Junction | Right | Moorsley Road | 15:13 | 14:53 | 14:32 |
| 105.3 | 58.3 | 65.5 | R/about | 2nd Exit | B6282 | 14:15 | 14:00 | 13:45 | 142.5 | 21.1 | 88.6 | KoM 3 Cat 3 | Start |  | 15:13 | 14:53 | 14:33 |
| 105.7 | 57.9 | 65.7 | Sign |  | Bishop Auckland | 14:16 | 14:01 | 13:45 | 143.5 | 20.1 | 89.2 | Sign |  | Moorsley | 15:15 | 14:55 | 14:34 |
| 106.1 | 57.5 | 66.0 | Sprint 2 |  | 5 Bishop Auckland | 14:16 | 14:01 | 13:46 | 143.5 | 20.1 | 89.2 | KoM 3 Cat 3 | Finish | 圂 High Moorsley | 15:15 | 14:55 | 14:34 |
| 106.1 | 57.5 | 66.0 |  |  | Green Zone for 200m | 14:16 | 14:01 | 13:46 | 143.6 | 20.0 | 89.3 | Drinks | End | 卤 20 km to Finish | 15:15 | 14:55 | 14:34 |
| 107.2 | 56.4 | 66.7 | T.Lights | Straight | B6282 St Andrew's Road | 14:18 | 14:03 | 13:47 | 143.6 | 20.0 | 89.3 |  |  | Green zone for 200 m | 15:15 | 14:55 | 14:34 |
| 107.8 | 55.8 | 67.0 | T.Junction | Left | A688 | 14:19 | 14:04 | 13:48 | 144.0 | 19.6 | 89.5 |  | Caution! | $\triangle$ Fast Descent | 15:16 | 14:55 | 14:35 |
| 108.1 | 55.5 | 67.2 | R/about | 2nd Exit | A688 | 14:19 | 14:04 | 13:48 | 144.2 | 19.4 | 89.7 |  | Keep Left | Moorsley Road | 15:16 | 14:56 | 14:35 |
| 109.8 | 53.8 | 68.3 | R/about | 3rd Exit | B6287 | 14:22 | 14:06 | 13:51 | 145.4 | 18.2 | 90.4 | Sign |  | Hetton-le-Hole | 15:18 | 14:57 | 14:36 |
| 110.1 | 53.5 | 68.5 | Sign |  | Coundon | 14:23 | 14:07 | 13:51 | 145.5 | 18.1 | 90.5 | T.Junction | Left | B1284 North Road | 15:18 | 14:57 | 14:37 |
| 110.5 | 53.1 | 68.7 |  | Keep Right | B6287 | 14:23 | 14:07 | 13:52 | 145.9 | 17.7 | 90.7 | X.Roads | Straight | North Road | 15:19 | 14:58 | 14:37 |
| 111.3 | 52.3 | 69.2 | X.Roads | Straight |  | 14:24 | 14:09 | 13:53 | 108.9 | 54.7 | 67.7 | T.Lights | Right | A3055 High Street | 14:21 | 14:05 | 13:50 |
| 111.3 | 52.3 | 69.2 | Sign |  | Leeholme | 14:24 | 14:09 | 13:53 | 146.5 | 17.1 | 91.1 | R/about | 1st Exit | B1284 North Road | 15:20 | 14:59 | 14:38 |
| 112.0 | 51.6 | 69.6 |  | Keep Right | B6287 | 14:26 | 14:10 | 13:54 | 147.1 | 16.5 | 91.5 |  | Caution! | $\triangle$ Speed Humps $\times 4$ | 15:21 | 15:00 | 14:39 |
| 113.2 | 50.4 | 70.4 | Sign |  | Middlestone | 14:27 | 14:11 | 13:55 | 147.5 | 16.1 | 91.7 | R/about | 2nd Exit | B1284 | 15:21 | 15:00 | 14:39 |
| 114.1 | 49.5 | 71.0 | Sign |  | Kirk Merrington | 14:29 | 14:13 | 13:56 | 147.8 | 15.8 | 91.9 | R/about | 2nd Exit | B1284 | 15:22 | 15:01 | 14:40 |
| 114.2 | 49.4 | 71.0 | T.Junction | Right | B6287 West View | 14:29 | 14:13 | 13:56 | 147.9 | 15.7 | 92.0 | Sign |  | City of Sunderland | 15:22 | 15:01 | 14:40 |
| 114.3 | 49.3 | 71.1 | Junction | Left | Merrington Road | 14:29 | 14:13 | 13:56 | 148.5 | 15.1 | 92.3 | R/about | 3rd Exit | B1284 | 15:23 | 15:02 | 14:40 |
| 115.8 | 74.0 | 72.0 | Sprint 3 |  | 5 Ferryhill | 14:31 | 14:15 | 13:58 | 148.6 | 15.0 | 92.4 |  |  | 15 km to Finish | 15:23 | 15:02 | 14:41 |
| 115.8 | 74.0 | 72.0 |  |  | Green Zone for 200m | 14:31 | 14:15 | 13:58 | 148.9 | 14.7 | 92.6 | Sign |  | Chilton Moor | 15:23 | 15:02 | 14:41 |
| 116.8 | 46.8 | 72.6 |  | Caution! | $\triangle$ Build outs | 14:33 | 14:16 | 14:00 | 149.6 | 14.0 | 93.0 | T.Lights | Right | Sedgeletch Road | 15:25 | 15:03 | 14:42 |
| 117.2 | 46.4 | 72.9 | X.Roads | Left | B6287 Main Street | 14:34 | 14:17 | 14:00 | 151.0 | 12.6 | 93.9 | R/about | 2nd Exit | Coaley Lane | 15:27 | 15:05 | 14:44 |
| 117.3 | 46.3 | 72.9 |  | Keep Left |  | 14:34 | 14:17 | 14:00 | 151.2 | 12.4 | 94.0 | X.Roads | Straight |  | 15:27 | 15:06 | 14:44 |
| 117.4 | 46.2 | 73.0 | Junction | Right | North Street | 14:34 | 14:17 | 14:00 | 151.5 | 12.1 | 94.2 | R/about | 2nd Exit | Coaley Lane | 15:28 | 15:06 | 14:44 |
| 117.8 | 45.8 | 73.3 |  | Keep Right | Broom Road | 14:35 | 14:18 | 14:01 | 151.9 | 11.7 | 94.5 | T.Lights | Left | A182 | 15:28 | 15:07 | 14:45 |
| 117.9 | 45.7 | 73.3 | X.Roads | Straight |  | 14:35 | 14:18 | 14:01 | 151.9 | 11.7 | 94.5 |  | Keep Right | A182 | 15:28 | 15:07 | 14:45 |
| 117.9 | 45.7 | 73.3 | X.Roads | Straight |  | 14:35 | 14:18 | 14:01 | 152.0 | 11.6 | 94.5 | R/about | 1st Exit | A182 Philadelphia Lane | 15:28 | 15:07 | 14:45 |
| 118.3 | 45.3 | 73.6 | X.Roads | Straight |  | 14:35 | 14:19 | 14:02 | 152.1 | 11.5 | 94.6 | Sign |  | Philadelphia | 15:29 | 15:07 | 14:45 |
| 118.5 | 45.1 | 73.7 | M R/about | 1st Exit |  | 14:36 | 14:19 | 14:02 | 152.3 | 11.3 | 94.7 |  | Keep Left |  | 15:29 | 15:07 | 14:45 |
| 119.4 | 44.2 | 74.2 | M R/about | 1st Exit |  | 14:37 | 14:20 | 14:03 | 153.3 | 10.3 | 95.3 | R/about | 3rd Exit | B1286 | 15:30 | 15:09 | 14:47 |
| 122.4 | 41.2 | 76.1 | Sign |  | Bishop Middleham | 14:42 | 14:24 | 14:07 | 153.6 | 10.0 | 95.5 |  |  | 10km to Finish | 15:31 | 15:09 | 14:47 |
| 124.0 | 39.6 | 77.1 | T.Junction | Right | A177 | 14:44 | 14:27 | 14:09 | 153.9 | 9.7 | 95.7 | M R/about | 1st Exit | B1286 St Aidan's Terrace | 15:31 | 15:09 | 14:47 |
| 126.2 | 37.4 | 78.5 |  | Keep Left | Dual Carriageway | 14:48 | 14:30 | 14:12 | 154.0 | 9.6 | 95.8 | M R/about | 2nd Exit | B1286 St Aidan's Terrace | 15:32 | 15:10 | 14:48 |


| KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \text { /on }^{2}$ | $\mathrm{km} / \mathrm{on}$ | ${ }^{8} \mathrm{~K}_{\mathrm{m} / \mathrm{m} / \mathrm{h}}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 154.4 | 9.2 | 96.0 | X.Roads | Straight |  | 15:32 | 15:10 | 14:48 |
| 155.6 | 8.0 | 96.8 | Sign |  | East \& Middle Herrington | 15:34 | 15:12 | 14:50 |
| 156.2 | 7.4 | 97.1 | R/about | 1st Exit | A690 Durham Road | 15:35 | 15:13 | 14:50 |
| 157.5 | 6.1 | 97.9 |  | Keep Left | Long Central Island to Roundabout | 15:37 | 15:15 | 14:52 |
| 157.9 | 5.7 | 98.2 | R/about | 2nd Exit | A690 Durham Road | 15:38 | 15:15 | 14:53 |
| 158.2 | 5.4 | 98.4 | T.Lights | Straight | A690 Durham Road | 15:38 | 15:16 | $14: 53$ |
| 158.2 | 5.4 | 98.4 | T.Lights | Straight | A690 Durham Road | 15:38 | 15:16 | 14:53 |
| 158.6 | 5.0 | 98.6 | T.Lights | Straight | A690 Durham Road | 15:39 | 15:16 | 14:53 |
| 158.6 | 5.0 | 98.6 |  |  | 5 km to Finish | 15:39 | 15:16 | 14:53 |
| 159.2 | 4.4 | 99.0 |  | Caution! | $\triangle$ Safety Camera 50kph (30mph) | 15:40 | 15:17 | 14:54 |
| 159.4 | 4.2 | 99.1 |  | Caution! | $\triangle$ Build Out Offside | 15:40 | 15:17 | 14:54 |
| 159.7 | 3.9 | 99.3 |  | Caution! | $\triangle$ Keep Left Central Splitter | 15:40 | 15:18 | 14:55 |
| 158.9 | 4.7 | 98.8 | T.Lights | Straight | A690 Durham Road | 15:39 | 15:17 | 14:54 |
| 160.1 | 3.5 | 99.6 | T.Lights | Straight | A690 Durham Road | 15:41 | 15:18 | $14: 55$ |
| 160.4 | 3.2 | 99.7 | Junction | Right | Thornholme Road | 15:42 | 15:19 | 14:56 |
| 160.5 | 3.1 | 99.8 |  | Caution! | $\triangle$ Speed Humps $\times 8$ | 15:42 | 15:19 | 14:56 |
| 160.6 | 3.0 | 99.9 |  |  | 3km to Finish | 15:42 | 15:19 | 14:56 |
| 160.6 | 3.0 | 99.9 |  |  | Green Zone for 200m | 15:42 | 15:19 | 14:56 |
| 161.2 | 2.4 | 100.2 | R/about | 2nd Exit | Belvedere Road | 15:43 | 15:20 | 14:57 |
| 161.3 | 2.3 | 100.3 | T.Lights | Right | A1231 Park Road | 15:43 | 15:20 | $14: 57$ |
| 161.6 | 2.0 | 100.5 | T.Lights | Straight | A1231 Park Road | 15:43 | 15:20 | 14:57 |
| 161.8 | 1.8 | 100.6 | T.Lights | Left | B1294 Toward Road | 15:44 | 15:21 | $14: 58$ |
| 162.2 | 1.4 | 100.9 | T.Lights | Right | B1294 Borough Road | 15:44 | 15:21 | 14:58 |
| 162.3 | 1.3 | 100.9 | X.Roads | Straight |  | 15:45 | 15:21 | 14:58 |
| 162.4 | 1.2 | 101.0 | X.Roads | Straight |  | 15:45 | 15:22 | 14:58 |
| 162.5 | 1.1 | 101.1 | R/about | 1st Exit | A1018 Sans Street | 15:45 | 15:22 | 14:58 |
| 162.8 | 0.8 | 101.2 | R/about | 2nd Exit | A1018 West Wear Street | 15:45 | 15:22 | 14:59 |
| 163.0 | 0.6 | 101.4 | T.Lights | Straight | A1018 West Wear Street | 15:46 | 15:22 | 14:59 |
| 163.2 | 0.4 | 101.5 | T.Lights | Straight | A183 St Mary's Boulevard | 15:46 | 15:23 | 14:59 |
| 163.6 | 0.0 | 101.7 | Finish |  | Keel Square - Sunderland | 15:47 | 15:23 | 15:00 |



## There are countless things to do in Sunderland, with a whole host of attractions, events, family days out and sights just waiting to be explored.

Sunderland is a vibrant city, where you can create memories and share experiences.
Families and urban explorers alike will love visiting our historic and cultural landmarks; from museums to heritage trails, art galleries to theatres Sunderland is rich in history, yet built for the future.
Sunderland's nightlife is not to be missed either, with a selection of fantastic bars, cafes and restaurants offering everything
from local cuisine and artisanal beers to international dishes and unique cocktails.
Explore further afield with our outdoor days out, and exhilarating sports and leisure facilities, or unwind with a spot of retail therapy in our bustling city centre.
(0) fis @VisitSundUK www.mysunderland.co.uk
active
Sunderland

## 3 FINISH <br> SUNDERLAND

## Timetable

Monday 5 September
Time Activities
20:00 Overnight Parking plot next to Livingstone Car Park

Tuesday 6 September
Time Activities
04:45 Roads closed
05:15 Race facilities / contractors arrive on site
05:30 Commence build up
07:00 6 stewards on site (venue)
08:00 All staff on site
08:30 Crew breakfast / briefing
Position promotional units Media centre open
09:00 24 stewards on site (venue) Volunteer marshal briefing
10:45 Event Control briefing
11:00 Volunteer briefing
11:15 Stage 3 departs Durham
11:45 Expected arrival of first team coaches
11:30 Finish straight available for support activities 12:00 Hospitality open
13:00 Road between final 2 roundabouts closes
13:15 Ride with Dan Martin arrives
13:15 Support activities end
13:30 Blue Light Cycling Club activity
14:45 Bus crossing Wear Bridge RA closes
15:00 Stage 3 arrives (Fast schedule) 15:23 Stage 3 arrives (Expected schedule) 15:45 Presentation of stage winner and leader's jerseys
16:00 Hospitality closes Press conference
17:30 Volunteer marshals dismissed 24 stewards dismissed
Event Control closes
17:45 Remaining stewards dismissed 18:00 Media centre closes

$\frac{1}{N}$




## NEVERENDING PERFORMANCE.

## NEVERENDING

 FREEDOM.INTRODUCING THE BRAND NEW VITTORIA
CORSA N.EXT

## REDCAR TO DUNCOMBE PARK, HELMSLEY WEDNESDAY 7 SEPTEMBER

Over 2,650 metres of climbing in a little under 150 kilometres make this the queen stage of the AJ Bell Tour of Britain. Stage four begins in Redcar, marking the first time the borough of Redcar and Cleveland will have hosted the AJ Bell Tour of Britain, before the race crosses into North Yorkshire to end a 13-year absence from the county.
Popular seaside towns such as Saltburn-by-the-Sea and Whitby will be raced through en route to the stunning North York Moors National Park. Unrelenting and unforgiving throughout, the final 30 kilometres of stage four feature the climbs of Carlton Bank (9.8\% average gradient) and Newgate Bank ( $6 \%$ average gradient) in quick succession. Given the fast descent into the finish at Duncombe Park, one of Yorkshire's finest historic houses and estates, those leading the race over the top of these climbs will likely battle it out for the stage victory.
(8)
North Yorkshire County Council

. SCARBOROUGH

HAMBLETON DISTRICT COUNGI


## START

REDCAR

In addition to a proud heritage in steel and industry mixed in with its proximity to the North Yorkshire Moors, Redcar is home to an endless stretch of Yorkshire coastline, with picturesque beaches and some breathtaking landscapes.

Known for its golden sands, under which lie the remains of an occasionally-revealed 7000-year-old forest, Redcar is framed by the swimming-quality waters of the North Sea and a bustling town centre. Here visitors will find high street names, quirky independents, amusement arcades, fish and chips, and the legendary lemon top ice cream.
The town's iconic landmark, the Redcar Beacon, rises 80 feet into the sky and provides spectacular panoramic views of Redcar and its neighbouring towns, including Marske and Saltburn-by-the-Sea.

The value of Redcar cannot be overstated. With a packed programme of events and family attractions, including the world's oldest surviving lifeboat at Zetland Lifeboat Museum, the rich heritage of Kirkleatham Museum and Kirkleatham Walled Garden, and the action-packed horse racing calendar at Redcar Racecourse, a fun-filled visit is definitely in store for those who come along.


## FINISH

DUNCOMBE PARK, HELMSLEY

## Nestled in the North York Moors National Park

 the beautiful market town of Helmsley is a true Yorkshire gem, renowned for its honey-coloured cottages, market cross, meandering beck and 900-year-old castleThe town is known for its traditional coaching inns, welcoming accommodation, gastro experiences and pretty market square. It's here that visitors will find a rich variety of independent shops, local delis, cafes, the market cross and the Feversham Monument.
A short stroll from the town centre is the beautiful green space of Duncombe Park, one of Yorkshire's finest historic houses and estates, and home to the Duncombe family. The estate, which boasts over 450 acres of spectacular gardens, parklands and a nature reserve, will host the stage four finish.

A few miles from the town lie the spectacular and accessible landscape of the North York Moors. Rolling hills, steep climbs, rich wildlife and the moorlands' famous heather make them one of most incredible landscapes on the planet. The North York Moors National Park - which celebrates its 70th birthday this year - prides itself on its access for all. Helmsley, its only market town, acts as its gateway.

## FACT FILE

### 1.3M

NUMBER OF ANNUAL VISITORS TO REDCAR.

## 1,713

POPULATION OF HELMSLEY - THE SMALLEST OF ANY HOST TOWN OR CITY IN THE 2022 RACE.

## 2015

THE YEAR IN WHICH HELMSLEY WAS VOTED BEST MARKET TOWN IN THE GREAT BRITISH HIGH STREET AWARDS.

## 4 REDCAR TO DUNCOMBE PARK, HELMSLEY

WEDNESDAY 7 SEPTEMBER


STAGE START
PTAGE FINIS
5 SPRINTS $\square$ šKOdA KING OF THE MOUNTAINS
$\leftrightarrow 149.5$ км $/ 93 \mathrm{~m}$ ^ 2, 269 m




## Timetable

Wednesday 7 September
Time Activities
04:30 Start area closed to traffic, start crew and facilities arrive on site
08:30 Race facilities complete
Race staff, marshals and security on site
09:00 PPO in operation
Volunteers briefing
09:15 Morning briefing
09:30 PA operational
Hospitality opens
Guests arrive
Teams start to arrive
10:30 Signing on opens
10:45 Okm signage in position
11:25 Riders assemble on start line
Forward vehicles depart
11:30 Start of Stage 4
11:45 Stage 4 de-neutralises
11:45 Commence derig
14:00 Site clear
Start crew departs to West Bridgford

## 4 RACE SCHEDULE <br> REDCAR TO DUNCOMBE PARK, HELMSLEY

Neutralised section
Esplanade, Granville Terrace, Coast Road.

Approximate distance of neutralised section $2.7 \mathrm{~km} / 1.6 \mathrm{miles}$
Distance of stage $149.5 \mathrm{~km} / 93 \mathrm{miles}$
Neutralised start 11:30

| KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \mathrm{H}_{\mathrm{h}}$ | $\mathrm{km} / \mathrm{m}_{\mathrm{h}}$ | Skn/on | KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} /{ }^{3}$ | $\mathrm{km} / \mathrm{on}$ | Skm/on |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | 閶 Start N | lised | Esplanade - Redcar | 11:30 | 11:30 | 11:30 | 30.3 | 119.2 | 18.8 | X.Roads | Straight |  | 12:32 | 12:28 | 12:23 |
| 0.00 | 149.5 | 0.00 | -man Start Pr |  | A1085 Coast Road | 11:45 | 11:45 | 11:45 | 34.4 | 115.1 | 21.4 | X.Roads | Straight |  | 12:39 | 12:34 | 12:29 |
| 1.3 | 148.2 | 0.8 | Sign |  | Marske | 11:47 | 11:46 | 11:46 | 36.6 | 112.9 | 22.8 |  | Caution! | Fast \& Technical Descent! | 12:42 | 12:37 | 12:32 |
| 1.9 | 147.6 | 1.2 | R/about | 2nd Exit | A1085 High Street | 11:47 | 11:47 | 11:47 | 37.8 | 111.7 | 23.5 |  | Caution! | $\triangle$ Sharp Bend Left on Descent! | 12:44 | 12:39 | 12:33 |
| 3.1 | 146.4 | 1.9 | R/about | 1st Exit | Marske Road | 11:49 | 11:49 | 11:48 | 37.9 | 111.6 | 23.6 |  | Caution! | $\triangle$ Sharp Bend Right on Descent! | 12:44 | 12:39 | 12:33 |
| 4.4 | 145.1 | 2.7 | Sign |  | Saltburn-by-the-Sea | 11:51 | 11:51 | 11:50 | 38.3 | 111.2 | 23.8 |  | Caution! | $\triangle$ Narrow Bridge | 12:45 | 12:39 | 12:34 |
| 5.5 | 144.0 | 3.4 | X.Roads | Right | Hilda Place | 11:53 | 11:52 | 11:52 | 40.9 | 108.6 | 25.4 | M R/about | 2nd Exit | A174 White Bridge Road | 12:49 | 12:43 | 12:37 |
| 5.8 | 143.7 | 3.6 | X.Roads | Straight |  | 11:54 | 11:53 | 11:52 | 41.1 | 108.4 | 25.6 | X.Roads | Straight |  | 12:49 | 12:43 | 12:37 |
| 6.6 | 142.9 | 4.1 | T.Junction | Right | The Zetland | 11:55 | 11:54 | 11:53 | 41.2 | 108.3 | 25.6 | X.Roads | Straight |  | 12:49 | 12:43 | 12:37 |
| 6.7 | 142.8 | 4.2 |  | Caution! | $\triangle$ Keep Right Central Island after T-Junction | 11:55 | 11:54 | 11:53 | 41.6 | 107.9 | 25.9 | R/about | 2nd Exit | A174 Upgang Road | 12:50 | 12:44 | 12:38 |
| 6.8 | 142.7 | 4.2 | Junction | Left | Glenside | 11:55 | 11:54 | 11:53 | 42.0 | 107.5 | 26.1 | R/about | 3rd Exit | A174 Chubb Hill | 12:51 | 12:45 | 12:39 |
| 7.4 | 142.1 | 4.6 |  | Keep Left | Victoria Terrace | 11:56 | 11:55 | 11:54 | 42.3 | 107.2 | 26.3 | M R/about | 1st Exit |  | 12:51 | 12:45 | 12:39 |
| 7.7 | 141.8 | 4.8 | T.Junction | Right | Marske Mill Lane | 11:57 | 11:56 | 11:54 | 42.8 | 106.7 | 26.6 | R/about | 1st Exit | New Quay Road | 12:52 | 12:46 | 12:40 |
| 7.9 | 141.6 | 4.9 | T.Junction | Left | Guisborough Road | 11:57 | 11:56 | 11:55 | 43.0 | 106.5 | 26.7 |  | Caution! | $\triangle$ Swing Bridge | 12:52 | 12:46 | 12:40 |
| 9.8 | 139.7 | 6.1 | T.Lights | Left | A174 Apple Orchard Bank | 12:00 | 11:59 | 11:57 | 43.1 | 106.4 | 26.8 |  | Keep Right | Church Street | 12:52 | 12:46 | 12:40 |
| 9.8 | 139.7 | 6.1 |  | Caution! | A Fast Descent | 12:00 | 11:59 | 11:57 | 43.3 | 106.2 | 26.9 | Junction | Left | Green Lane | 12:53 | 12:46 | 12:40 |
| 11.2 | 138.3 | 7.0 | R/about | 2nd Exit | A173 Marske Lane | 12:02 | 12:01 | 11:59 | 44.4 | 105.1 | 27.6 | Sprint 1 |  | 5 Whitby | 12:54 | 12:48 | 12:42 |
| 11.2 | 138.3 | 7.0 |  | Keep Right | Central Island | 12:02 | 12:01 | 11:59 | 44.4 | 105.1 | 27.6 |  |  | Green Zone for 200m | 12:54 | 12:48 | 12:42 |
| 11.8 | 137.7 | 7.3 | T.Lights | Left | High Street | 12:03 | 12:01 | 12:00 | 44.5 | 105.0 | 27.7 | T.Junction | Right | Hawsker Lane | 12:54 | 12:48 | 12:42 |
| 11.9 | 137.6 | 7.4 |  | Keep Left | High Street | 12:03 | 12:02 | 12:00 | 48.2 | 101.3 | 30.0 | T.Junction | Left | A171 | 13:00 | 12:53 | 12:46 |
| 12.1 | 137.4 | 7.5 | X.Roads | Straight |  | 12:04 | 12:02 | 12:00 | 48.5 | 101.0 | 30.2 | Sign |  | Hawsker | 13:01 | 12:54 | 12:47 |
| 12.3 | 137.2 | 7.6 | X.Roads | Straight |  | 12:04 | 12:02 | 12:00 | 48.6 | 100.9 | 30.2 | Junction | Left | B1447 | 13:01 | 12:54 | 12:47 |
| 12.9 | 136.6 | 8.0 |  | Keep Left | High Street | 12:05 | 12:03 | 12:01 | 49.0 | 100.5 | 30.5 |  | Keep Left | B1447 | 13:02 | 12:55 | 12:48 |
| 13.0 | 136.5 | 8.1 | Sign |  | New Skelton | 12:05 | 12:03 | 12:01 | 49.4 | 100.1 | 30.7 |  | Keep Right | B1447 | 13:02 | 12:55 | 12:48 |
| 13.7 | 135.8 | 8.5 | Sign |  | North Skelton | 12:06 | 12:04 | 12:02 | 50.0 | 99.5 | 31.1 |  | Caution! | $\triangle$ Fast Descent! | 13:03 | 12:56 | 12:49 |
| 14.1 | 135.4 | 8.8 |  | Caution! | © Build outs | 12:07 | 12:05 | 12:03 | 51.2 | 98.3 | 31.8 | X.Roads | Straight |  | 13:05 | 12:58 | 12:50 |
| 14.5 | 135.0 | 9.0 | R/about | 2nd Exit | A174 | 12:07 | 12:05 | 12:03 | 51.3 | 98.2 | 31.9 |  | Caution! | $\triangle$ Sharp Right Bend! | 13:05 | 12:58 | 12:50 |
| 15.2 | 134.3 | 9.5 | Sign |  | Brotton | 12:08 | 12:06 | 12:04 | 51.9 | 97.6 | 32.3 |  | Caution! | $\triangle$ Sharp Right Bend! | 13:06 | 12:59 | 12:51 |
| 15.5 | 134.0 | 9.6 | T.Lights | Straight | High Street | 12:09 | 12:07 | 12:04 | 52.2 | 97.3 | 32.5 | Sign |  | Robin Hood's Bay | 13:07 | 12:59 | 12:52 |
| 15.9 | 133.6 | 9.9 |  | Keep Right | High Street | 12:09 | 12:07 | 12:05 | 52.4 | 97.1 | 32.6 |  | Keep Right | B1447 | 13:07 | 12:59 | 12:52 |
| 16.3 | 133.2 | 10.1 | T.Lights | Straight | High Street | 12:10 | 12:08 | 12:05 | 52.5 | 97.0 | 32.6 |  | Keep Left | B1447 | 13:07 | 13:00 | 12:52 |
| 17.1 | 132.4 | 10.6 | R/about | 1st Exit | A174 Brotton Road | 12:11 | 12:09 | 12:06 | 52.7 | 96.8 | 32.8 | Junction | Right | Thorpe Lane | 13:07 | 13:00 | 12:52 |
| 17.3 | 132.2 | 10.8 | Sign |  | Carlin How | 12:12 | 12:09 | 12:07 | 53.6 | 95.9 | 33.3 | X.Roads | Straight |  | 13:09 | 13:01 | 12:53 |
| 18.5 | 131.0 | 11.5 |  | Caution! | Hairpin Bend Left | 12:14 | 12:11 | 12:08 | 53.6 | 95.9 | 33.3 | Kom 1 Cat 1 | Start |  | 13:09 | 13:01 | 12:53 |
| 19.1 | 130.4 | 11.9 | Sign |  | Loftus | 12:15 | 12:12 | 12:09 | 54.4 | 95.1 | 33.8 |  | Caution! | 4. Hairpin Bend Right on Ascent | 13:10 | 13:02 | 12:54 |
| 19.7 | 129.8 | 12.3 |  | Caution! | © Build outs | 12:15 | 12:13 | 12:10 | 55.2 | 94.3 | 34.3 | Kom 1 Cat 1 | Finish | (1) Robin Hood's Bay | 13:11 | 13:03 | 12:55 |
| 19.9 | 129.6 | 12.4 | T.Lights | Straight | A174 Zetland Road | 12:16 | 12:13 | 12:10 | 55.9 | 93.6 | 34.8 | T.Junction | Left | A171 | 13:12 | 13:04 | 12:56 |
| 20.5 | 129.0 | 12.7 | X.Roads | Straight |  | 12:17 | 12:14 | 12:11 | 57.0 | 92.5 | 35.4 | Junction | Right | A1416 | 13:14 | 13:06 | 12:58 |
| 22.0 | 127.5 | 13.7 | Sign |  | Easington | 12:19 | 12:16 | 12:13 | 57.8 | 91.7 | 35.9 |  | Caution! | $\triangle$ Deer | 13:15 | 13:07 | 12:59 |
| 24.0 | 125.5 | 14.9 |  | Caution! | ¢ Fast Descent! | 12:22 | 12:19 | 12:15 | 59.7 | 89.8 | 37.1 |  | Keep Right | B1416 | 13:18 | 13:10 | 13:01 |
| 26.1 | 123.4 | 16.2 | Sign |  | Staithes | 12:26 | 12:22 | 12:18 | 62.4 | 87.1 | 38.8 | Sign |  | Oakley Bank | 13:23 | 13:14 | 13:05 |
| 28.1 | 121.4 | 17.5 | Sign |  | Hinderwell | 12:29 | 12:25 | 12:21 | 62.9 | 86.6 | 39.1 |  | Keep Left | B1416 Sneaton Lane | 13:23 | 13:14 | 13:05 |
| 28.2 | 121.3 | 17.5 | X.Roads | Straight |  | 12:29 | 12:25 | 12:21 | 63.7 | 85.8 | 39.6 |  | Caution! | $\triangle$ Fast Descent! | 13:25 | 13:16 | 13:06 |
| 30.0 | 119.5 | 18.7 | Drinks | Start | 圌 | 12:32 | 12:27 | 12:23 | 64.1 | 85.4 | 39.9 |  | Caution! | $\triangle$ Hairpin Bend Right on Descent! | 13:25 | 13:16 | 13:07 |


| KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \mathrm{on}$ | m/on | ${ }^{1} \mathrm{k} \text { m/on }$ | KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \mathrm{on}^{3}$ | km/on | $6 \text { 6m/on }$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 64.5 | 85.0 | 40.1 |  | Caution! | \ Narrow Bridge | 13:26 | 13:17 | 13:07 | 106.1 | 43.4 | 66.0 | Sign |  | Easby | 14:31 | 14:16 | 14:01 |
| 64.6 | 84.9 | 40.2 |  | Caution! | $\triangle$ Level Crossing | 13:26 | 13:17 | 13:08 | 106.7 | 42.8 | 66.4 | Junction | Right | Easby Lane | 14:32 | 14:17 | 14:02 |
| 64.6 | 84.9 | 40.2 | T.Junction | Right | B1410 The Carrs | 13:26 | 13:17 | 13:08 | 108.0 | 41.5 | 67.2 | Junction | Right | Cross Lane | 14:34 | 14:19 | 14:03 |
| 66.5 | 83.0 | 41.4 |  | Caution! | $\triangle$ Build outs | 13:29 | 13:20 | 13:10 | 108.6 | 40.9 | 67.5 |  | Caution! | $\triangle$ Narrow Bridge | 14:35 | 14:20 | 14:04 |
| 66.9 | 82.6 | 41.6 |  | Keep Left | B1410 The Carrs | 13:30 | 13:20 | 13:11 | 109.3 | 40.2 | 68.0 | M R/about | 2nd Exit | Station Road | 14:36 | 14:21 | 14:05 |
| 67.2 | 82.3 | 41.8 | T.Junction | Left | A169 Coach Road | 13:30 | 13:21 | 13:11 | 109.5 | 40.0 | 68.1 | T.Junction | Left | High Street | 14:37 | 14:21 | 14:05 |
| 67.4 | 82.1 | 41.9 | Sign |  | Sleights | 13:30 | 13:21 | 13:11 | 110.1 | 39.4 | 68.5 | X.Roads | Straight | Low Green | 14:38 | 14:22 | 14:06 |
| 68.5 | 81.0 | 42.6 | Junction | Right |  | 13:32 | 13:22 | 13:13 | 110.5 | 39.0 | 68.7 |  | Caution! | 4 Build out Nearside | 14:38 | 14:22 | 14:07 |
| 72.1 | 77.4 | 44.8 | Sign |  | Grosmont | 13:38 | 13:28 | 13:17 | 110.6 | 38.9 | 68.8 |  | Caution! | $\triangle$ Build out Offside | 14:38 | 14:23 | 14:07 |
| 72.4 | 77.1 | 45.0 |  | Keep Right | Front Street | 13:38 | 13:28 | 13:18 | 112.3 | 37.2 | 69.8 | Junction | Left | High Street | 14:41 | 14:25 | 14:09 |
| 72.7 | 76.8 | 45.2 |  | Caution! | $\triangle$ Fast Descent! | 13:39 | 13:28 | 13:18 | 112.8 | 36.7 | 70.1 | T.Junction | Left | A172 | 14:42 | 14:26 | 14:10 |
| 73.1 | 76.4 | 45.5 |  | Caution! | $\triangle$ Level Crossing | 13:39 | 13:29 | 13:18 | 112.8 | 36.7 | 70.1 | Junction | Right | Blackmore Road | 14:42 | 14:26 | 14:10 |
| 73.5 | 76.0 | 45.7 |  | Caution! | $\triangle$ Narrow Bridge | 13:40 | 13:30 | 13:19 | 113.9 | 35.6 | 70.8 | T.Junction | Left | B1365 Tanton Road | 14:43 | 14:27 | 14:11 |
| 73.7 | 75.8 | 45.8 |  | Keep Left |  | 13:40 | 13:30 | 13:19 | 114.8 | 34.7 | 71.4 | Junction | Right | Tanton Road | 14:45 | 14:29 | 14:12 |
| 73.7 | 75.8 | 45.8 | KoM 2 Cat 2 | Start |  | 13:40 | 13:30 | 13:19 | 114.8 | 34.7 | 71.4 | Sign |  | Stokesley | 14:45 | 14:29 | 14:12 |
| 75.3 | 74.2 | 46.8 | KoM 2 Cat 2 | Finish | 园Egton Bank | 13:43 | 13:32 | 13:21 | 115.3 | 34.2 | 71.7 | M R/about | 2nd Exit | B1365 Springfield | 14:46 | 14:29 | 14:13 |
| 75.3 | 74.2 | 46.8 |  |  | Green Zone for 200m | 13:43 | 13:32 | 13:21 | 115.6 | 33.9 | 71.9 |  | Caution! | $\triangle$ Speed Humps $\times 3$ | 14:46 | 14:30 | 14:13 |
| 75.4 | 74.1 | 46.9 | Sign |  | Egton | 13:43 | 13:32 | 13:21 | 115.8 | 33.7 | 72.0 | R/about | 3rd Exit | B1365 High Street | 14:46 | 14:30 | 14:13 |
| 75.7 | 73.8 | 47.1 | T.Junction | Right | High Street | 13:43 | 13:33 | 13:22 | 116.0 | 33.5 | 72.1 | X.Roads | Straight |  | 14:47 | 14:30 | 14:14 |
| 75.8 | 73.7 | 47.1 | Junction | Left |  | 13:44 | 13:33 | 13:22 | 116.3 | 33.2 | 72.3 | Sprint 2 |  | 5 Stokesley | 14:47 | 14:31 | 14:14 |
| 77.9 | 71.6 | 48.4 | X.Roads | Left |  | 13:47 | 13:36 | 13:25 | 116.3 | 33.2 | 72.3 |  |  | Green Zone for 200m | 14:47 | 14:31 | 14:14 |
| 78.9 | 70.6 | 49.1 | Junction | Right |  | 13:48 | 13:37 | 13:26 | 116.4 | 33.1 | 72.4 |  | Keep Left | B1365 Thirsk Road | 14:47 | 14:31 | 14:14 |
| 80.4 | 69.1 | 50.0 | T.Junction | Left |  | 13:51 | 13:39 | 13:28 | 116.6 | 32.9 | 72.5 | Junction | Left | B1365 Thirsk Road | 14:48 | 14:31 | 14:14 |
| 80.8 | 68.7 | 50.2 |  | Caution! | $\triangle$ Fast Descent! | 13:51 | 13:40 | 13:28 | 117.4 | 32.1 | 73.0 | Junction | Right | A172 Caution! \ Against One Way! | 14:49 | 14:32 | 14:15 |
| 81.1 | 68.4 | 50.4 |  | Caution! | $\triangle$ Narrow Bridge | 13:52 | 13:40 | 13:29 | 117.4 | 32.1 | 73.0 | T.Junction | Right | A172 | 14:49 | 14:32 | 14:15 |
| 81.4 | 68.1 | 50.6 |  | Caution! | $\triangle$ Cattle Grid | 13:52 | 13:41 | 13:29 | 120.2 | 29.3 | 74.7 |  | Keep Left | dir Carlton | 14:53 | 14:36 | 14:19 |
| 81.4 | 68.1 | 50.6 |  | Caution! | $\triangle$ Sheep | 13:52 | 13:41 | 13:29 | 120.3 | 29.2 | 74.8 | T.Junction | Left |  | 14:54 | 14:36 | 14:19 |
| 82.5 | 67.0 | 51.3 |  | Caution! | $\triangle$ Cattle Grid | 13:54 | 13:42 | 13:31 | 120.8 | 28.7 | 75.1 |  | Keep Left |  | 14:54 | 14:37 | 14:20 |
| 82.5 | 67.0 | 51.3 |  | Caution! | $\triangle$ Fast Descent! | 13:54 | 13:42 | 13:31 | 120.9 | 28.6 | 75.2 | Sign |  | Carlon-in-Cleveland | 14:54 | 14:37 | 14:20 |
| 82.8 | 66.7 | 51.5 |  | Caution! | $\triangle$ Cattle Grid | 13:55 | 13:43 | 13:31 | 121.6 | 27.9 | 75.6 | Junction | Left | Alum House Lane | 14:56 | 14:38 | 14:21 |
| 87.2 | 62.3 | 54.2 |  | Caution! | $\triangle$ Cattle Grid | 14:02 | 13:49 | 13:37 | 121.6 | 27.9 | 75.6 | KoM 3 Cat 1 | Start |  | 14:56 | 14:38 | 14:21 |
| 87.7 | 61.8 | 54.5 |  | Caution! | $\triangle$ Sharp Left Bend | 14:02 | 13:50 | 13:37 | 122.7 | 26.8 | 76.3 |  | Caution! | ¢ Cattle Grid | 14:57 | 14:40 | 14:22 |
| 88.1 | 61.4 | 54.8 | T.Junction | Right | Lodge Lane | 14:03 | 13:50 | 13:38 | 123.6 | 25.9 | 76.9 | KoM 3 Cat 1 | Finish | -1 Carlton Bank | 14:59 | 14:41 | 14:23 |
| 89.0 | 60.5 | 55.3 | T.Junction | Right |  | 14:04 | 13:52 | 13:39 | 124.5 | 25.0 | 77.4 |  | Caution! | $\triangle$ Cattle Grid | 15:00 | 14:42 | 14:25 |
| 89.1 | 60.4 | 55.4 | Junction | Left |  | 14:05 | 13:52 | 13:39 | 126.0 | 23.5 | 78.4 |  | Caution! | $\triangle$ Fast Descent! | 15:03 | 14:45 | 14:27 |
| 90.2 | 59.3 | 56.1 |  | Caution! | \ Narrow Bridge | 14:06 | 13:53 | 13:40 | 126.9 | 22.6 | 78.9 |  | Caution! | $\triangle$ Sharp Left Bend on Descent | 15:04 | 14:46 | 14:28 |
| 90.4 | 59.1 | 56.2 |  | Caution! | ¢ Narrow Bridge | 14:07 | 13:54 | 13:41 | 129.3 | 20.2 | 80.4 | T.Junction | Right | B1257 | 15:08 | 14:49 | 14:31 |
| 90.8 | 58.7 | 56.5 |  | Keep Right |  | 14:07 | 13:54 | 13:41 | 129.5 | 20.0 | 80.5 | Drinks | End | 悤 20 km to Finish | 15:08 | 14:50 | 14:31 |
| 90.8 | 58.7 | 56.5 | Sign |  | Castleton | 14:07 | 13:54 | 13:41 | 129.5 | 20.0 | 80.5 |  |  | Green Zone for 200 m | 15:08 | 14:50 | 14:31 |
| 91.8 | 57.7 | 57.1 |  | Caution! | ¢ Narrow Bridge | 14:09 | 13:56 | 13:43 | 134.5 | 15.0 | 83.6 |  |  | 15 km to Finish | 15:16 | 14:57 | 14:37 |
| 92.8 | 74.0 | 57.7 |  | Caution! | $\triangle$ Cattle Grid | 14:10 | 13:57 | 13:44 | 136.4 | 13.1 | 84.8 | Sign |  | Ryedale | 15:19 | 14:59 | 14:40 |
| 94.4 | 55.1 | 58.7 | Junction | Left | dir Stokesley | 14:13 | 13:59 | 13:46 | 139.1 | 10.4 | 86.5 |  | Keep Left | B1257 | 15:23 | 15:03 | 14:43 |
| 95.6 | 53.9 | 59.4 |  | Caution! | $\triangle$ Fast \& Technical Descent! | 14:15 | 14:01 | 13:47 | 139.5 | 10.0 | 86.7 |  |  | 10km to Finish | 15:24 | 15:04 | 14:44 |
| 95.9 | 53.6 | 59.6 | Sign |  | Commondale | 14:15 | 14:02 | 13:48 | 139.9 | 9.6 | 87.0 |  | Caution! | $\triangle$ Deer | 15:24 | 15:04 | 14:44 |
| 96.3 | 53.2 | 59.9 |  | Caution! | $\triangle$ Sharp Right Bend | 14:16 | 14:02 | 13:48 | 141.1 | 8.4 | 87.7 | Sprint 3 |  | 5 Newgate Bank | 15:26 | 15:06 | 14:46 |
| 96.7 | 52.8 | 60.1 |  | Caution! | $\triangle$ Sheep | 14:16 | 14:03 | 13:49 | 144.5 | 5.0 | 89.9 |  |  | 5 km to Finish | 15:32 | 15:11 | 14:50 |
| 98.6 | 50.9 | 61.3 |  | Caution! | $\triangle$ Fast Descent! | 14:19 | 14:05 | 13:51 | 146.5 | 3.0 | 91.1 |  |  | 3km to Finish | 15:35 | 15:14 | 14:53 |
| 98.8 | 50.7 | 61.4 |  | Caution! | $\triangle$ Sharp Left Bend | 14:20 | 14:06 | 13:52 | 146.5 | 3.0 | 91.1 |  |  | Green Zone for 200m | 15:35 | 15:14 | 14:53 |
| 98.9 | 50.6 | 61.5 |  | Caution! | $\triangle$ Sheep | 14:20 | 14:06 | 13:52 | 148.1 | 1.4 | 92.1 | Sign |  | Helmsley | 15:37 | 15:16 | 14:55 |
| 99.9 | 49.6 | 62.1 | X.Roads | Straight |  | 14:21 | 14:07 | 13:53 | 148.7 | 0.8 | 92.5 | Junction | Left | Market Place | 15:38 | 15:17 | 14:56 |
| 100.9 | 48.6 | 62.7 |  | Caution! | 4 Narrow Bridge | 14:23 | 14:09 | 13:54 | 148.8 | 0.7 | 92.5 | M R/about | 3rd Exit | Market Place | 15:38 | 15:17 | 14:56 |
| 101.1 | 48.4 | 62.9 |  | Caution! | $\triangle$ Narrow Bridge | 14:23 | 14:09 | 13:54 | 149.0 | 0.5 | 92.7 | Junction | Right | Buckingham Square | 15:39 | 15:17 | 14:56 |
| 101.9 | 47.6 | 63.4 | Sign |  | Kildale | 14:25 | 14:10 | 13:56 | 149.1 | 0.4 | 92.7 |  | Keep Left |  | 15:39 | 15:18 | 14:56 |
| 104.5 | 45.0 | 65.0 |  | Keep Right | Battersby Avenue | 14:29 | 14:14 | 13:59 | 149.2 | 0.3 | 92.8 |  | Caution! | \ Cattle Grid | 15:39 | 15:18 | 14:566 |
| 106.1 | 43.4 | 66.0 |  | Keep Left |  | 14:31 | 14:16 | 14:01 | 149.5 | 0.0 | 93.0 | Finish |  | W Duncombe Park - Helmsley | 15:39 | 15:18 | 14:57 |

## 4 FINISH <br> DUNCOMBE PARK, HELMSLEY

## Timetable

Tuesday 6 September
Time Activities
Trackway laid
19:30 Overnight parking Duncombe Park
Wednesday 7 September
Time Activities
04:45 Roads closed
05:15 Race facilities / contractors arrive on site
05:30 Commence build up
07:00 6 stewards on site (venue)
08:00 All staff on site
08:30 Crew breakfast/briefing
Media centre open
09:00 24 stewards on site (venue)
Position promotional units
Volunteer marshal briefing
11:00 Event Control briefing
Volunteer briefing
11:30 Stage 4 departs Redcar
Finish straight available for support activities
11:45 Hospitality open
12:15 Expected arrival of first team coaches
13:15 Ride with Dan Martin arrives
13:30 Support activities end
Castlegate closes
14:15 Blue Light Cycling Club activity
14:57 Stage 4 arrives (Fast schedule)
15:18 Stage 4 arrives (Expected schedule)
15:45 Presentation of stage winner
and leader's jerseys
15:40 Press conference
15:45 Hospitality closes
16:30 Volunteer marshals dismissed
24 stewards dismissed
Event Control closes
17:45 Remaining stewards dismissed
18:00 Media centre closes



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Inaugural Tour of Britain, Manchester, 2004

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## WEST BRIDGFORD TO MANSFIELD <br> THURSDAY 8 SEPTEMBER

The AJ Bell Tour of Britain's eagerly-anticipated return to Nottinghamshire comes on day five of the 2022 race. This will be the third time the showpiece event will take place in the county, following hugely successful visits in 2017 and 2018.
As was the case when the race last headed to Robin Hood Country, this stage will start in West Bridgford and finish in Mansfield, although the route between the two will be different. The peloton will pass through East Leake, Radcliffe-on-Trent, Calverton, Southwell, Retford and Worksop, as well as taking in recently-opened $£ 49$ million Colliery Way (Gedling Access Road). Key county landmarks and attractions, such as the world-famous cricket ground Trent Bridge and the legendary Sherwood Forest, will also feature. This will be the only stage of the 2022 Tour with less than 2,000 metres of climbing: prepare for a fast and thrilling sprint finish!

| Nottinghamshire County Council |  |  | $\frac{\text { Ashfield }}{\text { Distectcouncli }}$ |  |
| :---: | :---: | :---: | :---: | :---: |




## START

WEST BRIDGFORD

## As the largest town within Rushcliffe, West Bridgford is home to great sport, from top-level professionals to children playing in local parks.

Starting on leafy and vibrant Central Avenue, known locally for its café culture and regular farmers' markets, stage five will commence in one of the hotbeds for cycling in Nottinghamshire.

The world-famous Trent Bridge cricket ground and Nottingham Forest FC's City Ground are located a short walk away. The latter's legendary former manager Brian Clough was often seen out and about buying his daily newspaper, reiterating West Bridgford's warm and friendly atmosphere.
With an engaged and prosperous population, Rushcliffe is set to become home for many more people over the next few years. Plans are afoot to build the most new homes of anywhere in the East Midlands while maintaining its picturesque natural environment.

Look out for the thriving communities of Ruddington, East Leake, Keyworth, Cotgrave, Radcliffe-on-Trent and Stilton-making Cropwell Bishop on this stage. They are among the parishes boasting a wealth of cycling and sports clubs who will give a hearty Rushcliffe welcome to the Tour.


FINISH
MANSFIELD
Mansfield is a busy town in Robin Hood Country, one that is surrounded by the green space and historic woodland that forms the landscape of the greater Sherwood Forest area.

At the heart of the district is Mansfield town centre, which is home to plenty of welcoming places to eat and drink. The Market Place continues to have a market five days a week, along with seasonal fairs and events to give residents and visitors many reasons to come to Mansfield. The town has a strong independent retail sector and you'll find plenty of them around the protected heritage area.
Visitors can explore seven Green Flag parks around the district and have swashbuckling adventures at the Water Meadows Swimming and Fitness Complex, complete with its flumes, waves and indoor play. Mansfield Museum helps people to discover the world around them, cherishing Mansfield's unique stories and bringing them to life.
Spanning the town is a 15 -arch viaduct. As well as being one of the locations on the local heritage trail, it forms part of the Robin Hood Line that connects Mansfield to Nottingham and north of the county. The town is also connected through a series of cycle routes that take in local nature reserves and the villages that proudly make Mansfield district.

## FACT FILE

## 1838

THE YEAR OF THE FIRST RECORDED CRICKET MATCH HELD AT THE TRENT BRIDGE GROUND IN WEST BRIDGFORD.

## 1861

THE YEAR OF THE FIRST RECORDED FOOTBALL MATCH HELD AT FIELD MILL GROUND IN MANSFIELD, MAKING IT THE OLDEST GROUND IN THE ENGLISH FOOTBALL LEAGUE.

## 59

AN STANNARD'S WINNING MARGIN IN SECONDS, OVER NILS POLITT IN THE LAST AJ BELL TOUR OF BRITAIN STAGE TO FINISH INMANSFIELD (STAGE SEVEN, 2018).




## Expect an adventure \#ExploreNotts nottscc.gov.uk/whatson



## 5 Nottinghamshire



## 5 <br> RACE SCHEDULE

WEST BRIDGFORD TO MANSFIELD

Neutralised section
Central Avenue, Bridgford Road, Loughborough Road, Wilford Lane, Compton Acres, Landmere Lane, Wilford Road.
Approximate distance of neutralised section $4.8 \mathrm{~km} / 2.9$ miles
Distance of stage $186.8 \mathrm{~km} / 116.2$ miles
Neutralised start 10:45

| KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \mathrm{oh}$ | $\mathrm{km} / \mathrm{on}$ | ${ }^{8} \text { K/m/on }$ | KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \mathrm{m}_{\mathrm{n}}$ | km/on | $5_{k m / o n}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | 開Start Neutral | ised | Central Avenue - West Bridgford | 10:45 | 10:45 | 10:45 | 32.3 | 154.5 | 20.1 | Sign |  | Cropwell Bishop | 11:50 | 11:46 | 11:4 |
| 0.00 | 186.8 | 0.00 | -aw Start Proper |  | B680 Wilford Lane | 11:00 | 11:00 | 11:00 | 32.5 | 154.3 | 20.2 | X.Roads | Right | Kinoulton Road | 11:51 | 11:46 | 11:4 |
| 1.1 | 185.7 | 0.7 | Sign |  | Ruddington | 11:01 | 11:01 | 11:01 | 33.3 | 153.5 | 20.7 | Sign |  | Cropwell Bishop | 11:52 | 11:47 | 11:42 |
| 1.8 | 185.0 | 1.1 | M R/about | 1st Exit | B680 Wilford Road | 11:02 | 11:02 | 11:02 | 33.6 | 153.2 | 20.9 | T.Junction | Right | Nottingham Road | 11:52 | 11:48 | 11:43 |
| 2.1 | 184.7 | 1.3 | Junction | Left | B680 Kirk Lane | 11:03 | 11:03 | 11:02 | 34.0 | 152.8 | 21.1 | Junction | Left | Church Street | 11:53 | 11:48 | 11:43 |
| 2.6 | 184.2 | 1.6 | T.Lights | Right | A60 Loughborough Road | 11:04 | 11:03 | 11:03 | 34.1 | 152.7 | 21.2 | X.Roads | Straight |  | 11:53 | 11:48 | 11:43 |
| 3.2 | 183.6 | 2.0 | R/about | 2nd Exit | A60 Loughborough Road | 11:05 | 11:04 | 11:04 | 34.3 | 152.5 | 21.3 | M R/about | 1st Exit | Cropwell Butler Road | 11:53 | 11:49 | 11:44 |
| 4.2 | 182.6 | 2.6 | Sign |  | Bradmore | 11:06 | 11:06 | 11:05 | 34.5 | 152.3 | 21.5 | X.Roads | Straight |  | 11:54 | 11:49 | 11:44 |
| 4.8 | 182.0 | 3.0 |  | Keep Right | A60 Loughborough Road | 11:07 | 11:06 | 11:06 | 35.3 | 151.5 | 22.0 | Sign |  | Cropwell Butler | 11:55 | 11:50 | 11:45 |
| 5.2 | 181.6 | 3.2 | Sign |  | Bunny | 11:08 | 11:07 | 11:06 | 35.4 | 151.4 | 22.0 |  | Keep Left | Tythby Road | 11:55 | 11:50 | 11:45 |
| 5.6 | 181.2 | 3.5 |  | Keep Right | A60 Loughborough Road | 11:08 | 11:08 | 11:07 | 35.5 | 151.3 | 22.1 |  | Keep Left | Tythby Road | 11:55 | 11:50 | 11:45 |
| 6.9 | 179.9 | 4.3 | Junction | Right | Gotham Lane | 11:10 | 11:09 | 11:08 | 35.6 | 151.2 | 22.1 |  | Keep Right | Main Street | 11:55 | 11:50 | 11:45 |
| 10.7 | 176.1 | 6.7 | T.Junction | Left | Gothham Road | 11:16 | 11:15 | 11:13 | 36.0 | 150.8 | 22.4 | Junction | Right | Radcliffe Road | 11:56 | 11:51 | 11:46 |
| 11.1 | 175.7 | 6.9 |  | Caution! | $\triangle$ Narrow Bridge | 11:17 | 11:15 | 11:14 | 38.8 | 148.0 | 24.1 | Sign |  | Radcliffe-on-Trent | 12:00 | 11:55 | 11:49 |
| 11.2 | 175.6 | 7.0 | Sign |  | East Leake | 11:17 | 11:16 | 11:14 | 39.8 | 147.0 | 24.7 | T.Lights | Straight | Cropwell Road | 12:02 | 11:56 | 11:51 |
| 11.5 | 175.3 | 7.2 | R/about | 2nd Exit | Gotham Road | 11:18 | 11:16 | 11:14 | 40.3 | 146.5 | 25.1 | X.Roads | Right | Main Road | 12:03 | 11:57 | 11:51 |
| 12.0 | 174.8 | 7.5 | R/about | 2nd Exit | Gotham Road | 11:18 | 11:17 | 11:15 | 40.4 | 146.4 | 25.1 | M R/about | 3rd Exit | Shelford Road | 12:03 | 11:57 | 11:51 |
| 12.6 | 174.2 | 7.8 | T.Junction | Left | Main Street | 11:19 | 11:18 | 11:16 | 41.0 | 145.8 | 25.5 | X.Roads | Straight |  | 12:04 | 11:58 | 11:52 |
| 12.8 | 174.0 | 8.0 |  | Keep Left | Main Street | 11:20 | 11:18 | 11:16 | 41.9 | 144.9 | 26.1 | R/about | 1st Exit | Shelford Road | 12:05 | 11:59 | 11:53 |
| 13.9 | 172.9 | 8.6 | Sign |  | Costock | 11:21 | 11:19 | 11:17 | 43.0 | 143.8 | 26.7 | T.Lights | Left | A435 Grove Lane | 12:07 | 12:01 | 11:55 |
| 14.6 | 172.2 | 9.1 | X.Roads | Straight | Wysall Road | 11:22 | 11:20 | 11:18 | 43.4 | 143.4 | 27.0 | X.Roads | Left | Shelford Hill | 12:08 | 12:02 | 11:55 |
| 14.7 | 172.1 | 9.1 | X.Roads | Straight | Wysall Road | 11:23 | 11:21 | 11:18 | 43.8 | 143.0 | 27.2 | Sign |  | Shelford | 12:08 | 12:02 | 11:56 |
| 17.6 | 169.2 | 10.9 | Sign |  | Wysall | 11:27 | 11:25 | 11:22 | 44.4 | 142.4 | 27.6 |  | Keep Right | Main Road | 12:09 | 12:03 | 11:57 |
| 17.9 | 168.9 | 11.1 |  | Keep Left | Main Street | 11:28 | 11:25 | 11:23 | 47.2 | 139.6 | 29.4 | X.Roads | Left | A6097 | 12:14 | 12:07 | 12:00 |
| 20.3 | 166.5 | 12.6 | KoM 1 Cat 3 | Start |  | 11:31 | 11:29 | 11:26 | 47.3 | 139.5 | 29.4 | X.Roads | Straight |  | 12:14 | 12:07 | 12:00 |
| 21.4 | 165.4 | 13.3 | KoM 1 Cat 3 | Finish | (3) Keyworth | 11:33 | 11:30 | 11:27 | 47.3 | 139.5 | 29.4 | Sign |  | Gunthorpe | 12:14 | 12:07 | 12:00 |
| 21.4 | 165.4 | 13.3 |  |  | Green Zone for 200m | 11:33 | 11:30 | 11:27 | 49.3 | 137.5 | 30.7 |  | Keep Left | Dual Carriageway | 12:17 | 12:10 | 12:03 |
| 21.4 | 165.4 | 13.3 | Sign |  | Keyworth | 11:33 | 11:30 | 11:27 | 49.3 | 137.5 | 30.7 | Sign |  | Lowdham | 12:17 | 12:10 | 12:03 |
| 21.7 | 165.1 | 13.5 |  | Keep Left | Main Street | 11:34 | 11:31 | 11:27 | 49.9 | 136.9 | 31.0 | R/about | 2nd Exit | A6097 | 12:18 | 12:11 | 12:04 |
| 22.0 | 164.8 | 13.7 |  | Keep Left | Nottingham Road | 11:34 | 11:31 | 11:28 | 50.5 | 136.3 | 31.4 | T.Lights | Left | Ton Lane West | 12:19 | 12:12 | 12:04 |
| 22.7 | 164.1 | 14.1 |  | Keep Right | Nottingham Road | 11:35 | 11:32 | 11:29 | 50.5 | 136.3 | 31.4 | Sign |  | Lowdham | 12:19 | 12:12 | 12:04 |
| 22.9 | 163.9 | 14.2 |  | Keep Left | Normanton Lane | 11:35 | 11:32 | 11:29 | 50.7 | 136.1 | 31.5 |  | Keep Right | Lambley Lane | 12:19 | 12:12 | 12:05 |
| 23.3 | 163.5 | 14.5 |  | Keep Left | Normanton Lane | 11:36 | 11:33 | 11:29 | 54.2 | 132.6 | 33.7 | Sign |  | Lambley | 12:25 | 12:17 | 12:09 |
| 24.1 | 162.7 | 15.0 | Sign |  | Plumtree | 11:37 | 11:34 | 11:30 | 54.9 | 131.9 | 34.1 |  | Keep Left | Spring Lane | 12:26 | 12:18 | 12:10 |
| 24.6 | 162.2 | 15.3 | Junction | Right | Church Hill | 11:38 | 11:35 | 11:31 | 56.1 | 130.7 | 34.9 | Junction | Left | Lambley Lane | 12:28 | 12:20 | 12:12 |
| 24.9 | 161.9 | 15.5 |  | Keep Right | Church Hill | 11:39 | 11:35 | 11:32 | 57.0 | 129.8 | 35.4 | T.Junction | Right | A6211 | 12:29 | 12:21 | 12:13 |
| 25.0 | 161.8 | 15.5 |  | Keep Left | Pinfold Lane | 11:39 | 11:35 | 11:32 | 57.9 | 128.9 | 36.0 | R/about | 2nd Exit | A6211 | 12:30 | 12:22 | 12:1 |
| 25.1 | 161.7 | 15.6 | T.Lights | Straight | Cotgrave Road | 11:39 | 11:35 | 11:32 | 58.8 | 128.0 | 36.6 | R/about | 2nd Exit | A6211 | 12:32 | 12:24 | 12:1 |
| 28.3 | 158.5 | 17.6 | Sign |  | Cotgrave | 11:44 | 11:40 | 11:36 | 59.4 | 127.4 | 36.9 |  | Keep Right | Long Central Island | 12:33 | 12:24 | 12:16 |
| 28.9 | 157.9 | 18.0 | T.Junction | Right | Bingham Road | 11:45 | 11:41 | 11:37 | 59.5 | 127.3 | 37.0 | T.Lights | Right | B684 | 12:33 | 12:25 | 12:16 |
| 29.0 | 157.8 | 18.0 |  | Keep Left | Bingham Road | 11:45 | 11:41 | 11:37 | 60.3 | 126.5 | 37.5 | R/about | 1st Exit | B684 | 12:34 | 12:26 | 12:17 |
| 29.3 | 157.5 | 18.2 |  | Keep Right | Colston Gate | 11:46 | 11:41 | 11:37 | 60.4 | 126.4 | 37.6 | M R/about | 2nd Exit | B684 | 12:34 | 12:26 | 12:17 |
| 29.4 | 157.4 | 18.3 |  | Keep Left | Colston Gate | 11:46 | 11:42 | 11:37 | 61.2 | 125.6 | 38.1 | R/about | 2nd Exit | B684 | 12:36 | 12:27 | 12:18 |
| 30.0 | 156.8 | 18.7 | Drinks | Start | 园 | 11:47 | 11:42 | 11:38 | 62.2 | 124.6 | 38.7 | Junction | Right | Nottingham Road | 12:37 | 12:28 | 12:19 |


| KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $3 \mathrm{k} / \mathrm{m} / \mathrm{on}$ | $\mathrm{k} / \mathrm{m}_{\mathrm{h}}$ | ${ }^{1} \mathrm{~K}_{\mathrm{m} / \text { /on }}$ | KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \mathrm{m}_{n}$ | $\mathrm{km} / \mathrm{on}$ | Skn/on |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 64.0 | 122.8 | 39.8 | Sign |  | Woodborough | 12:40 | 12:31 | 12:22 | 103.5 | 83.3 | 64.4 | Sign |  | Norwell | 13:42 | 13:27 | 13:13 |
| 64.6 | 122.2 | 40.2 | T.Junction | Left | Foxwood Lane | 12:41 | 12:32 | 12:23 | 103.9 | 82.9 | 64.6 |  | Keep Left | Norwell Lane | 13:43 | 13:28 | 13:13 |
| 65.9 | 120.9 | 41.0 | Sign |  | Calverton | 12:43 | 12:34 | 12:24 | 103.9 | 82.9 | 64.6 |  | Keep Left | Norwell Lane | 13:43 | 13:28 | 13:13 |
| 66.0 | 120.8 | 41.0 | T.Junction | Right | Main Street | 12:43 | 12:34 | 12:24 | 104.3 | 82.5 | 64.9 | Junction | Left |  | 13:43 | 13:29 | 13:14 |
| 66.4 | 120.4 | 41.3 | Junction | Right | Mansfield Lane | 12:44 | 12:34 | 12:25 | 104.4 | 82.4 | 64.9 | Junction | Left | Ossington Road | 13:44 | 13:29 | 13:14 |
| 67.1 | 119.7 | 41.7 | X.Roads | Straight | Mansfield Lane | 12:45 | 12:35 | 12:26 | 105.2 | 81.6 | 65.4 |  | Keep Right | Ossington Road | 13:45 | 13:30 | 13:15 |
| 67.3 | 119.5 | 41.9 |  | Keep Left | Mansfield Lane | 12:45 | 12:36 | 12:26 | 107.5 | 79.3 | 66.8 | T.Junction | Left |  | 13:48 | 13:33 | 13:18 |
| 67.9 | 118.9 | 42.2 | T.Lights | Straight | Whinbush Lane | 12:46 | 12:37 | 12:27 | 108.0 | 78.8 | 67.2 | Sign |  | Ossington | 13:49 | 13:34 | 13:1 |
| 69.1 | 117.7 | 43.0 |  | Keep Left | Whinbush Lane | 12:48 | 12:38 | 12:28 | 108.6 | 78.2 | 67.5 | Junction | Right | Moorhouse Road | 13:50 | 13:35 | 13:19 |
| 70.2 | 116.6 | 43.7 | R/about | 2nd Exit | Longdale Lane | 12:50 | 12:40 | 12:30 | 110.3 | 76.5 | 68.6 | Sign |  | Moorhouse | 13:53 | 13:37 | 13:21 |
| 72.1 | 114.7 | 44.8 | X.Roads | Straight |  | 12:53 | 12:43 | 12:32 | 110.7 | 76.1 | 68.8 |  | Keep Right | Moorhouse Road | 13:53 | 13:38 | 13:22 |
| 73.9 | 112.9 | 46.0 | Sign |  | Ravenshead | 12:56 | 12:45 | 12:35 | 112.8 | 74.0 | 70.1 | T.Junction | Right | Weston Road | 13:57 | 13:41 | 13:25 |
| 74.0 | 112.8 | 46.0 | Junction | Right | Chapel Lane | 12:56 | 12:45 | 12:35 | 113.6 | 73.2 | 70.6 | T.Junction | Left | B1164 Great North Road | 13:58 | 13:42 | 13:26 |
| 75.9 | 110.9 | 47.2 | T.Junction | Right | B6020 Main Road | 12:59 | 12:48 | 12:37 | 113.8 | 73.0 | 70.8 | Junction | Right | Tuxford Road | 13:58 | 13:42 | 13:26 |
| 77.2 | 109.6 | 48.0 | Sign |  | Blidworth | 13:01 | 12:50 | 12:39 | 114.1 | 72.7 | 71.0 |  | Caution! | \ Level Crossing | 13:59 | 13:43 | 13:26 |
| 77.9 | 108.9 | 48.4 |  | Keep Left | B6020 Main Street | 13:02 | 12:51 | 12:40 | 116.8 | 70.0 | 72.6 | Sign |  | Normanton-on-Trent | 14:03 | 13:46 | 13:30 |
| 78.5 | 108.3 | 48.8 | Junction | Right | Dale Lane | 13:03 | 12:52 | 12:40 | 118.3 | 68.5 | 73.6 | X.Roads | Left | Marnham Road | 14:05 | 13:49 | 13:32 |
| 80.4 | 106.4 | 50.0 | Sign |  | Sherwood Forest | 13:06 | 12:54 | 12:43 | 120.1 | 66.7 | 74.7 | Sign |  | Fledborough | 14:08 | 13:51 | 13:34 |
| 81.8 | 105.0 | 50.9 | X.Roads | Straight | Longdale Lane | 13:08 | 12:56 | 12:45 | 121.1 | 65.7 | 75.3 |  | Keep Left |  | 14:10 | 13:53 | 13:35 |
| 83.3 | 103.5 | 51.8 |  | Keep Left | Longdale Lane | 13:10 | 12:59 | 12:47 | 122.2 | 64.6 | 76.0 | Sign |  | Ragnall | 14:12 | 13:54 | 13:37 |
| 83.9 | 102.9 | 52.2 | Sign |  | Farnsfield | 13:11 | 12:59 | 12:47 | 122.4 | 64.4 | 76.1 |  | Keep Right | Main Street | 14:12 | 13:54 | 13:37 |
| 84.2 | 102.6 | 52.4 |  | Caution! | $\triangle$ Sharp Bend Right | 13:12 | 13:00 | 12:48 | 123.5 | 63.3 | 76.8 | X.Roads | Straight | Laneham Road | 14:14 | 13:56 | 13:38 |
| 84.3 | 102.5 | 52.4 |  | Keep Left | Longland Lane | 13:12 | 13:00 | 12:48 | 125.1 | 61.7 | 77.8 |  | Keep Left | Stokeham Road | 14:16 | 13:58 | 13:40 |
| 84.4 | 102.4 | 52.5 | Junction | Right |  | 13:12 | 13:00 | 12:48 | 125.5 | 61.3 | 78.0 |  | Keep Left | Stokeham Road | 14:17 | 13:59 | 13:41 |
| 84.4 | 102.4 | 52.5 | T.Junction | Right | Main Street | 13:12 | 13:00 | 12:48 | 126.0 | 60.8 | 78.4 | Junction | Left |  | 14:18 | 14:00 | 13:42 |
| 86.0 | 100.8 | 53.5 | Sign |  | Edingley | 13:15 | 13:02 | 12:50 | 127.9 | 58.9 | 79.5 | Sign |  | East Drayton | 14:20 | 14:02 | 13:44 |
| 86.5 | 100.3 | 53.8 | Sprint 1 |  | 5 Edingley | 13:15 | 13:03 | 12:51 | 128.5 | 58.3 | 79.9 | X.Roads | Straight | Church Lane | 14:21 | 14:03 | 13:45 |
| 86.5 | 100.3 | 53.8 |  |  | Green Zone for 200m | 13:15 | 13:03 | 12:51 | 131.3 | 55.5 | 81.6 | Sign |  | Upton | 14:26 | 14:07 | 13:48 |
| 88.0 | 98.8 | 54.7 | Sign |  | Halam | 13:18 | 13:05 | 12:53 | 134.1 | 52.7 | 83.4 |  | Keep Right | Easton Road | 14:30 | 14:11 | 13:52 |
| 88.6 | 98.2 | 55.1 | X.Roads | Straight |  | 13:19 | 13:06 | 12:53 | 134.1 | 52.7 | 83.4 |  | Caution! | $\triangle$ Sharp Bend Right | 14:30 | 14:11 | 13:52 |
| 89.2 | 97.6 | 55.5 | Junction | Right | Saversick Lane | 13:20 | 13:07 | 12:54 | 135.9 | 50.9 | 84.5 | T.Junction | Right | A638 Great North Road | 14:33 | 14:14 | 13:54 |
| 89.6 | 97.2 | 55.7 | X.Roads | Left | Oxton Road | 13:20 | 13:08 | 12:55 | 137.1 | 49.7 | 85.3 | M R/about | 1st Exit | A638 London Road | 14:35 | 14:15 | 13:56 |
| 90.0 | 96.8 | 56.0 | Sign |  | Southwell | 13:21 | 13:08 | 12:55 | 137.3 | 49.5 | 85.4 | M R/about | 2nd Exit | A638 London Road | 14:35 | 14:16 | 13:56 |
| 90.3 | 96.5 | 56.2 | X.Roads | Straight |  | 13:21 | 13:09 | 12:56 | 138.1 | 48.7 | 85.9 | Sprint 2 |  | 5 Retford | 14:37 | 14:17 | 13:57 |
| 90.9 | 95.9 | 56.5 |  | Caution! | $\triangle$ Build out Nearside | 13:22 | 13:09 | 12:56 | 138.1 | 48.7 | 85.9 |  |  | Green Zone for 200m | 14:37 | 14:17 | 13:57 |
| 91.4 | 95.4 | 56.8 | M R/about | 1st Exit | Market Place | 13:23 | 13:10 | 12:57 | 138.8 | 48.0 | 86.3 | T.Lights | Right | A638 Arlington Way | 14:38 | 14:18 | 13:58 |
| 91.5 | 95.3 | 56.9 | Junction | Right | King Street Caution! 1 Against One Way! | 13:23 | 13:10 | 12:57 | 139.2 | 47.6 | 86.6 | T.Lights | Straight | A638 Arlington Way | 14:38 | 14:18 | 13:58 |
| 91.5 | 95.3 | 56.9 |  | Caution! | $\triangle$ Build out Nearside | 13:23 | 13:10 | 12:57 | 139.4 | 47.4 | 86.7 | T.Lights | Straight | A638 Arlington Way | 14:39 | 14:19 | 13:59 |
| 91.9 | 74.0 | 57.1 | X.Roads | Straight |  | 13:24 | 13:11 | 12:58 | 139.5 | 47.3 | 86.7 | T.Lights | Left | A620 Amcott Way | 14:39 | 14:19 | 13:59 |
| 92.1 | 94.7 | 57.3 | X.Roads | Straight |  | 13:24 | 13:11 | 12:58 | 139.8 | 47.0 | 86.9 | T.Lights | Straight | A620 Amcott Way | 14:39 | 14:19 | 13:59 |
| 92.3 | 94.5 | 57.4 |  | Caution! | $\triangle$ Narrow | 13:25 | 13:11 | 12:58 | 140.0 | 46.8 | 87.1 | R/about | 2nd Exit | A620 Hospital Road | 14:40 | 14:20 | 14:00 |
| 92.7 | 94.1 | 57.6 | X.Roads | Straight | Hockerton Road | 13:25 | 13:12 | 12:59 | 140.5 | 46.3 | 87.4 |  | Keep Right | A620 Babworth Road | 14:40 | 14:20 | 14:00 |
| 94.3 | 92.5 | 58.6 | Sign |  | Hockerton | 13:28 | 13:14 | 13:01 | 140.9 | 45.9 | 87.6 |  | Caution! | $\triangle$ Keep Left | 14:41 | 14:21 | 14:01 |
| 94.6 | 92.2 | 58.8 | T.Junction | Left | A617 Newark Road | 13:28 | 13:15 | 13:01 | 141.0 | 45.8 | 87.7 | R/about | 1st Exit | A620 Babworth Road | 14:41 | 14:21 | 14:01 |
| 94.7 | 92.1 | 58.9 | Junction | Right | Caunton Road | 13:28 | 13:15 | 13:01 | 141.4 | 45.4 | 87.9 | M R/about | 2nd Exit | A620 Babworth Road | 14:42 | 14:22 | 14:01 |
| 99.3 | 87.5 | 61.7 | X.Roads | Straight | Newark Road | 13:36 | 13:21 | 13:07 | 141.9 | 44.9 | 88.2 | Sign |  | Babworth | 14:42 | 14:22 | 14:02 |
| 99.5 | 87.3 | 61.9 | Sign |  | Caunton | 13:36 | 13:22 | 13:07 | 142.2 | 44.6 | 88.4 | X.Roads | Straight | A620 | 14:43 | 14:23 | 14:02 |
| 100.0 | 86.8 | 62.2 | X.Roads | Straight | Main Street | 13:37 | 13:22 | 13:08 | 145.1 | 41.7 | 90.2 | Sign |  | Ranby | 14:48 | 14:27 | 14:06 |
| 100.1 | 86.7 | 62.2 | T.Junction | Right | Norwell Road | 13:37 | 13:23 | 13:08 | 150.1 | 36.7 | 93.3 | R/about | 2nd Exit | B6040 Retford Road | 14:55 | 14:34 | 14:12 |
| 100.3 | 86.5 | 62.4 |  | Keep Left | Norwell Road | 13:37 | 13:23 | 13:08 | 150.4 | 36.4 | 93.5 | Sign |  | Worksop | 14:56 | 14:34 | 14:13 |
| 101.6 | 85.2 | 63.2 |  | Caution! | 4 Narrow Bridge | 13:39 | 13:25 | 13:10 | 151.7 | 35.1 | 94.3 | X.Roads | Straight |  | 14:58 | 14:36 | 14:15 |
| 101.6 | 85.2 | 63.2 | Junction | Left |  | 13:39 | 13:25 | 13:10 | 151.8 | 35.0 | 94.4 | T.Lights | Straight | B6040 Retford Road | 14:58 | 14:36 | 14:15 |
| 102.0 | 84.8 | 63.4 |  | Caution! | \ Narrow Bridge | 13:40 | 13:25 | 13:11 | 151.9 | 34.9 | 94.5 |  | Keep Left | B6040 Retford Road | 14:58 | 14:37 | 14:15 |
| 103.4 | 83.4 | 64.3 | T.Junction | Right | Norwell Lane | 13:42 | 13:27 | 13:12 | 152.2 | 34.6 | 94.6 |  | Keep Right | B6040 Retford Road | 14:59 | 14:37 | 14:15 |


| KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | ${ }^{3} 8 \mathrm{~km} / \mathrm{m}_{1}$ | $\mathrm{km} / \mathrm{on}$ | ${ }^{8} \sigma_{\text {fros }}$ | KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \mathrm{m}_{1}$ | /km/on | $\sigma_{k m / o n}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 152.7 | 34.1 | 95.0 | M R/about | 2nd Exit | Potter Street | 14:59 | 14:38 | 14:16 | 186.5 | 0.3 | 116.0 | T.Lights | Straight | A6009 Chesterfield Road South | 15:53 | 15:26 | 14:59 |
| 153.0 | 33.8 | 95.1 |  | Caution! | $\triangle$ Sharp Bend Left | 15:00 | 14:38 | 14:16 | 186.7 | 0.1 | 116.1 | T.Lights | Straight | A6009 Chesterfield Road South | 15:53 | 15:26 | 15:00 |
| 153.6 | 33.2 | 95.5 | KoM 2 Cat 3 | Start |  | 15:01 | 14:39 | 14:17 | 186.8 | 0.0 | 116.2 | Finish |  | W Chesterfield Road South - Mansfield | 15:53 | 15:26 | 15:00 |
| 154.1 | 32.7 | 95.8 | KoM 2 Cat 3 | Finish | (3) Sparken Hill | 15:02 | 14:40 | 14:18 |  |  |  |  |  |  |  |  |  |
| 154.1 | 32.7 | 95.8 |  |  | Green Zone for 200m | 15:02 | 14:40 | 14:18 |  |  |  |  |  |  |  |  |  |
| 154.9 | 31.9 | 96.3 | T.Junction | Right | B6034 Ollerton Road | 15:03 | 14:41 | 14:19 |  |  |  |  |  |  |  |  |  |
| 155.8 | 31.0 | 96.9 | Junction | Left | Clumber Road | 15:04 | 14:42 | 14:20 |  |  |  |  |  |  |  |  |  |
| 158.4 | 28.4 | 98.5 | X.Roads | Right | Limetree Avenue | 15:08 | 14:46 | 14:23 |  |  |  |  |  |  |  |  |  |
| 159.0 | 27.8 | 98.9 | Sprint 3 |  | S Clumber Park | 15:09 | 14:47 | 14:24 |  |  |  |  |  |  |  |  |  |
| 160.2 | 26.6 | 99.6 |  | Caution! | $\triangle$ Hump Back Bridge | 15:11 | 14:48 | 14:25 |  |  |  |  |  |  |  |  |  |
| 160.4 | 26.4 | 99.7 | Sign |  | Carburton | 15:12 | 14:49 | 14:26 |  |  |  |  |  |  |  |  |  |
| 161.4 | 25.4 | 100.4 | T.Junction | Left | B6034 Ollerton Road | 15:13 | 14:50 | 14:27 |  |  |  |  |  |  |  |  |  |
| 163.6 | 23.2 | 101.7 | M R/about | Straight | A616 Worksop Road | 15:17 | 14:53 | 14:30 |  |  |  |  |  |  |  |  |  |
| 163.8 | 23.0 | 101.9 | Sign |  | Budby | 15:17 | 14:54 | 14:30 |  |  |  |  |  |  |  |  |  |
| 165.9 | 20.9 | 103.2 | Junction | Right | B6034 Swinecote Road | 15:20 | 14:57 | 14:33 |  |  |  |  |  |  |  |  |  |
| 166.8 | 20.0 | 103.7 | Drinks | End | 冏 20 km to Finish | 15:22 | 14:58 | 14:34 |  |  |  |  |  |  |  |  |  |
| 166.8 | 20.0 | 103.7 |  |  | Green Zone for 200 m | 15:22 | 14:58 | 14:34 |  |  |  |  |  |  |  |  |  |
| 167.7 | 19.1 | 104.3 | Sign |  | Edwinstone | 15:23 | 14:59 | 14:35 |  |  |  |  |  |  |  |  |  |
| 168.0 | 18.8 | 104.5 | T.Lights | Right | A6075 Mansfield Road | 15:24 | 15:00 | 14:36 |  |  |  |  |  |  |  |  |  |
| 168.1 | 18.7 | 104.5 | T.Lights | Straight | A6075 Mansfield Road | 15:24 | 15:00 | 14:36 |  |  |  |  |  |  |  |  |  |
| 168.3 | 18.5 | 104.7 | X.Roads | Straight |  | 15:24 | 15:00 | 14:36 |  |  |  |  |  |  |  |  |  |
| 171.8 | 15.0 | 106.8 |  |  | 15 km to Finish | 15:29 | 15:05 | 14:40 |  |  |  |  |  |  |  |  |  |
| 172.3 | 14.5 | 107.1 | M R/about | 2nd Exit |  | 15:30 | 15:06 | 14:41 |  |  |  |  |  |  |  |  |  |
| 172.3 | 14.5 | 107.1 | M R/about | 2nd Exit | B6035 Forest Road | 15:30 | 15:06 | 14:41 |  |  |  |  |  |  |  |  |  |
| 172.4 | 14.4 | 107.2 | Sign |  | Market Warsop | 15:30 | 15:06 | 14:41 |  |  |  |  |  |  |  |  |  |
| 173.6 | 13.2 | 108.0 |  | Caution! | $\triangle$ Speed Humps $\times 5$ | 15:32 | 15:08 | 14:43 |  |  |  |  |  |  |  |  |  |
| 173.8 | 13.0 | 108.1 | X.Roads | Straight |  | 15:33 | 15:08 | 14:43 |  |  |  |  |  |  |  |  |  |
| 174.1 | 12.7 | 108.3 | X.Roads | Straight |  | 15:33 | 15:08 | 14:43 |  |  |  |  |  |  |  |  |  |
| 174.9 | 11.9 | 108.8 |  | Keep Right | B6035 Sherwood Street | 15:34 | 15:09 | 14:44 |  |  |  |  |  |  |  |  |  |
| 174.9 | 11.9 | 108.8 |  | Caution! | \ Build out Nearside | 15:34 | 15:09 | 14:44 |  |  |  |  |  |  |  |  |  |
| 175.0 | 11.8 | 108.8 | T.Lights | Left | A60 Robert Bye Way | 15:35 | 15:10 | 14:45 |  |  |  |  |  |  |  |  |  |
| 175.2 | 11.6 | 108.9 | X.Roads | Straight |  | 15:35 | 15:10 | 14:45 |  |  |  |  |  |  |  |  |  |
| 176.5 | 10.3 | 109.8 | Sign |  | Spion Kop | 15:37 | 15:12 | 14:46 |  |  |  |  |  |  |  |  |  |
| 176.8 | 10.0 | 109.9 |  |  | 10km to Finish | 15:37 | 15:12 | 14:47 |  |  |  |  |  |  |  |  |  |
| 178.4 | 8.4 | 110.9 | Sign |  | Mansfield Woodhouse | 15:40 | 15:14 | 14:49 |  |  |  |  |  |  |  |  |  |
| 179.5 | 7.3 | 111.6 | T.Lights | Straight | A60 Leeming Lane | 15:42 | 15:16 | 14:50 |  |  |  |  |  |  |  |  |  |
| 180.1 | 6.7 | 112.0 | T.Lights | Straight | A60 Leeming Lane South | 15:43 | 15:17 | 14:51 |  |  |  |  |  |  |  |  |  |
| 180.8 | 6.0 | 112.4 | T.Lights | Left | A6117 Old Mill Lane | 15:44 | 15:18 | 14:52 |  |  |  |  |  |  |  |  |  |
| 181.1 | 5.7 | 112.6 | M R/about | 1st Exit | A6117 Old Mill Lane | 15:44 | 15:18 | 14:52 |  |  |  |  |  |  |  |  |  |
| 181.8 | 5.0 | 113.1 |  |  | 5 km to Finish | 15:45 | 15:19 | 14:53 |  |  |  |  |  |  |  |  |  |
| 182.1 | 4.7 | 113.2 | R/about | 2nd Exit | A6117 Old Mill Lane | 15:46 | 15:20 | 14:54 |  |  |  |  |  |  |  |  |  |
| 182.6 | 4.2 | 113.5 | X.Roads | Straight |  | 15:46 | 15:20 | 14:54 |  |  |  |  |  |  |  |  |  |
| 182.8 | 4.0 | 113.7 | T.Lights | Right | B6030 Clipstone Road West | 15:47 | 15:21 | 14:55 |  |  |  |  |  |  |  |  |  |
| 183.8 | 3.0 | 114.3 |  |  | 3km to Finish | 15:48 | 15:22 | 14:56 |  |  |  |  |  |  |  |  |  |
| 183.8 | 3.0 | 114.3 |  |  | Green Zone for 200m | 15:48 | 15:22 | 14:56 |  |  |  |  |  |  |  |  |  |
| 183.9 | 2.9 | 114.4 | X.Roads | Straight |  | 15:48 | 15:22 | 14:56 |  |  |  |  |  |  |  |  |  |
| 184.2 | 2.6 | 114.5 | T.Lights | Straight | B6030 Carter Lane | 15:49 | 15:23 | 14:56 |  |  |  |  |  |  |  |  |  |
| 184.5 | 2.3 | 114.7 | X.Roads | Straight |  | 15:49 | 15:23 | 14:57 |  |  |  |  |  |  |  |  |  |
| 184.6 | 2.2 | 114.8 | T.Lights | Right | A6191 Rock Hill | 15:50 | 15:23 | 14:57 |  |  |  |  |  |  |  |  |  |
| 185.2 | 1.6 | 115.2 | T.Lights | Straight | A6191 Ratcliffe Gate | 15:51 | 15:24 | 14:58 |  |  |  |  |  |  |  |  |  |
| 185.4 | 1.4 | 115.3 | T.Lights | Right | A6009 St Peter's Way | 15:51 | 15:24 | 14:58 |  |  |  |  |  |  |  |  |  |
| 185.8 | 1.0 | 115.5 | T.Lights | Straight | A6009 St Peter's Way | 15:51 | 15:25 | 14:58 |  |  |  |  |  |  |  |  |  |
| 185.9 | 0.9 | 115.6 | T.Lights | Straight | A6009 St Peter's Way | 15:52 | 15:25 | 14:59 |  |  |  |  |  |  |  |  |  |
| 186.2 | 0.6 | 115.8 | T.Lights | Straight | A6009 Chesterfield Road South | 15:52 | 15:26 | 14:59 |  |  |  |  |  |  |  |  |  |

## Our vision:

Grow an ambitious, vibrant and confident place

## 5 FINISH MANSFIELD

## Timetable

Wednesday 7 September
Time Activities
20:00 Overnight parking

## Thursday 8 Septembe

Time Activities
04:45 Roads closed
05:15 Race facilities / contractors arrive on site
05:30 Commence build up
07:00 6 stewards on site (venue)
08:00 All staff on site
08:30 Crew breakfast / briefing
Media centre open
09:00 24 stewards on site (venue) Position promotional units Volunteer marshal briefing
10:15 Event Control briefing
10:45 Stage 5 departs West Bridgford
11:00 Volunteer briefing
11:30 Expected arrival of first team coaches Finish straight available for support activities 12:00 Hospitality open
13:15 Ride with Dan Martin arrives
13:30 Support activities end
13:45 Blue Light Cycling Club activity First moto Carburton Access / Egress Tesco closes
14:30 First moto at Carburton
Access / Egress Tesco closes
15:00 Stage 5 arrives (Fast schedule)
15:26 Stage 5 arrives (Expected schedule)
15:45 Presentation of stage winner
and leader's jerseys
16:00 Hospitality closes Press conference
17:30 Volunteer marshals dismissed 24 stewards dismissed Event Control closes
17:45 Remaining stewards dismissed 18:00 Media centre closes

Finish addres Chesterfield Road South Mansfield NG19 7AZ

Tour village address Mansfield Civic Centre NG19 7AH

Media centre address Mansfield Civic Centre NG19 7AH



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4TH - 11TH SEPTEMBER, 2022

## BE A TOUR OF BRITAIN VIP!

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## BOOK NOW

## TEWKESBURY TO GLOUCESTER FRIDAY 9 SEPTEMBER

Gloucestershire's first-ever full stage of the AJ Bell Tour of Britain will feature Tewkesbury, the Cotswolds, South Gloucestershire and a finish alongside the historic Gloucester Docks.
The race's visit to Gloucestershire comes three months after the Women's Tour also visited the picturesque county for the first time. Team DSM sprint star Lorena Wiebes took the victory in Gloucester following a thrilling day of racing; an equally exciting run to the line in the cathedral city is guaranteed here. Featured in the final 30 kilometres are the climbs of Crawley Hill ( 1.7 kilometres, maximum gradient of $21.5 \%$ ) and Painswick (three kilometres, average gradient of 5\%, maximum of $15.8 \%$ ). The latter, located 12 kilometres south east of the finish line, will likely see some of the day's most thrilling racing. Additionally, with the start and finish locations separated by a little over 15 kilometres, fans will easily be able to attend both on race day, which will further add to the atmosphere.



## START

TEWKESBURY

## An extraordinary riverside town with a rich, vibrant

 history and a beautiful waterside setting, there is plenty for everyone to discover in Tewkesbury. Its heritage is clear for all to see: the number of buildings listed as being of special architectural or historical interest totals more than 350.Tewkesbury is unique because of its location at the junction - or confluence - of two rivers: the picturesque River Avon, often referred to as 'Shakespeare's Avon', and the mighty River Severn. Visitors can enjoy a boat trip along the former or take a stroll beside the latter.

Then head to Tewkesbury Abbey, an imposing feature of the town's landscape for nearly 900 years. Renowned the world over for its fine Norman tower ornate 12 th century ceiling and stunning stained glass windows, the Abbey is one of Gloucestershire's most popular tourist attractions. Other landmarks include the town's museums, heritage centre and walking trails.
Tewkesbury has a full calendar of events, celebrations and festivals, including the world-famous Medieval Festival, popular Food \& Drink Festival and Mop Fair.


## FINISH

## GLOUCESTER

Gloucester is a cathedral city located on the River Severn at the most inland port in the UK. It has a proud industrial past, intertwined with a rich history that dates back to Roman times. Combine this with an ever-changing and developing city, and Gloucester offers the perfect mix of old and new.
Explore the breath-taking architecture of Gloucester Cathedral. Delve into Gloucester's history at the Museum of Gloucester or the National Waterways Museum. Enjoy live music at Gloucester Guildhall.
Alongside the urban experience that Gloucester city centre provides, the area also offers the chance to escape into nature. Enjoy stunning waterfront views in Gloucester Docks, or visit one of Gloucester's many green spaces, including Robinswood Hill Country Park and Barnwood Arboretum. Gloucester is also perfectly situated as a base for exploring the spectacular Cotswolds countryside.
Take advantage of the discounts in the Gloucester Quays designer outlet or explore Gloucester's many independent shops. For sport away from the AJ Bell Tour of Britain, fans can cheer on the Cherry and Whites at Kingsholm Stadium, the home of Gloucester Rugby.

## FACT FILE

## £453

THE SUM TOWNSFOLK BOUGHT TEWKESBURY ABBEY FOR FROM HENRY VIII IN 1540.

## 1380

THE YEAR THE BLACK BEAR OPENED IN TEWKESBURY, MAKING IT GLOUCESTERSHIRE'S OLDEST PUB.

## 1824

THE YEAR THE MAIN BASIN AT GLOUCESTER DOCKS WAS OPENED, FOLLOWED BY THE COMPLETION OF THE MAIN SHIP CANAL THROUGH THE CITY IN 1827.



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Delivering a county-wide cycle path network Providing skills and training for a lifetime of cycling

## Be inspired to cycle.

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## 6 <br> RACE SCHEDULE <br> TEWKESBURY TO GLOUCESTER

Neutralised section
Church Street，Barton Road，Jubilee Way，Gloucester Road．
Approximate distance of neutralised section $4.4 \mathrm{~km} / 2.7 \mathrm{miles}$
Distance of stage $170.9 \mathrm{~km} / 106.3 \mathrm{miles}$
Neutralised start 11：00

| KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \mathrm{oh}$ | $\mathrm{km} / \mathrm{on}$ | ${ }^{8} \text { K/m/on }$ | KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \mathrm{oh}$ | $\mathrm{m} / \mathrm{m}$ | $S_{k / 3 / 0 h}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | 関 Start Neutralis | lised | Church Street | 11：00 | 11：00 | 11：00 | 41.6 | 129.3 | 25.9 | Junction | Right | High Street Caution！\ N Narrow！ | 12：20 | 12：14 | 12：0 |
| 0.00 | 170.9 | 0.00 | ame Start Proper |  | A38 Gloucester Road | 11：15 | 11：15 | 11：15 | 41.8 | 129.1 | 26.0 |  | Keep Left | High Street | 12：20 | 12：14 | 12：0 |
| 0.5 | 170.4 | 0.3 | T．Lights | Left | Stoke Road | 11：15 | 11：15 | 11：15 | 42.8 | 128.1 | 26.6 |  | Caution！ | $\triangle$ Deer | 12：22 | 12：16 | 12：1 |
| 1.0 | 169.9 | 0.6 |  | Keep Left | Stoke Road | 11：16 | 11：16 | 11：16 | 43.1 | 127.8 | 26.8 | KoM 2 Cat 3 | Start |  | 12：22 | 12：16 | 12：1 |
| 1.3 | 169.6 | 0.8 | Sign |  | Tredington | 11：17 | 11：16 | 11：16 | 44.2 | 126.7 | 27.5 | KoM 2 Cat 3 | Finish | ［嘼 Withington Hill | 12：24 | 12：18 | 12：1 |
| 3.3 | 167.6 | 2.1 | Sign |  | Stoke Orchard | 11：20 | 11：19 | 11：19 | 44.2 | 126.7 | 27.5 |  |  | Green Zone for 200m | 12：24 | 12：18 | 12：1 |
| 3.8 | 167.1 | 2.4 |  | Keep Left | Stoke Road | 11：20 | 11：20 | 11：19 | 45.3 | 125.6 | 28.2 |  | Junction | Left | 12：26 | 12：19 | 12：13 |
| 7.4 | 163.5 | 4.6 | R／about | 2nd Exit | Voxwell Road | 11：26 | 11：25 | 11：24 | 45.4 | 125.5 | 28.2 | X．Roads | Straight |  | 12：26 | 12：19 | 12：1 |
| 7.8 | 163.1 | 4.9 |  | Keep Right | Voxwell Road | 11：27 | 11：26 | 11：25 | 46.3 | 124.6 | 28.8 | Sign |  | Chedworth | 12：27 | 12：21 | 12：1 |
| 8.1 | 162.8 | 5.0 | M R／about | 1st Exit | Two Hedges Road | 11：27 | 11：26 | 11：25 | 46.4 | 124.5 | 28.9 |  | Keep Right |  | 12：27 | 12：21 | 12：1 |
| 8.2 | 162.7 | 5.1 | T．Lights | Straight | Two Hedges Road | 11：27 | 11：26 | 11：25 | 47.4 | 123.5 | 29.5 | Sign |  | Chedworth | 12：29 | 12：22 | 12：1 |
| 8.3 | 162.6 | 5.2 |  | Keep Right | Two Hedges Road | 11：28 | 11：26 | 11：25 | 47.5 | 123.4 | 29.5 | X．Roads | Straight |  | 12：29 | 12：22 | 12：1 |
| 8.6 | 162.3 | 5.3 |  | Keep Left | Two Hedges Road | 11：28 | 11：27 | 11：26 | 49.1 | 121.8 | 30.5 |  | Keep Right | Fields Road | 12：32 | 12：25 | 12：18 |
| 9.1 | 161.8 | 5.7 | Sign |  | Woodmancote | 11：29 | 11：28 | 11：26 | 49.9 | 121.0 | 31.0 | T．Junction | Right | A429 | 12：33 | 12：26 | 12：1 |
| 9.6 | 161.3 | 6.0 | X．Roads | Right | New Road | 11：30 | 11：28 | 11：27 | 50.7 | 120.2 | 31.5 |  | Caution！ | $\triangle$ Safety Camera 80kph（50mph） | 12：34 | 12：27 | 12：20 |
| 10.3 | 160.6 | 6.4 | Sign |  | Southam | 11：31 | 11：29 | 11：28 | 55.6 | 115.3 | 34.6 | X．Roads | Right | Welsh Way－Caution！$\triangle$ Narrow for 1．3km | 12：42 | 12：34 | 12：26 |
| 10.9 | 160.0 | 6.8 | T．Junction | Left | B462 | 11：32 | 11：30 | 11：29 | 56.9 | 114.0 | 35.4 | X．Roads | Right | Whiteway | 12：44 | 12：36 | 12：28 |
| 11.1 | 159.8 | 6.9 | Sign |  | Cleeve Hill | 11：32 | 11：30 | 11：29 | 58.9 | 112.0 | 36.6 | Sign |  | Cirencester | 12：47 | 12：39 | 12：30 |
| 12.7 | 158.2 | 7.9 |  | Keep Left | Cleeve Hill | 11：34 | 11：33 | 11：31 | 60.4 | 110.5 | 37.6 | T．Lights | Left | A435 Grove Lane | 12：49 | 12：41 | 12：32 |
| 13.3 | 157.6 | 8.3 |  | Caution！ | \ Fast Descent！ | 11：35 | 11：34 | 11：32 | 60.6 | 110.3 | 37.7 |  | Keep Right | Long Central Island | 12：50 | 12：41 | 12：32 |
| 13.3 | 157.6 | 8.3 |  | Caution！ | Central Island Pass Both Sides | 11：35 | 11：34 | 11：32 | 61.1 | 109.8 | 38.0 | R／about | 3rd Exit | London Road | 12：51 | 12：42 | 12：33 |
| 13.4 | 157.5 | 8.3 | X．Roads | Straight |  | 11：36 | 11：34 | 11：32 | 61.3 | 109.6 | 38.1 | X．Roads | Straight |  | 12：51 | 12：42 | 12：33 |
| 16.2 | 154.7 | 10.1 | Sign |  | Winchcombe | 11：40 | 11：38 | 11：35 | 61.5 | 109.4 | 38.2 | T．Lights | Straight | Lewis Lane | 12：51 | 12：42 | 12：3 |
| 17.5 | 153.4 | 10.9 | Junction | Right | Castle Street Caution！\ Narrow！ | 11：42 | 11：40 | 11：37 | 61.8 | 109.1 | 38.4 | T．Lights | Straight | Queens Lane | 12：52 | 12：43 | 12：3 |
| 19.6 | 151.3 | 12.2 | KoM 1 Cat 2 | Start |  | 11：45 | 11：43 | 11：40 | 62.1 | 108.8 | 38.6 | T．Junction | Left | Sheep Street | 12：52 | 12：43 | 12：34 |
| 20.4 | 150.5 | 12.7 | KoM 1 Cat 2 | Finish | 20 Round Hill | 11：47 | 11：44 | 11：41 | 62.3 | 108.6 | 38.7 |  | Keep Right | Somerford Road | 12：52 | 12：44 | 12：3 |
| 20.6 | 150.3 | 12.8 |  | Caution！ | $\triangle$ Fast Descent！ | 11：47 | 11：44 | 11：41 | 62.6 | 108.3 | 38.9 | X．Roads | Straight | Chesterton Lane | 12：53 | 12：44 | 12：3 |
| 24.0 | 146.9 | 14.9 | X．Roads | Straight |  | 11：52 | 11：49 | 11：45 | 63.2 | 107.7 | 39.3 |  | Caution！ | $\triangle$ Build out Offside | 12：54 | 12：45 | 12：36 |
| 25.2 | 145.7 | 15.7 | Sign |  | Guiting Power | 11：54 | 11：51 | 11：47 | 63.6 | 107.3 | 39.5 | T．Junction | Left | A419 Stroud Road | 12：54 | 12：45 | 12：36 |
| 26.6 | 144.3 | 16.5 | T．Junction | Right | Temple Guiting Road | 11：56 | 11：53 | 11：49 | 63.7 | 107.2 | 39.6 | R／about | 3rd Exit | A419 Stroud Road | 12：55 | 12：46 | 12：3 |
| 26.8 | 144.1 | 16.7 |  | Keep Right | Temple Guiting Road | 11：57 | 11：53 | 11：49 | 64.0 | 106.9 | 39.8 |  | Caution！ | $\triangle$ Long Central Island－both sides | 12：55 | 12：46 | 12：3 |
| 28.1 | 142.8 | 17.5 | T．Junction | Right |  | 11：59 | 11：55 | 11：51 | 64.4 | 106.5 | 40.0 | Sprint 1 |  | 5 Cirencester | 12：56 | 12：47 | 12：3 |
| 30.0 | 140.9 | 18.7 | Drinks | Start | 真 | 12：02 | 11：57 | 11：53 | 66.4 | 104.5 | 41.3 |  | Caution！ | $\triangle$ Deer | 12：59 | 12：49 | 12：40 |
| 30.7 | 140.2 | 19.1 | T．Junction | Right | A436 | 12：03 | 11：58 | 11：54 | 74.5 | 96.4 | 46.3 | R／about | 1st Exit | Cirencester Road | 13：12 | 13：01 | 12：50 |
| 33.0 | 137.9 | 20.5 | Sign |  | Hampen | 12：06 | 12：02 | 11：57 | 76.9 | 94.0 | 47.8 | Junction | Left | Hampton Road | 13：15 | 13：04 | 12：53 |
| 33.5 | 137.4 | 20.8 |  | Caution！ | $\triangle$ Fast Descent！ | 12：07 | 12：02 | 11：58 | 77.5 | 93.4 | 48.2 | Sign |  | Crackstone | 13：16 | 13：05 | 12：5 |
| 35.6 | 135.3 | 22.1 | X．Roads | Straight |  | 12：10 | 12：05 | 12：00 | 78.4 | 92.5 | 48.8 | Sign |  | Hampton Fields | 13：18 | 13：07 | 12：5 |
| 36.6 | 134.3 | 22.8 | T．Lights | Left | A40 | 12：12 | 12：07 | 12：02 | 78.5 | 92.4 | 48.8 | X．Roads | Straight |  | 13：18 | 13：07 | 12：5 |
| 36.7 | 134.2 | 22.8 | Junction | Right | Old Gloucester Road | 12：12 | 12：07 | 12：02 | 78.6 | 92.3 | 48.9 | T．Junction | Left | Hampton Hill | 13：18 | 13：07 | 12：5 |
| 37.2 | 133.7 | 23.1 |  | Caution！ | $\triangle$ Build out Offside | 12：13 | 12：08 | 12：02 | 79.8 | 91.1 | 49.6 | Sign |  | Avening | 13：20 | 13：09 | 12：57 |
| 37.8 | 133.1 | 23.5 | X．Roads | Left |  | 12：14 | 12：09 | 12：03 | 79.8 | 91.1 | 49.6 |  | Caution！ | $\triangle$ Fast Descent！ | 13：20 | 13：09 | 12：57 |
| 38.2 | 132.7 | 23.8 | X．Roads | Straight |  | 12：15 | 12：09 | 12：04 | 80.2 | 90.7 | 49.9 |  | Keep Right | Hampton Hill | 13：21 | 13：09 | 12：58 |
| 41.3 | 129.6 | 25.7 | Sign |  | Withington | 12：19 | 12：14 | 12：08 | 80.5 | 90.4 | 50.1 | T．Junction | Left | B4104 Tetbury Hill | 13：21 | 13：10 | 12：58 |
| 41.5 | 129.4 | 25.8 |  | Caution！ | $\triangle$ Sharp Bend Left | 12：20 | 12：14 | 12：08 | 82.6 | 88.3 | 51.4 | X．Roads | Straight |  | 13：24 | 13：13 | 13：0 |


| KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \mathrm{m}_{n}$ | $\mathrm{km} / \mathrm{m}_{1}$ |  | KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \mathrm{s}_{1}$ | $\mathrm{m}_{\text {mon }}{ }^{86}$ | Skmon |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 82.6 | 88.3 | 51.4 | Sign |  | Tetbury Upton | 13:24 | 13:13 | 13:01 | 128.5 | 42.4 | 79.9 | R/about | 2nd Exit | B4058 | 14:36 | 14:18 | 14:00 |
| 83.9 | 87.0 | 52.2 |  | Keep Left | B4014 | 13:26 | 13:14 | 13:02 | 129.1 | 41.8 | 80.3 |  | Keep Right | B4058 New Road | 14:37 | 14:19 | 14:00 |
| 84.8 | 86.1 | 52.7 | Sign |  | Tetbury | 13:28 | 13:16 | 13:04 | 130.1 | 40.8 | 80.9 | Sign |  | Wotton-under-Edge | 14:39 | 14:20 | 14:02 |
| 85.7 | 85.2 | 53.3 | T.Junction | Right | A433 Long Street | 13:29 | 13:17 | 13:05 | 130.4 | 40.5 | 81.1 |  | Keep Left | B4060 Haw Street | 14:39 | 14:21 | 14:02 |
| 85.8 | 85.1 | 53.4 | Junction | Right | A4135 New Church Street | 13:29 | 13:17 | 13:05 | 130.8 | 40.1 | 81.3 | T.Junction | Left | B4060 Gloucester Street | 14:40 | 14:21 | 14:03 |
| 86.0 | 84.9 | 53.5 |  | Keep Right | A4135 Charlton Road | 13:30 | 13:17 | 13:05 | 133.6 | 37.3 | 83.1 | Sign |  | North Nibley | 14:44 | 14:25 | 14:06 |
| 86.7 | 84.2 | 53.9 |  | Keep Right | A4135 | 13:31 | 13:18 | 13:06 | 135.9 | 35.0 | 84.5 |  | Keep Left | B4060 | 14:48 | 14:29 | 14:09 |
| 88.4 | 82.5 | 55.0 | Sign |  | Beverston | 13:33 | 13:21 | 13:08 | 136.8 | 34.1 | 85.1 | Sign |  | Stinchcombe | 14:49 | 14:30 | 14:10 |
| 88.6 | 82.3 | 55.1 | X.Roads | Straight | A4135 | 13:34 | 13:21 | 13:08 | 136.9 | 34.0 | 85.1 |  | Caution! | \ Fast Descent! | 14:50 | 14:30 | 14:11 |
| 91.4 | 79.5 | 56.8 | T.Lights | Left | A46 | 13:38 | 13:25 | 13:12 | 137.4 | 33.5 | 85.4 |  | Keep Right | B4060 | 14:50 | 14:31 | 14:11 |
| 92.9 | 78.0 | 57.8 | X.Roads | Straight |  | 13:40 | 13:27 | 13:14 | 138.2 | 32.7 | 85.9 | T.Junction | Right | B4066 Dursley Road | 14:52 | 14:32 | 14:12 |
| 99.4 | 71.5 | 61.8 | Sign |  | South Gloucestershire | 13:51 | 13:37 | 13:22 | 139.3 | 31.6 | 86.6 | M R/about | 2nd Exit | B4060 Kingshill Road | 14:53 | 14:34 | 14:14 |
| 101.3 | 69.6 | 63.0 | Sign |  | Dunkirk | 13:54 | 13:39 | 13:25 | 139.4 | 31.5 | 86.7 | Sign |  | Dursley | 14:54 | 14:34 | 14:14 |
| 101.5 | 69.4 | 63.1 |  | Caution! | $\triangle$ Long Central Island | 13:54 | 13:40 | 13:25 | 139.6 | 31.3 | 86.8 | M R/about | 2nd Exit | A4135 | 14:54 | 14:34 | 14:14 |
| 102.0 | 68.9 | 63.4 | X.Roads | Straight |  | 13:55 | 13:40 | 13:26 | 139.9 | 31.0 | 87.0 | Sprint 3 |  | 5 Dursley | 14:54 | 14:34 | 14:14 |
| 102.3 | 68.6 | 63.6 | Sign |  | Petty France | 13:55 | 13:41 | 13:26 | 139.9 | 31.0 | 87.0 |  |  | Green Zone for 200m | 14:54 | 14:34 | 14:14 |
| 104.3 | 66.6 | 64.9 | X.Roads | Right | Hall Lane | 13:58 | 13:44 | 13:29 | 140.6 | 30.3 | 87.4 | M R/about | 1st Exit | A4135 Castle Street | 14:55 | 14:35 | 14:15 |
| 105.4 | 65.5 | 65.5 | Sign |  | Horton | 14:00 | 13:45 | 13:30 | 140.8 | 30.1 | 87.6 | M R/about | 2nd Exit | A4135 Silver Street | 14:56 | 14:36 | 14:16 |
| 105.4 | 65.5 | 65.5 |  | Keep Left | Hall Lane | 14:00 | 13:45 | 13:30 | 141.1 | 29.8 | 87.7 | R/about | 1st Exit | B4066 Uley Road | 14:56 | 14:36 | 14:16 |
| 105.5 | 65.4 | 65.6 |  | Keep Right |  | 14:00 | 13:45 | 13:30 | 141.1 | 29.8 | 87.7 | Junction | Right | B4066 | 14:56 | 14:36 | 14:16 |
| 105.5 | 65.4 | 65.6 |  | Caution! | ¢ Fast Descent! | 14:00 | 13:45 | 13:30 | 141.4 | 29.5 | 87.9 | X.Roads | Straight |  | 14:57 | 14:37 | 14:16 |
| 106.0 | 64.9 | 65.9 |  | Keep Left | Horton Hill | 14:01 | 13:46 | 13:31 | 141.9 | 29.0 | 88.2 | M R/about | 1st Exit | B4066 | 14:57 | 14:37 | 14:17 |
| 106.7 | 64.2 | 66.4 |  | Keep Left | Horton Hill | 14:02 | 13:47 | 13:32 | 143.6 | 27.3 | 89.3 | Sign |  | Uley | 15:00 | 14:40 | 14:19 |
| 107.7 | 63.2 | 67.0 |  | Keep Right | Horton Road | 14:04 | 13:48 | 13:33 | 143.8 | 27.1 | 89.4 | X.Roads | Straight |  | 15:00 | 14:40 | 14:19 |
| 108.2 | 62.7 | 67.3 |  | Caution! | $\triangle$ Cattle Grid | 14:05 | 13:49 | 13:34 | 144.2 | 26.7 | 89.7 |  | Keep Right |  | 15:01 | 14:41 | 14:20 |
| 109.8 | 61.1 | 68.3 |  | Caution! | $\triangle$ Cattle Grid | 14:07 | 13:51 | 13:36 | 144.9 | 26.0 | 90.1 |  | Keep Left |  | 15:02 | 14:42 | 14:21 |
| 109.9 | 61.0 | 68.3 | T.Junction | Right | St Johns Way | 14:07 | 13:52 | 13:36 | 144.3 | 26.6 | 89.7 | KoM 3 Cat 2 | Start |  | 15:01 | 14:41 | 14:20 |
| 110.5 | 60.4 | 68.7 | R/about | 1st Exit | B4060 Wickwar Road | 14:08 | 13:52 | 13:37 | 146.0 | 24.9 | 90.8 | KoM 2 Cat 2 | Finish | 圂Crawley Hill | 15:04 | 14:43 | 14:22 |
| 110.8 | 60.1 | 68.9 | T.Junction | Right | B4060 High Street | 14:09 | 13:53 | 13:37 | 147.2 | 23.7 | 91.5 | X.Roads | Straight |  | 15:06 | 14:45 | 14:24 |
| 111.3 | 59.6 | 69.2 | M R/about | 2nd Exit | B4060 Bowling Hill | 14:09 | 13:54 | 13:38 | 148.2 | 22.7 | 92.2 |  | Caution! | $\triangle$ Deer | 15:07 | 14:46 | 14:25 |
| 111.3 | 59.6 | 69.2 |  | Caution! | $\triangle$ Build out Offside | 14:09 | 13:54 | 13:38 | 150.9 | 20.0 | 93.8 | Drinks | End | 䇈20km to Finish | 15:12 | 14:50 | 14:29 |
| 111.4 | 59.5 | 69.3 | Sign |  | Yate | 14:10 | 13:54 | 13:38 | 150.9 | 20.0 | 93.8 |  |  | Green Zone for 200m | 15:12 | 14:50 | 14:29 |
| 111.8 | 59.1 | 69.5 | T.Lights | Straight | B4060 Station Road | 14:10 | 13:54 | 13:38 | 151.5 | 19.4 | 94.2 |  | Caution! | $\triangle$ Cattle Grid | 15:13 | 14:51 | 14:29 |
| 112.1 | 58.8 | 69.7 | R/about | 2nd Exit | B4060 Station Road | 14:11 | 13:55 | 13:39 | 151.5 | 19.4 | 94.2 |  | Caution! | $\triangle$ Cows | 15:13 | 14:51 | 14:29 |
| 112.3 | 58.6 | 69.8 | M R/about | 1st Exit | Station Road | 14:11 | 13:55 | 13:39 | 152.3 | 18.6 | 94.7 |  | Caution! | $\triangle$ Fast \& Narrow Descent | 15:14 | 14:52 | 14:30 |
| 112.7 | 58.2 | 70.1 | R/about | 2nd Exit | A432 Station Road | 14:12 | 13:56 | 13:39 | 153.2 | 17.7 | 95.3 |  | Caution! | $\triangle$ Cattle Grid | 15:15 | 14:53 | 14:31 |
| 112.8 | 58.1 | 70.1 | R/about | 2nd Exit | A432 Station Road | 14:12 | 13:56 | 13:40 | 153.2 | 17.7 | 95.3 | Sign |  | Selsley | 15:15 | 14:53 | 14:31 |
| 113.2 | 74.0 | 70.4 | T.Lights | Straight | A432 Station Road | 14:12 | 13:56 | 13:40 | 153.7 | 17.2 | 95.6 |  | Keep Right |  | 15:16 | 14:54 | 14:32 |
| 113.3 | 57.6 | 70.5 | T.Lights | Straight | A432 Station Road | 14:13 | 13:56 | 13:40 | 154.2 | 16.7 | 95.9 | R/about | 2nd Exit | A419 | 15:17 | 14:55 | 14:33 |
| 113.7 | 57.2 | 70.7 | T.Lights | Straight | A432 Station Road | 14:13 | 13:57 | 13:41 | 154.4 | 16.5 | 96.0 | R/about | 2nd Exit | A419 Dudbridge Road | 15:17 | 14:55 | 14:33 |
| 114.0 | 56.9 | 70.9 | T.Lights | Right | A4059 Stover Road | 14:14 | 13:57 | 13:41 | 154.8 | 16.1 | 96.3 | R/about | 2nd Exit | A4171 Paganhill Lane | 15:18 | 14:56 | 14:34 |
| 114.9 | 56.0 | 71.5 | R/about | 1st Exit | B4059 Yate Road | 14:15 | 13:59 | 13:42 | 155.4 | 15.5 | 96.6 | M R/about | 2nd Exit | A4171 Stratford Road | 15:19 | 14:57 | 14:34 |
| 116.1 | 54.8 | 72.2 | T.Lights | Right | A4058 Wotton Road | 14:17 | 14:00 | 13:44 | 155.9 | 15.0 | 96.9 |  |  | 15km to Finish | 15:19 | 14:57 | 14:35 |
| 117.8 | 53.1 | 73.3 | Sign |  | Rangeworthy | 14:20 | 14:03 | 13:46 | 156.1 | 14.8 | 97.1 | M R/about | 2nd Exit | A4171 Stratford Road | 15:20 | 14:58 | 14:35 |
| 118.7 | 52.2 | 73.8 | Sprint 2 |  | 5 Rangeworthy | 14:21 | 14:04 | 13:47 | 156.2 | 14.7 | 97.1 | M R/about | 2nd Exit | A4171 Stratford Road | 15:20 | 14:58 | 14:35 |
| 118.7 | 52.2 | 73.8 |  |  | Green Zone for 200m | 14:21 | 14:04 | 13:47 | 156.3 | 14.6 | 97.2 | M R/about | 2nd Exit | A4171 Stratford Road | 15:20 | 14:58 | 14:35 |
| 119.4 | 51.5 | 74.2 | Sign |  | Bagstone | 14:22 | 14:05 | 13:48 | 156.4 | 14.5 | 97.3 | M R/about | 1st Exit | Stratford Road | 15:20 | 14:58 | 14:36 |
| 121.9 | 49.0 | 75.8 | Sign |  | Cromhall | 14:26 | 14:09 | 13:51 | 156.6 | 14.3 | 97.4 | R/about | 1st Exit | A46 Painswick Road | 15:21 | 14:58 | 14:36 |
| 123.6 | 47.3 | 76.9 | X.Roads | Straight |  | 14:29 | 14:11 | 13:53 | 159.0 | 11.9 | 98.9 | Junction | Left | A4173 | 15:24 | 15:02 | 14:39 |
| 123.8 | 47.1 | 77.0 | X.Roads | Straight |  | 14:29 | 14:11 | 13:54 | 160.3 | 10.6 | 99.7 | Sign |  | Edge | 15:26 | 15:04 | 14:41 |
| 123.9 | 47.0 | 77.0 |  | Keep Right |  | 14:29 | 14:12 | 13:54 | 160.9 | 10.0 | 100.1 |  |  | 10km to Finish | 15:27 | 15:04 | 14:41 |
| 126.0 | 44.9 | 78.4 | R/about | 2nd Exit | B4508 Wotton Road | 14:33 | 14:15 | 13:57 | 161.8 | 9.1 | 100.6 |  | Caution! | \ Fast Descent! | 15:29 | 15:06 | 14:43 |
| 126.0 | 44.9 | 78.4 | Sign |  | Charfield | 14:33 | 14:15 | 13:57 | 163.6 | 7.3 | 101.7 | Sign |  | Brookthorpe | 15:32 | 15:08 | 14:45 |
| 127.6 | 43.3 | 79.3 | Sign |  | Gloucestershire | 14:35 | 14:17 | 13:59 | 163.8 | 7.1 | 101.9 | M R/about | 1st Exit | A4173 | 15:32 | 15:09 | 14:45 |


| KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \mathrm{sh}_{1}$ | $\mathrm{km} / \mathrm{on}$ | ${ }^{8} \mathrm{~F} \text { m/on }$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 164.1 | 6.8 | 102.0 | M R/about | 2nd Exit | A4173 | 15:32 | 15:09 | 14:45 |
| 165.0 | 5.9 | 102.6 |  | Caution! | $\triangle$ Safety Camera 80kph (50mph) | 15:34 | 15:10 | 14:47 |
| 165.2 | 5.7 | 102.7 | Sign |  | Whaddon | 15:34 | 15:11 | 14:47 |
| 165.9 | 5.0 | 103.2 |  |  | 5 km to Finish | 15:35 | 15:12 | 14:48 |
| 166.2 | 4.7 | 103.4 |  | Caution! | © Central Island Pass Both Sides | 15:36 | 15:12 | 14:48 |
| 167.9 | 3.0 | 104.4 |  |  | 3km to Finish | 15:38 | 15:14 | 14:50 |
| 167.9 | 3.0 | 104.4 |  |  | Green Zone for 200m | 15:38 | 15:14 | 14:50 |
| 167.9 | 3.0 | 104.4 | R/about | 2nd Exit | B4072 Stroud Road | 15:38 | 15:14 | 14:50 |
| 168.2 | 2.7 | 104.6 | M R/about | 2nd Exit | B4072 Stroud Road | 15:39 | 15:15 | 14:51 |
| 169.6 | 1.3 | 105.5 | T.Lights | Straight | B4072 Stroud Road | 15:41 | 15:17 | 14:53 |
| 170.0 | 0.9 | 105.7 | Junction | Right | B4072 Stroud Road | 15:42 | 15:17 | 14:53 |
| 170.2 | 0.7 | 105.8 | T.Lights | Right | B4072 Bristol Road | 15:42 | 15:18 | 14:53 |
| 170.4 | 0.5 | 106.0 | T.Lights | Straight | A4301 Southgate Street | 15:42 | 15:18 | 14:54 |
| 170.9 | 0.0 | 106.3 | Finish |  | [ Southgate Street - Gloucester | 15:43 | 15:19 | 14:54 |



## max

## Supporting people to make the big switch to more active travel

- Council

Installing safe cycling and walking routes to make sustainable travel modes the natural choice; helping to tackle the climate and nature emergencies and reach net zero emissions by 2030.

You might not be as fast as the Tour of Britain competitors but getting out of your car and onto your bike can improve your health and quality of life, and make a difference to the environment.


## 6 FINISH <br> GLOUCESTER

## Timetable

Thursday 8 September
Time Activities
20:30 Overnight parking Gloucester Docks car park

## Friday 9 September

Time Activities
04:45 Roads closed
05:15 Race facilities / contractors arrive on site
05:30 Commence build up
07:00 6 stewards on site (venue)
08:00 Position promotional units All staff on site
08:30 Crew breakfast / briefing Media centre open
09:00 24 stewards on site (venue) Volunteer marshal briefing
10:30 Event Control briefing
11:00 Stage 6 departs Tewkesbury Volunteer briefing
11:30 Finish straight available for support activities
11:45 Expected arrival of first team coaches Hospitality open
13:15 Ride with Dan Martin arrives
14:00 Full road closure from 1 km to go Support activities end
Blue Light Cycling Club activity
14:54 Stage 6 arrives (Fast schedule)
15:19 Stage 6 arrives (Expected schedule)
15:35 Presentation of Stage Winner and Leader's jerseys
15:45 Hospitality closes
Press conference
16:30 Volunteer marshals dismissed 24 stewards dismissed Event Control closes
17:45 Remaining stewards dismissed 18:00 Media centre closes




## THIS IS NOT A BIKE <br> (It's a life-changer)



## WEST BAY TO FERNDOWN SATURDAY 10 SEPTEMBER

Dorset's natural beauty - including the Jurassic Coast UNESCO World Heritage Site that runs through the county - will be showcased to the world as riders travel from West Bay to Ferndown on stage seven. It may be where dinosaurs once roamed, but never before has Dorset hosted the modern AJ Bell Tour of Britain.
Upon leaving behind West Bay and its striking golden cliffs, the peloton will run parallel with the West Dorset Heritage Coast to the outskirts of Weymouth, home of a Blue Flag-winning beach and a London 2012 Olympic and Paralympic Games host venue.

A predominantly west to east route will also feature Dorset's county town of Dorchester, take in West Lulworth's renowned geological features and run past the iconic ruins of Corfe Castle. Much-loved destinations like Wareham, Milton Abbas and Wimborne Minster will also be showcased to a worldwide TV audience before the finish in Ferndown.


Qiviv= =
VSIT ${ }^{\text {VORSET }}$
Hanson


## START

WEST BAY
The pretty harbour of West Bay lies at the heart of the spectacular Jurassic Coast - a Natural World Heritage Site. This seaside resort is perfect for a day trip or as part of a longer break in Dorset. After all, there's plenty to keep the whole family entertained.

Nestled among beautiful hills and rolling countryside West Bay has everything for the perfect holiday. From crabbing on the harbourside to a day on the beach or paddling a canoe on the River Brit, all of this is possible here. Visitors can also take in the magnificent views from the cliff top walks along the South West Coast Path.

Hop onboard a sightseeing boat trip along the coast or try catching a fresh mackerel for supper. Enjoy a leisurely stroll along the Jurassic Pier to marvel at the stunning and often sunlit cliffs, all while taking in spectacular views which stretch from Portland Bill to Brixham.
Some may recognise the views and iconic cliffs as the location of the award-winning ITV drama Broadchurch: it's easy to see why it was chosen!

FINISH
FERNDOWN

The town of Ferndown is located in the east of Dorset, near the New Forest National Park. Much of its development was due to the arrival of the Stewart family from Scotland in 1859, who set up a nursery in the town to grow plants in warmer conditions than up north. Remarkably, Stewarts Garden Centres are still open to the public locally. The residential heart of this modern town is surrounded by woodland, nature reserves (including Holt Heath National Nature Reserve and Ferndown Forest to the north and the River Stour and Longham Lakes to the south), heathlands and rivers.
Healthy living is at the heart of modern-day Ferndown. National Cycle Network route 256 passes along the north of the town and connects nearby Wimborne Minster to Ringwood on the edge of the New Forest.

Three signposted walking trails - the Castleman Trailway; Ferndown, Stour and Forest Trail; and the Stour Valley Way - all pass through the town and can be completed in a few days. Ferndown is also spoilt for choice when it comes to golf, with three courses, driving ranges and acres of manicured greens to explore.

## FACT FILE

## 29

LENGTH, IN KILOMETRES, OF CHESIL BEACH, WHICH RUNS FROM WEST BAY TO PORTLAND.

## 185,000,000

NUMBER OF YEARS OF GEOLOGICAL HISTORY FOUND ALONG THE JURASSIC COAST. THE UNESCO WORLD HERITAGE SITE RUNS FOR 154 KILOMETRES FROM DORSET TO EXMOUTH IN EAST DEVON.

## 1989

THE YEAR OF THE LAST MILK RACE STAGE TO TAKE PLACE IN DORSET.

## 7 WEST BAY TO FERNDOWN SATURDAY 10 SEPTEMBER




With exciting new cycle and walking routes plus Beryl Bikes for you to rent, we're helping everyone make active journeys.

Grab your trainers, bike or scooter and try active travel today!


Transforming Travel
greener | healthier | better connected





START

## WEST BAY

## Timetable

Saturday 10 September
Time Activities
04:00 Start area closed to traffic
Start crew and facilities arrive on site
08:00 Race facilities complete Race staff, marshals and security on site
08:30 PPO in operation
08:45 Morning briefing
09:00 PA operational
Hospitality opens Guests arrive Teams start to arrive Volunteers briefing
10:00 Signing on opens
10:15 0km signage in position
10:55 Riders assemble on start line
Forward vehicles depart
11:00 Start of Stage 7
11:15 Stage 7 de-neutralises
11:15 Commence de-rig
13:30 Site clear
Start crew departs to Isle of Wight

## 7 <br> RACE SCHEDULE <br> WEST BAY TO FERNDOWN

Neutralised section
Espanade，Quayside，Station Road，Burton Road，Barr Lane，High Street，Common Lane
Approximate distance of neutralised section $3.8 \mathrm{~km} / 2.4$ miles
Distance of stage $175.9 \mathrm{~km} / 109.4 \mathrm{miles}$
Neutralised start 11：00

| KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $30 \mathrm{~km} / \mathrm{on},$ | $\mathrm{m} / \mathrm{on}$ | ${ }^{8} \text { K/m/on }$ | KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \mathrm{m}$ | $\mathrm{km} / \mathrm{on}$ | Skn/on |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | 閶 Start N | ised | The Esplanade－West Bay | 11：00 | 11：00 | 11：00 | 40.8 | 135.1 | 25.4 | M R／about | 2nd Exit | B3143 Kings Road | 12：19 | 12：13 | 12：0 |
| 0.00 | 175.9 | 0.00 | ${ }^{\text {amu }}$ Start Pr |  | B3157 Common Lane－Burton Bradstock | 11：15 | 11：15 | 11：15 | 40.9 | 135.0 | 25.4 |  | Keep Right | Icen Way | 12：19 | 12：13 | 12：07 |
| 3.6 | 172.3 | 2.2 | Sign |  | Swyre | 11：20 | 11：20 | 11：19 | 41.2 | 134.7 | 25.6 |  | Keep Left | South Walks Road | 12：19 | 12：13 | 12：07 |
| 3.9 | 172.0 | 2.4 |  | Keep Right |  | 11：21 | 11：20 | 11：20 | 41.4 | 134.5 | 25.7 | T．Lights | Straight | South Walks Road | 12：20 | 12：14 | 12：08 |
| 7.9 | 168.0 | 4.9 |  | Caution！ | 4 Fast Descent！ | 11：27 | 11：26 | 11：25 | 41.6 | 134.3 | 25.9 | T．Lights | Left | B3144 Prince of Wales Road | 12：20 | 12：14 | 12：08 |
| 8.7 | 167.2 | 5.4 |  | Keep Left |  | 11：28 | 11：27 | 11：26 | 41.9 | 134.0 | 26.1 |  | Keep Right | B3144 Prince of Wales Road | 12：20 | 12：14 | 12：08 |
| 9.1 | 166.8 | 5.7 |  | Keep Left |  | 11：29 | 11：28 | 11：26 | 42.1 | 133.8 | 26.2 | T．Lights | Straight | B3144 Prince of Wales Road | 12：21 | 12：15 | 12：09 |
| 9.3 | 166.6 | 5.8 | Sign |  | Abbotsbury | 11：29 | 11：28 | 11：26 | 42.3 | 133.6 | 26.3 | X．Roads | Straight |  | 12：21 | 12：15 | 12：09 |
| 9.4 | 166.5 | 5.8 | X．Roads | Straight | B3157 Market Street | 11：29 | 11：28 | 11：27 | 42.5 | 133.4 | 26.4 |  | Keep Right | B3144 Prince of Wales Road | 12：21 | 12：15 | 12：09 |
| 10.1 | 165.8 | 6.3 |  | Keep Left | B3157 Rodden Row | 11：30 | 11：29 | 11：27 | 42.6 | 133.3 | 26.5 | M R／about | 2nd Exit | B3144 Alington Avenue | 12：21 | 12：15 | 12：09 |
| 12.5 | 163.4 | 7.8 | Sign |  | Portesham | 11：34 | 11：32 | 11：31 | 42.9 | 133.0 | 26.7 | R／about | 2nd Exit | B3144 Alington Avenue | 12：22 | 12：16 | 12：10 |
| 12.9 | 163.0 | 8.0 |  | Keep Right | B3157 Bramdon Lane | 11：35 | 11：33 | 11：31 | 43.1 | 132.8 | 26.8 | R／about | 2nd Exit | A352 | 12：22 | 12：16 | 12：10 |
| 18.2 | 157.7 | 11.3 | Sign |  | Chickerell | 11：43 | 11：41 | 11：38 | 43.4 | 132.5 | 27.0 | R／about | 2nd Exit | A352 | 12：23 | 12：17 | 12：10 |
| 19.6 | 156.3 | 12.2 | M R／about | 1st Exit | B3157 Garston Hill | 11：45 | 11：43 | 11：40 | 45.2 | 130.7 | 28.1 | Sign |  | Whitcombe | 12：26 | 12：19 | 12：13 |
| 20.9 | 155.0 | 13.0 | T．Lights | Right | B3157 Chickerell Link Road | 11：47 | 11：44 | 11：41 | 47.0 | 128.9 | 29.2 | Sign |  | Broadmayne | 12：28 | 12：22 | 12：15 |
| 21.7 | 154.2 | 13.5 | T．Lights | Straight | B3157 Hampshire Road | 11：49 | 11：46 | 11：42 | 47.6 | 128.3 | 29.6 | X．Roads | Straight |  | 12：29 | 12：23 | 12：16 |
| 22.2 | 153.7 | 13.8 | R／about | 2nd Exit | Radipole Lane | 11：49 | 11：46 | 11：43 | 49.9 | 126.0 | 31.0 | R／about | 2nd Exit | A352 Wareham Road | 12：33 | 12：26 | 12：19 |
| 22.8 | 153.1 | 14.2 | T．Junction | Right | Radipole Lane | 11：50 | 11：47 | 11：44 | 50.1 | 125.8 | 31.2 |  | Caution！ | $\triangle$ Deer | 12：33 | 12：26 | 12：19 |
| 23.4 | 152.5 | 14.6 | Sign |  | Radipole | 11：51 | 11：48 | 11：45 | 53.8 | 122.1 | 33.5 | X．Roads | Straight | A352 | 12：39 | 12：31 | 12：24 |
| 23.7 | 152.2 | 14.7 |  | Caution！ | 4 Narrow Bridge | 11：52 | 11：48 | 11：45 | 54.8 | 121.1 | 34.1 | Sign |  | Winfrith Newburgh | 12：41 | 12：33 | 12：25 |
| 23.9 | 152.0 | 14.9 |  | Caution！ | $\triangle$ Road Narrows | 11：52 | 11：49 | 11：45 | 55.7 | 120.2 | 34.6 | Junction | Right | Water Lane | 12：42 | 12：34 | 12：26 |
| 24.0 | 151.9 | 14.9 | Junction | Left | Radipole Lane | 11：52 | 11：49 | 11：45 | 56.3 | 119.6 | 35.0 | X．Roads | Straight | High Street | 12：43 | 12：35 | 12：27 |
| 24.8 | 151.1 | 15.4 | T．Junction | Left | B3159 Dorchester Road | 11：53 | 11：50 | 11：46 | 56.8 | 119.1 | 35.3 |  | Keep Left |  | 12：44 | 12：36 | 12：28 |
| 26.5 | 149.4 | 16.5 | M R／about | 2nd Exit | Littlemoor Road | 11：56 | 11：52 | 11：49 | 56.8 | 119.1 | 35.3 | KoM 1 Cat 3 | Start |  | 12：44 | 12：36 | 12：28 |
| 27.4 | 148.5 | 17.0 | R／about | 3rd Exit | A354 Littlemore Road | 11：58 | 11：54 | 11：50 | 60.1 | 115.8 | 37.4 | KoM 1 Cat 3 | Finish | （3）Daggers Gate | 12：49 | 12：40 | 12：32 |
| 29.5 | 146.4 | 18.3 | Junction | Left | Coombe Valley Road | 12：01 | 11：57 | 11：52 | 60.1 | 115.8 | 37.4 |  |  | Green Zone for 200 m | 12：49 | 12：40 | 12：32 |
| 30.0 | 145.9 | 18.7 | Drinks | Start | 团 | 12：02 | 11：57 | 11：53 | 60.8 | 115.1 | 37.8 |  | Caution！ | $\triangle$ Fast Descent！ | 12：50 | 12：41 | 12：33 |
| 32.4 | 143.5 | 20.1 | X．Roads | Left |  | 12：05 | 12：01 | 11：56 | 61.2 | 114.7 | 38.1 | Sign |  | West Lulworth | 12：51 | 12：42 | 12：33 |
| 33.7 | 142.2 | 21.0 |  | Keep Right |  | 12：07 | 12：03 | 11：58 | 61.6 | 114.3 | 38.3 | Junction | Left | West Road－\ Caution！Narrow Road | 12：51 | 12：43 | 12：3 |
| 34.0 | 141.9 | 21.1 |  | Caution！ | \ Fast Descent！ | 12：08 | 12：03 | 11：58 | 61.9 | 114.0 | 38.5 | T．Junction | Left | B3070 Main Road | 12：52 | 12：43 | 12：34 |
| 35.2 | 140.7 | 21.9 |  | Keep Left |  | 12：10 | 12：05 | 12：00 | 62.2 | 113.7 | 38.7 | X．Roads | Straight |  | 12：52 | 12：43 | 12：3 |
| 36.5 | 139.4 | 22.7 |  | Caution！ | Hump Back Bridge | 12：12 | 12：07 | 12：01 | 63.3 | 112.6 | 39.4 | Junction | Right | B3070 | 12：54 | 12：45 | 12：36 |
| 36.7 | 139.2 | 22.8 |  | Keep Right | Herringston Road | 12：12 | 12：07 | 12：02 | 65.3 | 110.6 | 40.6 | Sign |  | Isle of Purbeck | 12：57 | 12：48 | 12：38 |
| 38.2 | 137.7 | 23.8 |  | Keep Left |  | 12：15 | 12：09 | 12：04 | 65.4 | 110.5 | 40.7 | Sign |  | East Lulworth | 12：57 | 12：48 | 12：39 |
| 38.2 | 137.7 | 23.8 | T．Junction | Left | Maumbury Road | 12：15 | 12：09 | 12：04 | 65.5 | 110.4 | 40.7 | Junction | Right |  | 12：57 | 12：48 | 12：39 |
| 38.4 | 137.5 | 23.9 | T．Lights | Straight | B3147 Maumbury Road | 12：15 | 12：09 | 12：04 | 65.8 | 110.1 | 40.9 | Junction | Right |  | 12：58 | 12：49 | 12：39 |
| 38.7 | 137.2 | 24.1 | T．Lights | Straight | B3147 Cornwall Road | 12：15 | 12：10 | 12：04 | 65.8 | 110.1 | 40.9 | KoM 2 Cat 2 | Start |  | 12：58 | 12：49 | 12：39 |
| 39.0 | 136.9 | 24.3 |  | Keep Right | B3147 Albert Road | 12：16 | 12：10 | 12：05 | 68.9 | 107.0 | 42.8 | KoM 2 Cat 2 | Finish | 园 Whiteways Hill | 13：03 | 12：53 | 12：43 |
| 39.2 | 136.7 | 24.4 | R／about | 3rd Exit | B3150 West Street | 12：16 | 12：11 | 12：05 | 68.9 | 107.0 | 42.8 |  |  | Green Zone for 200m | 13：03 | 12：53 | 12：43 |
| 39.5 | 136.4 | 24.6 | T．Lights | Straight | B3150 High West Street | 12：17 | 12：11 | 12：05 | 70.4 | 105.5 | 43.8 | Junction | Right |  | 13：05 | 12：55 | 12：45 |
| 39.6 | 136.3 | 24.6 | T．Lights | Straight | B3150 High East Street | 12：17 | 12：11 | 12：05 | 70.4 | 105.5 | 43.8 | Junction | Right |  | 13：05 | 12：55 | 12：45 |
| 39.8 | 136.1 | 24.7 | Sprint 1 |  | 5 Dorchester | 12：17 | 12：11 | 12：06 | 70.4 | 105.5 | 43.8 |  | Caution！ | $\triangle$ Fast Descent！ | 13：05 | 12：55 | 12：45 |
| 39.8 | 136.1 | 24.7 |  |  | Green Zone for 200m | 12：17 | 12：11 | 12：06 | 71.1 | 104.8 | 44.2 |  | Caution！ | $\triangle$ Sharp Right on Descent | 13：06 | 12：56 | 12：46 |
| 40.3 | 135.6 | 25.1 | T．Lights | Right | B3143 Kings Road | 12：18 | 12：12 | 12：06 | 71.6 | 104.3 | 44.5 |  | Keep Left |  | 13：07 | 12：57 | 12：47 |


| KM | KM to go | Miles | Feature | Instruction | Description | ${ }^{3} 8 \mathrm{~km} / \mathrm{m}_{n}$ | m/on | Skn/on |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 74.1 | 101.8 | 46.1 | X.Roads | Straight | Tyneham Road | 13:11 | 13:00 | 12:50 |
| 74.3 | 101.6 | 46.2 | Sign |  | Church Knowle | 13:11 | 13:01 | 12:50 |
| 76.9 | 99.0 | 47.8 |  | Caution! | 1 Narrow Bridge | 13:15 | 13:04 | 12:53 |
| 77.1 | 98.8 | 47.9 | Sign |  | Corfe Castle | 13:16 | 13:05 | 12:54 |
| 77.2 | 98.7 | 48.0 | T.Junction | Left | A351 | 13:16 | 13:05 | 12:54 |
| 77.8 | 98.1 | 48.4 | R/about | 1st Exit | A351 | 13:17 | 13:06 | 12:55 |
| 78.0 | 97.9 | 48.5 |  | Caution! | $\triangle$ Deer | 13:17 | 13:06 | 12:55 |
| 81.6 | 94.3 | 50.7 | R/about | 3rd Exit | B3075 Corfe Road | 13:23 | 13:11 | 12:59 |
| 81.7 | 94.2 | 50.8 | Sign |  | Stoborough | 13:23 | 13:11 | 13:00 |
| 83.6 | 92.3 | 52.0 | Sign |  | Wareham | 13:26 | 13:14 | 13:02 |
| 83.6 | 92.3 | 52.0 | Sprint 2 |  | 5 Wareham | 13:26 | 13:14 | 13:02 |
| 83.6 | 92.3 | 52.0 |  |  | Green Zone for 200m | 13:26 | 13:14 | 13:02 |
| 83.7 | 92.2 | 52.0 | T.Lights | Left | B3070 West Street | 13:26 | 13:14 | 13:02 |
| 83.9 | 92.0 | 52.2 | X.Roads | Straight | Long Central Island | 13:26 | 13:14 | 13:02 |
| 84.0 | 91.9 | 52.2 | X.Roads | Straight |  | 13:27 | 13:15 | 13:03 |
| 84.1 | 91.8 | 52.3 | X.Roads | Straight |  | 13:27 | 13:15 | 13:03 |
| 84.8 | 91.1 | 52.7 | R/about | 2nd Exit | A352 Worgret Hill | 13:28 | 13:16 | 13:04 |
| 85.2 | 90.7 | 53.0 | Sign |  | Worgret | 13:28 | 13:16 | 13:04 |
| 85.7 | 90.2 | 53.3 | Junction | Right | Puddletown Road | 13:29 | 13:17 | 13:05 |
| 92.8 | 83.1 | 57.7 | T.Junction | Right |  | 13:40 | 13:27 | 13:14 |
| 95.9 | 80.0 | 59.6 |  | Keep Left |  | 13:45 | 13:32 | 13:18 |
| 96.1 | 79.8 | 59.8 | Sign |  | Bere Regis | 13:46 | 13:32 | 13:18 |
| 97.4 | 78.5 | 60.6 | Junction | Left | The Cross | 13:48 | 13:34 | 13:20 |
| 97.5 | 78.4 | 60.6 |  | Caution! | $\triangle$ Speed Humps $\times 9$ | 13:48 | 13:34 | 13:20 |
| 97.9 | 78.0 | 60.9 |  | Caution! | $\triangle$ Build outs | 13:48 | 13:34 | 13:20 |
| 98.1 | 77.8 | 61.0 |  | Caution! | \ Central Island pass both sides | 13:49 | 13:35 | 13:21 |
| 98.2 | 77.7 | 61.1 |  | Keep Right | Roke Road | 13:49 | 13:35 | 13:21 |
| 99.0 | 76.9 | 61.6 |  | Keep Left |  | 13:50 | 13:36 | 13:22 |
| 99.3 | 76.6 | 61.7 |  | Caution! | 4 Narrow Bridge | 13:51 | 13:36 | 13:22 |
| 102.6 | 73.3 | 63.8 | X.Roads | Right | Lane End | 13:56 | 13:41 | 13:26 |
| 102.9 | 73.0 | 64.0 | T.Junction | Left | A354 Bladford Hill | 13:56 | 13:42 | 13:27 |
| 103.3 | 72.6 | 64.2 |  | Keep Right | A354 The Square | 13:57 | 13:42 | 13:27 |
| 103.5 | 72.4 | 64.4 | Junction | Right |  | 13:57 | 13:42 | 13:28 |
| 107.2 | 68.7 | 66.7 |  | Keep Right |  | 14:03 | 13:48 | 13:32 |
| 108.5 | 67.4 | 67.5 | Junction | Left |  | 14:05 | 13:50 | 13:34 |
| 108.5 | 67.4 | 67.5 | T.Junction | Left |  | 14:05 | 13:50 | 13:34 |
| 109.5 | 66.4 | 68.1 | Junction | Left |  | 14:07 | 13:51 | 13:35 |
| 113.0 | 74.0 | 70.3 | T.Junction | Left |  | 14:12 | 13:56 | 13:40 |
| 113.6 | 62.3 | 70.6 | Junction | Right |  | 14:13 | 13:57 | 13:41 |
| 116.1 | 59.8 | 72.2 |  | Caution! | $\triangle$ Fast \& Narrow Descent | 14:17 | 14:00 | 13:44 |
| 117.1 | 58.8 | 72.8 | Sign |  | Belchalwell | 14:19 | 14:02 | 13:45 |
| 117.2 | 58.7 | 72.9 | T.Junction | Right |  | 14:19 | 14:02 | 13:45 |
| 118.8 | 57.1 | 73.9 | Junction | Right |  | 14:21 | 14:04 | 13:47 |
| 118.8 | 57.1 | 73.9 | KoM 3 Cat 2 | Start |  | 14:21 | 14:04 | 13:47 |
| 120.1 | 55.8 | 74.7 | KoM 3 Cat 2 | Finish | 圂 Okeford Hill | 14:23 | 14:06 | 13:49 |
| 120.1 | 55.8 | 74.7 |  |  | Green Zone for 200m | 14:23 | 14:06 | 13:49 |
| 120.1 | 55.8 | 74.7 |  | Caution! | $\triangle$ Fast Descent! | 14:23 | 14:06 | 13:49 |
| 121.2 | 54.7 | 75.4 | Sign |  | Turnworth | 14:25 | 14:08 | 13:50 |
| 125.1 | 50.8 | 77.8 | Junction | Left |  | 14:31 | 14:13 | 13:55 |
| 125.1 | 50.8 | 77.8 | T.Junction | Left |  | 14:31 | 14:13 | 13:55 |
| 126.7 | 49.2 | 78.8 |  | Keep Right |  | 14:34 | 14:16 | 13:57 |
| 131.3 | 44.6 | 81.6 | T.Junction | Left |  | 14:41 | 14:22 | 14:03 |
| 131.4 | 44.5 | 81.7 | M R/about | 2nd Exit | West Street | 14:41 | 14:22 | 14:03 |
| 131.8 | 44.1 | 82.0 | T.Junction | Right | Market Place - Caution! |  |  |  |
| Against One Way | 14:42 | 14:23 | 14:04 |  |  |  |  |  |


| KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \mathrm{m}_{h}$ | $\mathrm{km} / \mathrm{on}$ | Skn/on |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 132.2 | 43.7 | 82.2 | T.Lights | Straight |  | 14:42 | 14:23 | 14:04 |
| 132.3 | 43.6 | 82.3 | T.Lights | Straight |  | 14:42 | 14:24 | 14:05 |
| 133.0 | 42.9 | 82.7 | R/about | 2nd Exit | B3082 Wimborne Road | 14:44 | 14:25 | 14:06 |
| 136.5 | 39.4 | 84.9 | Sign |  | Tarrant Keyneston | 14:49 | 14:30 | 14:10 |
| 137.9 | 38.0 | 85.8 | X.Roads | Straight | B3082 | 14:51 | 14:32 | 14:12 |
| 143.0 | 32.9 | 88.9 |  | Caution! | $\triangle$ Deer | 14:59 | 14:39 | 14:18 |
| 145.1 | 30.8 | 90.2 | X.Roads | Straight | B3082 | 15:03 | 14:42 | 14:21 |
| 145.8 | 30.1 | 90.7 | T.Lights | Straight | B3082 Blandford Road | 15:04 | 14:43 | 14:22 |
| 146.1 | 29.8 | 90.9 | T.Lights | Straight | B3082 Blandford Road | 15:04 | 14:43 | 14:22 |
| 146.9 | 29.0 | 91.3 | M R/about | 1st Exit | B3078 | 15:05 | 14:44 | 14:23 |
| 147.1 | 28.8 | 91.5 |  | Keep Left | B3078 West Street | 15:06 | 14:45 | 14:24 |
| 147.2 | 28.7 | 91.5 |  | Keep Left | B3078 West Borough | 15:06 | 14:45 | 14:24 |
| 147.3 | 28.6 | 91.6 | T.Lights | Straight | B3078 West Borough | 15:06 | 14:45 | 14:24 |
| 147.6 | 28.3 | 91.8 | T.Lights | Straight | B3078 West Borough | 15:06 | 14:45 | 14:24 |
| 149.7 | 26.2 | 93.1 | X.Roads | Straight | B3078 | 15:10 | 14:48 | 14:27 |
| 153.1 | 22.8 | 95.2 | X.Roads | Straight | B3078 | 15:15 | 14:53 | 14:31 |
| 155.9 | 20.0 | 96.9 | Drinks | End | 囷20km to Finish | 15:19 | 14:57 | 14:35 |
| 155.9 | 20.0 | 96.9 |  |  | Green Zone for 200m | 15:19 | 14:57 | 14:35 |
| 156.4 | 19.5 | 97.3 | Sprint 3 |  | 5 Knowlton | 15:20 | 14:58 | 14:36 |
| 160.3 | 15.6 | 99.7 | Junction | Right | B3081 | 15:26 | 15:04 | 14:41 |
| 160.9 | 15.0 | 100.1 |  |  | 15km to Finish | 15:27 | 15:04 | 14:41 |
| 161.6 | 14.3 | 100.5 |  | Keep Left |  | 15:28 | 15:05 | 14:42 |
| 163.9 | 12.0 | 101.9 | Sign |  | Verwood | 15:32 | 15:09 | 14:45 |
| 165.0 | 10.9 | 102.6 | R/about | 3rd Exit | B3072 Home Farm Road | 15:34 | 15:10 | 14:47 |
| 165.2 | 10.7 | 102.7 |  | Keep Left | B3072 Home Farm Road | 15:34 | 15:11 | 14:47 |
| 165.4 | 10.5 | 102.9 | R/about | 3rd Exit | B3072 Manor Road | 15:34 | 15:11 | 14:47 |
| 165.9 | 10.0 | 103.2 |  |  | 10km to Finish | 15:35 | 15:12 | 14:48 |
| 166.1 | 9.8 | 103.3 | R/about | 3rd Exit | B3072 Manor Road | 15:36 | 15:12 | 14:48 |
| 166.3 | 9.6 | 103.4 | X.Roads | Straight |  | 15:36 | 15:12 | 14:48 |
| 167.0 | 8.9 | 103.8 |  | Keep Right |  | 15:37 | 15:13 | 14:49 |
| 168.1 | 7.8 | 104.5 |  | Keep Right |  | 15:39 | 15:15 | 14:51 |
| 168.3 | 7.6 | 104.7 |  | Keep Left |  | 15:39 | 15:15 | 14:51 |
| 169.6 | 6.3 | 105.5 | M R/about | 2nd Exit | B3072 Ringwood Road | 15:41 | 15:17 | 14:53 |
| 169.9 | 6.0 | 105.7 | M R/about | 1st Exit | B3072 West Moors Road | 15:41 | 15:17 | 14:53 |
| 170.8 | 5.1 | 106.2 | Sign |  | West Moors | 15:43 | 15:19 | 14:54 |
| 170.9 | 5.0 | 106.3 |  |  | 5km to Finish | 15:43 | 15:19 | 14:54 |
| 171.3 | 4.6 | 106.5 |  | Keep Right | B3072 West Moors Road | 15:44 | 15:19 | 14:55 |
| 172.4 | 3.5 | 107.2 | X.Roads | Straight |  | 15:45 | 15:21 | 14:56 |
| 172.9 | 3.0 | 107.5 |  |  | 3km to Finish | 15:46 | 15:22 | 14:57 |
| 172.9 | 3.0 | 107.5 |  |  | Green Zone for 200m | 15:46 | 15:22 | 14:57 |
| 173.0 | 2.9 | 107.6 | X.Roads | Straight |  | 15:46 | 15:22 | 14:57 |
| 173.4 | 2.5 | 107.8 | M R/about | 3rd Exit | B3072 Station Road | 15:47 | 15:22 | 14:57 |
| 173.9 | 2.0 | 108.1 | R/about | 1st Exit | B3072 | 15:48 | 15:23 | 14:58 |
| 174.4 | 1.5 | 108.5 | R/about | 2nd Exit | West Moors Road | 15:49 | 15:24 | 14:59 |
| 174.4 | 1.5 | 108.5 | Sign |  | Ferndown | 15:49 | 15:24 | 14:59 |
| 175.1 | 0.8 | 108.9 | T.Lights | Right | B3072 Wimborne Road | 15:50 | 15:25 | 15:00 |
| 175.2 | 0.7 | 108.9 | T.Lights | Left | B3072 Victoria Road | 15:50 | 15:25 | 15:00 |
| 175.9 | 0.0 | 109.4 | Finish |  | E Victoria Road - Ferndown | 15:51 | 15:26 | 15:01 |

## 7 FINISH FERNDOWN

## Timetable

Friday 9 September
Time Activities
20:30 Overnight parking TV car park

## Saturday 10 September

Time Activities
04:45 Roads closed
05:15 Race facilities / contractors arrive on site
05:30 Commence build up
07:00 6 stewards on site (venue)
08:30 Position promotional units All staff on site
08:30 Crew breakfast / briefing Media centre open
09:00 24 stewards on site (venue) Volunteer marshal briefing
10:30 Event Control briefing
11:00 Stage 7 departs West Bay
Volunteer briefing
11:30 Finish straight available for support activities
12:00 Hospitality open
Expected arrival of first team coaches
13:15 Ride with Dan Martin arrives
14:00 Support activities end Blue Light Cycling Club activity
15:01 Stage 7 arrives (Fast schedule)
15:26 Stage 7 arrives (Expected schedule)
15:45 Presentation of stage winne and leader's jerseys
16:00 Hospitality closes Press conference
16:30 Volunteer marshals dismissed 24 stewards dismissed Event Control closes
17:45 Remaining stewards dismissed 18:00 Media centre closes



## Visit



JURASSIC COAST | NATURAL BEAUTY | VIBRANT TOWNS | PICTURESQUE VILLAGES | GOLDEN SANDS I STAR ATTRACTIONS


Dorset is a county of rolling hills, breath-taking views and mile upon mile of coast and countryside waiting to be explored.
Whether you're visiting for a day trip or a holiday, there are fantastic activities and attractions for all ages. Discover castles and coves, try out
a new adventure sport or find your own fossil on the Jurassic Coast.

And if it's cycling trails you're after, there are routes for all abilities and distances. From flat rides alongside golden sand beaches to hilltop climbs with far reaching views - Dorset has it all!



Jurassic coast

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## STAGE 8 <br> RYDE TO THE NEEDLES SUNDAY 11 SEPTEMBER

The AJ Bell Tour of Britain will become the biggest-ever sporting event to take place on Isle of Wight soil when the race finishes there on Sunday 11 September.
The 148.9-kilometre route will showcase the island including its county town of Newport, as well as the popular tourist locations of Cowes, Sandown, Shanklin, Totland, Ventnor and Yarmouth - to a worldwide TV audience.

This year's race culminates with a 1.5 -kilometre climb up to Tennyson Down, the final 400 metres of which average a gradient of $9.6 \%$, making it the toughest ending to any AJ Bell Tour of Britain in modern history.



START
RYDE
With its spacious sandy beach, a thriving independent shopping scene and a fabulous food community, Ryde is a quirky mix of a traditional seaside fun, Victorian architecture and unexpected hidden gems.

One of the UK's original seaside destinations and much loved by Queen Victoria, the town is easy and quick to get to from the mainland. It's perfect for a day out or short break.
Ryde's Georgian and Victorian history is reflected in its buildings and attractions. Ryde Pier, which opened in 1814, is the second-longest seaside pier in the country, having reached its present length of nearly half-a-mile in 1842 . Appley Beach, situated to the east of the pier, is one of the finest on the whole island and is home to the Grade II-listed Appley Tower. Now a private residence, the Prince Consort building on the seafront used to house the Royal Victoria Yacht Club and was built for Queen Victoria The town is known for its busy events schedule, with an eclectic diary ranging from the iconic August bank holiday scooter rally and Isle of Wight Pride in July to the International Classic Car Show in September.

## FINISH

 THE NEEDLES
## As soon as you think of the Isle of Wight the

 iconic image of the world-famous chairlift taking visitors to see the Needles rocks and coloured sands springs to mind. The island's most famous attraction has so much more to enjoy than the stunning views, making it a destination not to be missed.The Needles Landmark Attraction also includes Alum Bay Glass, who produce beautiful and unique glassware while offering live demonstrations. The Isle of Wight Sweet Manufactory, which serves up an array of old favourites, is recommended for any confectionery fans.

This year's AJ Bell Tour of Britain finishes atop Tennyson Down, named after the poet Lord Tennyson, who lived at nearby Farringford House for nearly 40 years. Nearby are the Needles Old Battery, built in the 1860s when England feared attack by the French under Napoleon III, and the Needles New Battery, which became a Cold War rocket test site.
Visitors can be transported back in time by heading to the National Trust's tea room, which is located in the Port War Signal Station. This was specifically built during the Second World War to give the clearest views of shipping in the Solent and around the Needles.

## FACT FILE

## 1860

THE YEAR IN WHICH THE ISLE OF WIGHT'S WORLD-FAMOUS MIITARY ROAD WAS CONSTRUCTED.

## 23

LENGTH, IN KILOMETRES, OF THE MILTARY ROAD, ALL OF WHICH WILL FEATURE IN STAGE EIGHT.

## 202

WIND SPEED, IN KPH, RECORDED AT THE NEEDLES DURING STORM EUNICE ON FRIDAY 18 FEBRUARY 2022 THE HIGHEST GUST EVER RECORDED IN ENGLAND.




## TRLAGA g



Here to watch the race? Come back at your leisure and explore the Isle of Wight - a haven for cyclists, walkers and lovers of the great outdoors.

# MAKE TIME TO EXPLORE 


visitisleof wight couk


## START RYDE

## Timetable

Saturday 10 September
Time Activities
17:00 Transfer to Isle of Wight by ferry

## Sunday 11 September

Time Activities
04:00 Start area closed to traffic
Start crew and facilities arrive on site
08:00 Race facilities complete
Race staff, marshals and security on site
First batch of teams arrive at Fishbourne
08:30 PPO in operation
Teams start to arrive
08:40 Second batch of teams arrive at Fishbourne
08:45 Morning briefing
09:00 PA operational
Hospitality opens
Guests arrive
Volunteers briefing
10:00 Signing on opens
10:15 0km signage in position
10:55 Riders assemble on start line
Forward vehicles depart
11:00 Start of Stage 8
ARB to de-rig and transfer to finish
11:15 Stage 8 de-neutralises
11:15 Commence de-rig
13:30 Site clear
Start crew departs to ferry terminal

## 8 <br> RACE SCHEDULE <br> RYDE TO THE NEEDLES

Neutralised section
Esplanade, East Hill, East Hill Road, Appley Road.
Approximate distance of neutralised section $1.6 \mathrm{~km} / 1$ mile
Distance of stage $148.9 \mathrm{~km} / 92.6$ miles
Neutralised start 11:00

| KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \mathrm{on}$ | km/on |  | KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \mathrm{m}_{1}$ | $\mathrm{km} / \mathrm{m}_{\mathrm{h}}$ | $6 \mathrm{k} / \mathrm{m} / \mathrm{on}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | 閑 Start Neutral | lised | Esplanade - Ryde | 11:00 | 11:00 | 11:00 | 22.7 | 126.2 | 14.1 | X.Roads | Straight |  | 11:50 | 11:47 | 11:44 |
| 0.00 | 148.9 | 0.00 | aw Start Proper |  | B3330 Appley Road | 11:15 | 11:15 | 11:15 | 25.6 | 123.3 | 15.9 | T.Lights | Left | Downend Road | 11:55 | 11:51 | 11:47 |
| 0.2 | 148.7 | 0.1 |  | Keep Right | B3330 Calthorpe Road | 11:15 | 11:15 | 11:15 | 25.8 | 123.1 | 16.0 |  | Caution! | $\triangle$ Fast Descent | 11:55 | 11:51 | 11:48 |
| 0.4 | 148.5 | 0.2 |  | Keep Right | B3330 Calthorpe Road | 11:15 | 11:15 | 11:15 | 26.7 | 122.2 | 16.6 | T.Junction | Right | A3056 | 11:56 | 11:53 | 11:49 |
| 1.1 | 147.8 | 0.7 |  | Keep Right | B3330 | 11:16 | 11:16 | 11:16 | 27.4 | 121.5 | 17.0 |  | Keep Right | A3056 | 11:58 | 11:54 | 11:50 |
| 1.1 | 147.8 | 0.7 | Sign |  | Pondwell | 11:16 | 11:16 | 11:16 | 27.5 | 121.4 | 17.1 | Junction | Left | Merstone Lane | 11:58 | 11:54 | 11:50 |
| 1.4 | 147.5 | 0.9 |  | Keep Right | B3330 Pondwell Hill | 11:17 | 11:17 | 11:16 | 27.8 | 121.1 | 17.3 | Sign |  | Merstone | 11:58 | 11:54 | 11:50 |
| 1.9 | 14.0 | 1.2 | Sign |  | Nettlestone | 11:17 | 11:17 | 11:17 | 30.0 | 118.9 | 18.7 |  | Drinks Start |  | 12:02 | 11:57 | 11:53 |
| 3.1 | 145.8 | 1.9 |  | Caution! | $\triangle$ Sharp Right Turn | 11:19 | 11:19 | 11:18 | 30.4 | 118.5 | 18.9 | Sign |  | Rookley | 12:02 | 11:58 | 11:54 |
| 3.4 | 145.5 | 2.1 |  | Keep Left | B3330 Eddington Road | 11:20 | 11:19 | 11:19 | 31.6 | 117.3 | 19.7 |  | Keep Right | A3020 Blackwater Hollow | 12:04 | 12:00 | 11:55 |
| 3.9 | 145.0 | 2.4 |  | Keep Right | B3330 Eddington Road | 11:21 | 11:20 | 11:20 | 31.9 | 117.0 | 19.8 | Junction | Left | Highwood Lane | 12:05 | 12:00 | 11:56 |
| 4.0 | 144.9 | 2.5 | Sign |  | St Helens | 11:21 | 11:20 | 11:20 | 32.8 | 116.1 | 20.4 |  | Caution! | 4 Narrow Bridge | 12:06 | 12:01 | 11:57 |
| 4.3 | 144.6 | 2.7 |  | Keep Right | B3330 Upper Green Road | 11:21 | 11:21 | 11:20 | 33.2 | 115.7 | 20.6 | X.Roads | Left | Sandy Lane | 12:07 | 12:02 | 11:57 |
| 4.9 | 144.0 | 3.0 | M R/about | 1st Exit | B3395 Station Road | 11:22 | 11:22 | 11:21 | 33.4 | 115.5 | 20.8 |  | Keep Right | Main Road | 12:07 | 12:02 | 11:57 |
| 5.0 | 143.9 | 3.1 |  | Keep Right | B3395 Station Road | 11:22 | 11:22 | 11:21 | 36.1 | 112.8 | 22.4 | Sign |  | Billingham | 12:11 | 12:06 | 12:01 |
| 6.0 | 142.9 | 3.7 | Sign |  | Bembridge | 11:24 | 11:23 | 11:22 | 37.8 | 111.1 | 23.5 | X.Roads | Right | B3399 Kingston Road | 12:14 | 12:09 | 12:03 |
| 7.1 | 141.8 | 4.4 |  | Keep Right | B3395 Kings Road | 11:26 | 11:25 | 11:24 | 38.2 | 110.7 | 23.8 | Sign |  | Kingston | 12:15 | 12:09 | 12:04 |
| 7.4 | 141.5 | 4.6 |  | Keep Left | B3395 | 11:26 | 11:25 | 11:24 | 40.4 | 108.5 | 25.1 | Sign |  | Shorwell | 12:18 | 12:12 | 12:06 |
| 7.5 | 141.4 | 4.7 |  | Keep Right | B3395 | 11:26 | 11:25 | 11:24 | 40.9 | 108.0 | 25.4 |  | Keep Right | B3399 Farrier's Way | 12:19 | 12:13 | 12:07 |
| 8.4 | 140.5 | 5.2 |  | Keep Left | Mill Road | 11:28 | 11:27 | 11:25 | 41.2 | 107.7 | 25.6 | X.Roads | Straight | B3399 | 12:19 | 12:13 | 12:07 |
| 8.7 | 140.2 | 5.4 | M R/about | 2nd Exit | Hillway Road | 11:28 | 11:27 | 11:26 | 41.3 | 107.6 | 25.7 | M R/about | 1st Exit | B3399 Walkers Lane | 12:19 | 12:14 | 12:08 |
| 9.1 | 139.8 | 5.7 |  | Keep Right | Hillway Road | 11:29 | 11:28 | 11:26 | 42.6 | 106.3 | 26.5 | Sign |  | Limerstone | 12:21 | 12:15 | 12:09 |
| 9.6 | 139.3 | 6.0 |  | Caution! | ¢ Fast Descent! | 11:30 | 11:28 | 11:27 | 43.0 | 105.9 | 26.7 |  | Keep Right | B3399 Limmerstone Road | 12:22 | 12:16 | 12:10 |
| 10.4 | 138.5 | 6.5 |  | Keep Right | Hillway Road | 11:31 | 11:29 | 11:28 | 43.9 | 105.0 | 27.3 | Sign |  | Brighstone | 12:23 | 12:17 | 12:11 |
| 10.6 | 138.3 | 6.6 |  | Keep Left | Hillway Road | 11:31 | 11:30 | 11:28 | 44.1 | 104.8 | 27.4 |  | Keep Left | B3399 Main Road | 12:24 | 12:18 | 12:11 |
| 10.6 | 138.3 | 6.6 | T.Junction | Left | B3395 Sandown Road | 11:31 | 11:30 | 11:28 | 44.2 | 104.7 | 27.5 |  | Keep Right | B3399 Main Road | 12:24 | 12:18 | 12:11 |
| 11.8 | 137.1 | 7.3 |  | Keep Right | B3395 Sandown Road | 11:33 | 11:31 | 11:30 | 45.3 | 103.6 | 28.2 |  | Keep Left | B3399 Hunny Hill | 12:26 | 12:19 | 12:13 |
| 13.1 | 135.8 | 8.1 | M R/about | 1st Exit | B3395 Yaverland Road | 11:35 | 11:33 | 11:31 | 46.8 | 102.1 | 29.1 | Sign |  | Mottistone | 12:28 | 12:21 | 12:15 |
| 14.5 | 134.4 | 9.0 | Sign |  | Sandown | 11:37 | 11:35 | 11:33 | 47.0 | 101.9 | 29.2 |  | Keep Right | B3399 | 12:28 | 12:22 | 12:15 |
| 14.7 | 134.2 | 9.1 | Sprint 1 |  | S Sandown | 11:38 | 11:36 | 11:33 | 47.6 | 101.3 | 29.6 | Sign |  | Hulverstone | 12:29 | 12:23 | 12:16 |
| 15.5 | 133.4 | 9.6 |  | Keep Right | B3395 Sandown Road | 11:39 | 11:37 | 11:34 | 48.2 | 100.7 | 30.0 | Sign |  | Brook | 12:30 | 12:23 | 12:16 |
| 15.5 | 133.4 | 9.6 | M R/about | 3rd Exit | B3329 Avenue Road | 11:39 | 11:37 | 11:34 | 48.3 | 100.6 | 30.0 |  | Keep Right | B3399 | 12:30 | 12:24 | 12:17 |
| 16.2 | 132.7 | 10.1 | M R/about | 2nd Exit | Avenue Road | 11:40 | 11:38 | 11:35 | 49.9 | 99.0 | 31.0 |  | Keep Left | B3399 | 12:33 | 12:26 | 12:19 |
| 16.4 | 132.5 | 10.2 |  | Keep Right | Morton Common | 11:40 | 11:38 | 11:36 | 50.1 | 98.8 | 31.2 | T.Junction | Left | B3399 Newport Road | 12:33 | 12:26 | 12:19 |
| 16.9 | 132.0 | 10.5 | Sign |  | Brading | 11:41 | 11:39 | 11:36 | 54.0 | 94.9 | 33.6 |  | Keep Left | B3399 | 12:39 | 12:32 | 12:24 |
| 17.6 | 131.3 | 10.9 | T.Lights | Left |  | 11:42 | 11:40 | 11:37 | 54.2 | 94.7 | 33.7 | Sign |  | Freshwater | 12:40 | 12:32 | 12:24 |
| 17.6 | 131.3 | 10.9 | KoM 1 Cat 1 | Start |  | 11:42 | 11:40 | 11:37 | 54.8 | 94.1 | 34.1 | Sign |  | Afton | 12:41 | 12:33 | 12:25 |
| 17.8 | 131.1 | 11.1 |  | Keep Right |  | 11:42 | 11:40 | 11:37 | 55.1 | 93.8 | 34.3 | T.Junction | Right | A3055 Afton Road | 12:41 | 12:33 | 12:25 |
| 17.9 | 131.0 | 11.1 | T.Junction | Left | Bullys Hill | 11:43 | 11:40 | 11:38 | 56.0 | 92.9 | 34.8 |  | Keep Right | A3055 Afton Road | 12:43 | 12:35 | 12:27 |
| 18.1 | 130.8 | 11.3 |  | Keep Right | Brading Down Road | 11:43 | 11:40 | 11:38 | 56.0 | 92.9 | 34.8 | M R/about | 1st Exit | A3055 School Green Road | 12:43 | 12:35 | 12:27 |
| 19.0 | 129.9 | 11.8 | Kom 1 Cat 1 | Finish | (1) Brading Down | 11:44 | 11:42 | 11:39 | 56.5 | 92.4 | 35.1 |  | Keep Right | A3055 School Green Road | 12:43 | 12:35 | 12:27 |
| 19.0 | 129.9 | 11.8 |  |  | Green Zone for 200m | 11:44 | 11:42 | 11:39 | 56.7 | 92.2 | 35.3 |  | Keep Left | A3055 Tennyson Road | 12:44 | 12:36 | 12:27 |
| 21.0 | 127.9 | 13.1 |  | Caution! | $\triangle$ Sharp Right Bend | 11:48 | 11:45 | 11:42 | 57.0 | 91.9 | 35.4 |  | Keep Right | A3055 Tennyson Road | 12:44 | 12:36 | 12:28 |
| 21.7 | 127.2 | 13.5 | T.Junction | Left | The Downs Road | 11:49 | 11:46 | 11:42 | 57.1 | 91.8 | 35.5 |  | Keep Left | A3055 The Avenue | 12:44 | 12:36 | 12:28 |


| KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \mathrm{on}$ | kn/on | Skm/on |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 57.6 | 91.3 | 35.8 | R/about | 3rd Exit | A3054 Colwell Road | 12:45 | 12:37 | 12:29 |
| 58.9 | 90.0 | 36.6 |  | Keep Left | A3054 Hill Lane | 12:47 | 12:39 | 12:30 |
| 59.7 | 89.2 | 37.1 |  | Keep Left | A3054 Halletts Shute | 12:48 | 12:40 | 12:31 |
| 60.7 | 88.2 | 37.7 |  | Keep Right | A3054 Halletts Shute | 12:50 | 12:41 | 12:33 |
| 61.1 | 87.8 | 38.0 |  | Caution! | $\triangle$ Swing Bridge | 12:51 | 12:42 | 12:33 |
| 61.4 | 87.5 | 38.2 | R/about | 2nd Exit | A3054 River Road | 12:51 | 12:42 | 12:33 |
| 61.6 | 87.3 | 38.3 | X.Roads | Straight |  | 12:51 | 12:43 | 12:34 |
| 61.7 | 87.2 | 38.4 | X.Roads | Straight |  | 12:51 | 12:43 | 12:34 |
| 61.8 | 87.1 | 38.4 | X.Roads | Straight | A3054 Tennyson Road | 12:52 | 12:43 | 12:34 |
| 62.7 | 86.2 | 39.0 | Sprint 2 |  | 5 Yarmouth | 12:53 | 12:44 | 12:35 |
| 62.7 | 86.2 | 39.0 |  |  | Green Zone for 200m | 12:53 | 12:44 | 12:35 |
| 67.8 | 81.1 | 42.2 | T.Lights | Straight | Caution! \^ Narrow Bridge | 13:01 | 12:51 | 12:42 |
| 68.1 | 80.8 | 42.3 | Junction | Left | Corf Road | 13:02 | 12:52 | 12:42 |
| 71.1 | 77.8 | 44.2 |  | Caution! | \ Narrow Bridge | 13:06 | 12:56 | 12:46 |
| 71.4 | 77.5 | 44.4 |  | Keep Left | Corf Road | 13:07 | 12:57 | 12:46 |
| 71.7 | 77.2 | 44.6 |  | Keep Right | Main Road | 13:07 | 12:57 | 12:47 |
| 72.0 | 76.9 | 44.8 | Sign |  | Porchfield | 13:08 | 12:57 | 12:47 |
| 72.3 | 76.6 | 45.0 |  | Keep Right | Main Road | 13:08 | 12:58 | 12:47 |
| 72.6 | 76.3 | 45.1 | Sign |  | Whitehouse Cross | 13:09 | 12:58 | 12:48 |
| 73.7 | 75.2 | 45.8 |  | Keep Left | Little Whitehouse Road | 13:10 | 13:00 | 12:49 |
| 74.2 | 74.7 | 46.1 |  | Keep Right |  | 13:11 | 13:01 | 12:50 |
| 75.8 | 73.1 | 47.1 |  | Keep Left | Rew Street | 13:14 | 13:03 | 12:52 |
| 75.9 | 73.0 | 47.2 | M R/about | 1st Exit | Rew Street | 13:14 | 13:03 | 12:52 |
| 75.9 | 73.0 | 47.2 | Sign |  | Gurnard | 13:14 | 13:03 | 12:52 |
| 77.9 | 71.0 | 48.4 |  | Caution! | 4 Narrow Bridge | 13:17 | 13:06 | 12:55 |
| 78.7 | 70.2 | 48.9 | T.Junction | Left | Worsley Road | 13:18 | 13:07 | 12:56 |
| 78.8 | 70.1 | 49.0 |  | Caution! | $\triangle$ Fast \& Narrow Descent | 13:18 | 13:07 | 12:56 |
| 79.0 | 69.9 | 49.1 |  | Caution! | $\triangle$ Sharp Right Bend | 13:19 | 13:07 | 12:56 |
| 79.1 | 69.8 | 49.2 |  | Keep Left | Prince's Esplanade | 13:19 | 13:08 | 12:56 |
| 79.7 | 69.2 | 49.6 | Sign |  | Cowes | 13:20 | 13:08 | 12:57 |
| 80.4 | 68.5 | 50.0 | Sprint 3 |  | 5 Cowes | 13:21 | 13:09 | 12:58 |
| 80.4 | 68.5 | 50.0 |  |  | Green Zone for 200m | 13:21 | 13:09 | 12:58 |
| 80.9 | 68.0 | 50.3 |  | Caution! | $\triangle$ Build outs | 13:22 | 13:10 | 12:59 |
| 81.1 | 67.8 | 50.4 | T.Junction | Right | Castle Hill | 13:22 | 13:10 | 12:59 |
| 81.7 | 67.2 | 50.8 |  | Caution! | $\triangle$ Build outs | 13:23 | 13:11 | 13:00 |
| 81.8 | 67.1 | 50.9 |  | Keep Left | Baring Road | 13:23 | 13:11 | 13:00 |
| 81.9 | 67.0 | 50.9 |  | Caution! | $\triangle$ Build outs | 13:23 | 13:12 | 13:00 |
| 82.1 | 66.8 | 51.1 |  | Caution! | $\triangle$ Build outs | 13:24 | 13:12 | 13:00 |
| 82.5 | 66.4 | 51.3 |  | Keep Left | Baring Road | 13:24 | 13:12 | 13:01 |
| 83.1 | 74.0 | 51.7 | T.Junction | Left |  | 13:25 | 13:13 | 13:01 |
| 83.2 | 65.7 | 51.7 | M R/about | 2nd Exit | B3325 Place Road | 13:25 | 13:13 | 13:01 |
| 84.2 | 64.7 | 52.4 | Sign |  | Northwood | 13:27 | 13:15 | 13:03 |
| 84.3 | 64.6 | 52.4 |  | Keep Left | B3325 Nodes Road | 13:27 | 13:15 | 13:03 |
| 85.1 | 63.8 | 52.9 | T.Lights | Right | A3020 Newport Road | 13:28 | 13:16 | 13:04 |
| 86.1 | 62.8 | 53.5 | Sign |  | Newport | 13:30 | 13:18 | 13:05 |
| 86.9 | 62.0 | 54.0 | T.Lights | Straight | A3020 Horsebridge Hill | 13:31 | 13:19 | 13:06 |
| 88.2 | 60.7 | 54.8 |  | Keep Right | Central Island cut to Traffic Light (Right) | 13:33 | 13:21 | 13:08 |
| 88.5 | 60.4 | 55.0 | T.Lights | Right | A3054 Forest Road | 13:34 | 13:21 | 13:08 |
| 88.8 | 60.1 | 55.2 |  | Caution! | $\triangle$ Build out Nearside | 13:34 | 13:21 | 13:09 |
| 88.9 | 60.0 | 55.3 |  | Caution! | $\triangle$ Build out Offside | 13:34 | 13:22 | 13:09 |
| 90.2 | 58.7 | 56.1 | T.Lights | Left | Gunville Road | 13:36 | 13:23 | 13:10 |
| 90.3 | 58.6 | 56.2 | Sign |  | Gunville | 13:36 | 13:24 | 13:11 |
| 91.0 | 57.9 | 56.6 |  | Caution! | $\triangle$ Build Out Nearside | 13:38 | 13:25 | 13:12 |
| 91.3 | 57.6 | 56.8 | Sign |  | Carisbrooke | 13:38 | 13:25 | 13:12 |


| KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | ${ }^{3} 8 \mathrm{k} / \mathrm{m} / \mathrm{m}_{\mathrm{h}}$ | $\mathrm{km} / \mathrm{on}$ | $\mathrm{Sk} / \mathrm{m} / \mathrm{on}_{1}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 91.7 | 57.2 | 57.0 |  | Keep Left | Priory Road | 13:39 | 13:26 | 13:12 |
| 91.9 | 57.0 | 57.1 | M R/about | 1st Exit | B3401 High Street | 13:39 | 13:26 | 13:13 |
| 92.4 | 56.5 | 57.5 | R/about | 1st Exit | B3323 Carisbrooke Road | 13:40 | 13:27 | 13:13 |
| 92.7 | 56.2 | 57.6 | M R/about | 2nd Exit | B3323 Carisbrooke Road | 13:40 | 13:27 | 13:14 |
| 92.7 | 56.2 | 57.6 | Sign |  | Newport | 13:40 | 13:27 | 13:14 |
| 93.4 | 55.5 | 58.1 | T.Lights | Straight | B3323 High Street | 13:41 | 13:28 | 13:15 |
| 93.4 | 55.5 | 58.1 |  | Keep Left | Central Island | 13:41 | 13:28 | 13:15 |
| 93.5 | 55.4 | 58.1 |  | Caution! | $\triangle$ Build out Nearside | 13:41 | 13:28 | 13:15 |
| 93.7 | 55.2 | 58.3 | T.Lights | Straight | B3323 High Street | 13:42 | 13:28 | 13:15 |
| 94.1 | 54.8 | 58.5 | R/about | 3rd Exit | A3020 St Georges Way | 13:42 | 13:29 | 13:15 |
| 94.6 | 54.3 | 58.8 |  | Keep Right |  | 13:43 | 13:30 | 13:16 |
| 94.7 | 54.2 | 58.9 | R/about | 1st Exit | A3020 St George's Way | 13:43 | 13:30 | 13:16 |
| 95.0 | 53.9 | 59.1 |  | Keep Right | Central Island cut to Roundabout | 13:44 | 13:30 | 13:17 |
| 95.1 | 53.8 | 59.1 | R/about | 3rd Exit | A3020 St George's Way | 13:44 | 13:30 | 13:17 |
| 95.4 | 53.5 | 59.3 | T.Lights | Straight | A3020 Blackwater Road | 13:44 | 13:31 | 13:17 |
| 97.2 | 51.7 | 60.4 | Junction | Right | A3020 Blackwater Hollow | 13:47 | 13:33 | 13:19 |
| 99.3 | 49.6 | 61.7 | Sign |  | Blackwater | 13:51 | 13:36 | 13:22 |
| 99.6 | 49.3 | 61.9 |  | Keep Left | A3020 | 13:51 | 13:37 | 13:23 |
| 100.9 | 48.0 | 62.7 |  | Keep Right | A3020 Main Road | 13:53 | 13:39 | 13:24 |
| 101.9 | 47.0 | 63.4 | Sign |  | Godshill | 13:55 | 13:40 | 13:26 |
| 102.1 | 46.8 | 63.5 |  | Keep Right | A3020 Newport Road | 13:55 | 13:40 | 13:26 |
| 102.5 | 46.4 | 63.7 | X.Roads | Straight | A3020 Newport Road | 13:56 | 13:41 | 13:26 |
| 102.7 | 46.2 | 63.9 |  | Keep Left | A3020 School Road | 13:56 | 13:41 | 13:27 |
| 103.8 | 45.1 | 64.5 | Sign |  | Sandford | 13:58 | 13:43 | 13:28 |
| 105.6 | 43.3 | 65.7 | M R/about | 2nd Exit | A3020 Shanklin Road | 14:00 | 13:45 | 13:30 |
| 107.3 | 41.6 | 66.7 | Sign |  | Shanklin | 14:03 | 13:48 | 13:32 |
| 107.6 | 41.3 | 66.9 |  | Keep Left | A3020 Victoria Avenue | 14:04 | 13:48 | 13:33 |
| 108.2 | 40.7 | 67.3 | X.Roads | Straight |  | 14:05 | 13:49 | 13:34 |
| 108.6 | 40.3 | 67.5 | X.Roads | Straight |  | 14:05 | 13:50 | 13:34 |
| 108.9 | 40.0 | 67.7 |  | Keep Left | A3020 Victoria Avenue | 14:06 | 13:50 | 13:35 |
| 108.9 | 40.0 | 67.7 | T.Lights | Right | A3055 High Street | 14:06 | 13:50 | 13:35 |
| 109.3 | 39.6 | 68.0 | KoM 2 Cat 2 |  | Start | 14:06 | 13:51 | 13:35 |
| 109.6 | 39.3 | 68.2 |  | Keep Left | A3055 Church Road | 14:07 | 13:51 | 13:35 |
| 110.9 | 38.0 | 69.0 | KoM 2 Cat 2 | Finish | 园 Cowleaze Hill | 14:09 | 13:53 | 13:37 |
| 110.9 | 38.0 | 69.0 |  |  | Green Zone for 200m | 14:09 | 13:53 | 13:37 |
| 111.9 | 37.0 | 69.6 |  | Caution! | \ Hairpin Bend Left | 14:10 | 13:54 | 13:38 |
| 113.8 | 35.1 | 70.8 |  | Caution! | $\triangle$ Fast Descent | 14:13 | 13:57 | 13:41 |
| 114.1 | 34.8 | 71.0 |  | Keep Left | A3055 | 14:14 | 13:58 | 13:41 |
| 114.1 | 34.8 | 71.0 |  | Keep Right | A3055 Trinity Road | 14:14 | 13:58 | 13:41 |
| 114.6 | 34.3 | 71.3 |  | Keep Left | Victoria Street | 14:15 | 13:58 | 13:42 |
| 114.6 | 34.3 | 71.3 |  | Keep Left | Central Island | 14:15 | 13:58 | 13:42 |
| 114.7 | 34.2 | 71.3 |  | Keep Right |  | 14:15 | 13:58 | 13:42 |
| 115.0 | 33.9 | 71.5 | Junction | Left | Pier Street | 14:15 | 13:59 | 13:42 |
| 115.1 | 33.8 | 71.6 |  | Caution! | $\triangle$ Sharp/Narrow Right Bend | 14:15 | 13:59 | 13:42 |
| 115.2 | 33.7 | 71.6 |  | Caution! | \ Hairpin Bend Left | 14:16 | 13:59 | 13:43 |
| 115.2 | 33.7 | 71.6 |  | Caution! | $\triangle$ Hairpin Bend Right | 14:16 | 13:59 | 13:43 |
| 115.3 | 33.6 | 71.7 |  | Caution! | $\triangle$ Build outs | 14:16 | 13:59 | 13:43 |
| 115.4 | 33.5 | 71.8 |  | Caution! | $\triangle$ Build outs | 14:16 | 13:59 | 13:43 |
| 115.4 | 33.5 | 71.8 | KoM 3 Cat 1 | Start |  | 14:16 | 13:59 | 13:43 |
| 115.6 | 33.3 | 71.9 |  | Caution! | $\triangle$ Hairpin Bend Right | 14:16 | 14:00 | 13:43 |
| 115.6 | 33.3 | 71.9 |  | Caution! | 4. Hairpin Bend Left | 14:16 | 14:00 | 13:43 |
| 115.7 | 33.2 | 71.9 | KoM 3 Cat 1 | Finish | 17 Zig Zag Road | 14:16 | 14:00 | 13:43 |
| 115.7 | 33.2 | 71.9 |  |  | Green Zone for 200m | 14:16 | 14:00 | 13:43 |
| 115.8 | 33.1 | 72.0 | T.Junction | Left | Belgrave Road | 14:16 | 14:00 | 13:43 |


| KM | $\begin{aligned} & \text { KM } \\ & \text { to go } \end{aligned}$ | Miles | Feature | Instruction | Description | $38 \mathrm{~km} / \mathrm{on},$ | km/on | ${ }^{8} \mathrm{~K}_{\mathrm{m} / \text { on }}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 115.9 | 33.0 | 72.1 | T.Junction | Right | Zig Zag Road | 14:17 | 14:00 | 13:44 |
| 116.2 | 32.7 | 72.3 |  | Keep Left | Castle Road | 14:17 | 14:01 | 13:44 |
| 116.3 | 32.6 | 72.3 | T.Lights | Right | Gill's Cliff Road | 14:17 | 14:01 | 13:44 |
| 118.8 | 30.1 | 73.9 | X.Roads | Straight | Whitwell Road | 14:21 | 14:04 | 13:47 |
| 120.1 | 28.8 | 74.7 | Sign |  | Whitwell | 14:23 | 14:06 | 13:49 |
| 120.5 | 28.4 | 74.9 | Junction | Left | Kemming Road | 14:24 | 14:07 | 13:49 |
| 122.0 | 26.9 | 75.9 | Sign |  | Niton | 14:26 | 14:09 | 13:51 |
| 122.5 | 26.4 | 76.2 | T.Junction | Left | A3055 High Street | 14:27 | 14:10 | 13:52 |
| 122.6 | 26.3 | 76.2 |  | Keep Right | A3055 Blackgang Road | 14:27 | 14:10 | 13:52 |
| 122.7 | 26.2 | 76.3 |  | Keep Left | A3055 Blackgang Road | 14:27 | 14:10 | 13:52 |
| 125.2 | 23.7 | 77.9 | R/about | 2nd Exit | A3055 Blackgang Road | 14:31 | 14:13 | 13:55 |
| 125.4 | 23.5 | 78.0 | Sign |  | Chale | 14:32 | 14:14 | 13:56 |
| 128.9 | 20.0 | 80.2 | Drinks | End | 風 20km to Finish | 14:37 | 14:19 | 14:00 |
| 128.9 | 20.0 | 80.2 |  |  | Green Zone for 200 m | 14:37 | 14:19 | 14:00 |
| 133.9 | 15.0 | 83.3 |  |  | 15 km to Finish | 14:45 | 14:26 | 14:07 |
| 138.9 | 10.0 | 86.4 |  |  | 10km to Finish | 14:53 | 14:33 | 14:13 |
| 140.1 | 8.8 | 87.1 |  | Caution! | $\triangle$ Sharp Right Bend | 14:55 | 14:35 | 14:15 |
| 142.5 | 6.4 | 88.6 | Sign |  | Freshwater Bay | 14:58 | 14:38 | 14:18 |
| 142.8 | 6.1 | 88.8 |  | Keep Left | Gate Lane | 14:59 | 14:39 | 14:18 |
| 143.5 | 5.4 | 89.2 |  | Keep Left | Bedbury Lane | 15:00 | 14:40 | 14:19 |
| 143.9 | 5.0 | 89.5 |  |  | 5 km to Finish | 15:01 | 14:40 | 14:20 |
| 144.2 | 4.7 | 89.7 |  | Keep Left |  | 15:01 | 14:41 | 14:20 |
| 144.3 | 4.6 | 89.7 | Sign |  | Totland | 15:01 | 14:41 | 14:20 |
| 145.5 | 3.4 | 90.5 |  | Keep Right | Alum Bay Old Road | 15:03 | 14:42 | 14:22 |
| 145.5 | 3.4 | 90.5 |  | Keep Left | Alum Bay Old Road | 15:03 | 14:42 | 14:22 |
| 145.9 | 3.0 | 90.7 |  |  | 3km to Finish | 15:04 | 14:43 | 14:22 |
| 145.9 | 3.0 | 90.7 |  |  | Green Zone for 200m | 15:04 | 14:43 | 14:22 |
| 146.5 | 2.4 | 91.1 | T.Junction | Left | B3322 Alum Bay New Road | 15:05 | 14:44 | 14:23 |
| 147.1 | 1.8 | 91.5 | Sign |  | Needles | 15:06 | 14:45 | 14:24 |
| 147.2 | 1.7 | 91.5 |  | Keep Left | B3322 | 15:06 | 14:45 | 14:24 |
| 147.3 | 1.6 | 91.6 |  | Caution! | $\triangle$ Severe Speed Hump | 15:06 | 14:45 | 14:24 |
| 147.4 | 1.5 | 91.7 | Junction | Left |  | 15:06 | 14:45 | 14:24 |
| 147.4 | 1.5 | 91.7 | KoM 4 Cat 2 | Start |  | 15:06 | 14:45 | 14:24 |
| 148.5 | 0.4 | 92.3 |  | Caution! | 4 Hairpin Left | 15:08 | 14:47 | 14:25 |
| 148.8 | 0.1 | 92.5 |  | Caution! | $\triangle$ Hairpin Right | 15:08 | 14:47 | 14:26 |
| 148.9 | 0.0 | 92.6 | Finish |  | 回 The Needles | 15:08 | 14:47 | 14:26 |




## 8 <br> FINISH <br> THE NEEDLES

## Timetable

Saturday 10 September
Time Activities
Finish facilities ferry to Isle of Wight
20:30 Overnight parking The Needles car park
Sunday 11 September
Time Activities
04:45 Roads closed
05:15 Race facilities / contractors arrive on site
05:30 Commence build up
07:00 6 stewards on site (venue)
08:00 Position promotional units All staff on site
08:30 Crew breakfast/briefing Media centre open
09:00 24 stewards on site (venue)
10:30 Event Control briefing
11:00 Stage 8 departs Ryde
Volunteer marshal briefing
11:30 Finish straight available for support activities Hospitality open
12:15 Expected arrival of first team coaches
12:45 Ride with Dan Martin arrives
13:45 Support activities end
Blue Light Cycling Club activity
14:26 Stage 8 arrives (Fast schedule)
14:47 Stage 8 arrives (Expected schedule)
15:00 Presentation of stage winner
and leader's jerseys
15:30 Hospitality closes
Press conference
16:30 Volunteer marshals dismissed 24 stewards dismissed Event Control closes
17:40 First team ferry departs from Fishbourne
17:45 Remaining stewards dismissed
18:00 Media centre closes

|  | Finish address <br> The Needles <br> (New Battery) <br> PO 39 OJH |
| :---: | :---: |
| $a$ | Tour village address The Needles Landmark Attraction PO39 OJD |
| M | Media centre address The Needles Landmark Attraction PO39 OJD |
| 든 | Hospital address <br> St. Mary's Hospital <br> Parkhurst Road <br> Newport PO30 5TG <br> T +44 (0) 1983822099 |

## Team Parking

 The Needles Landmark Attraction PO39 0JDP Tech Parking The Needles Landmark Attraction PO39 0JD

| $P$ | Team Parking <br> The Needles <br> Landmark Attraction <br> PO39 OJD |
| :--- | :--- |
| $\mathbf{P}$ | Tech Parking <br> The Needles <br> Landmark Attraction <br> PO39 OJD | 099



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## TEAMS

## Eighteen teams, including home favourites INEOS Grenadiers, Britain's four domestic squads and two debutants, will feature in this year's AJ Bell Tour of Britain.

The Grenadiers are one of five UCI WorldTeams, alongside BORA - hansgrohe, Israel - Premier Tech, Movistar Team and Team DSM, who will compete in the race six weeks on from the culmination of the Tour de France.

For BORA, this year's race will mark their return to the Tour following an eight-year absence. We're also thrilled to welcome back Human Powered Health 12 months on from their impressive debut outing, one that included a stage win for American rider Robin Carpenter in Exeter.

Three months after their women's team competed in their first edition of the Women's Tour, the AJ Bell Tour of Britain's sister race, Uno-X Pro Cycling Team will make their debut in the UK's leading men's cycling event. We also welcome the Bingoal Pauwels Sauces WB team from Belgium for the first time.





## RIDERS



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ISRAEL - PREMIER TECH


| BINGOAL PAUWELS |
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| SAUCES WB |
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## HUMAN POWERED HEALTH

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UNO-X PRO CYCLING TEAM


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## GLOBAL 6 CYCLING

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## TECHNICAL SECTION

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\section*{TECHNICAL SECTION}

HOSPITALS
STAGE 1

Aberdeen Royal Infirmary
Foresterhill Health Campus
Foresterhill Road
Aberdeen
AB25 2ZN
T +44 (0)345 4566000
Ninewells Hospital
Dundee
DD2 1UB
T +44 (0)1382 660111
STAGE 2
Monday 5 September

Borders General Hospital
Huntlyburn Terrace
Melrose
TD6 9BS
T +44 (0)1896 826000

STAGE 3
Tuesday 6 September

University Hospital of North Durham
North Road
Durham
DH1 5TW
+44 (0)191 3332333
Sunderland Royal Hospital
Kayll Road
Sunderland
SR4 7TP
+44 (0)191565 6256

STAGE 7
Saturday 10 September

\section*{Poole Hospital NHS Foundation Trust}

Longfleet Road
Poole
Dorset
BH15 2JB
+ +44 (0)1202 665511

\section*{STAGE 4}

Wednesday 7 September

Redcar Primary Care Hospital
West Dyke Road
Redcar
TS10 4NW
T +44 (0)1642 944300
York Hospital
Wigginton Road
York
YO31 8HE
T +44 (0)1904 631313

\section*{STAGE 8}

Sunday 11 September

\section*{St. Mary's Hospital}

Parkhurst Road
Newport
PO30 5TG
T +44 (0)1983 822099


\section*{TECHNICAL SECTION}

SPECIFIC REGULATIONS

\section*{Article 1. Organisation}

The AJ Bell Tour of Britain is organised by The Tour of Britain Ltd. under the regulations of the International Cycling Union (UCI). It is to be held from Sunday 4 September to Sunday 11 September 2022.

\section*{Race Organisation:}

AJ Bell Tour of Britain
Unit 1 Horizon Business Park
1 Brooklands Road
Weybridge
Surrey
KT13 0TJ
T+44 (0)1932 831485
Race Director: Mick Bennett

\section*{Article 2. Type of Event}

The event is entered on the UC ProSeries calendar and is registered as a 2.Pro event. In conformity with the UCI rules, points are awarded as follows for the UCI Europe Tour ranking.
- \(200,150,125,100,85,70,60,50\), 40, 35, 30, 25, 20, 15 \& 10 points to the first 15 finishers in the final General Classification by time.
- Finishers in positions 16 to 30 in the final General Classification by time will receive 5 points and finishers in positions 31 to 40 in the final General Classification by time will receive 3 points.
- 20,10 and 5 points to the first 3 finishers on each stage.
- 5 points to the daily leader of the General Classification by time.

\section*{Article 3. Participation}

As per article 2.1.005 of the UCI regulations, the event is open to the following teams:
UCI WorldTeams (max. 70\%)
UCI ProTeams
- UCI Continental teams of the country
- UCI cyclo-cross teams of the country
- Foreign UCI continental teams (max. 2)
- National team of the country of the organiser.

As per article 2.2.003 of the UCI regulations, teams must be formed of minimum 4 and maximum 6 riders.
- Article 4 address Altens address should be Souterhead Road
- Article 4 the times in second para should be 16:00-16:45
- Article 7 please add the following line at the end:

The 3 km rule will not apply to Stages 1 and 8 as uphill finishes.

\section*{Article 4. Race Headquarters}

At the start, the race headquarters shall be open on Friday 2 September from 14:00 to 18:00 and Saturday 3 September from 09:00 to 18:00 located at the following address:

\section*{The Aberdeen Altens Hotel,}

\section*{Souterhead Road, Aberdeen, AB12 3LF}

Team representatives are requested to confirm their starters and collect their race numbers at the race headquarters from 14:00-17:00 on Saturday 3 September. The team managers' meeting, organized in accordance with article 1.2.087 of the UCI regulations, in the presence of the Members of the Commissaires' Panel, is scheduled for 17:00 on Saturday 3 September at the

\section*{following address:}

The Aberdeen Altens Hotel,

\section*{Souterhead Road, Aberdeen, AB12 3LF}

\section*{Article 5. Radio-Tour}

Race information will be broadcast in English. The frequencies will be:
- Radio Tour 1 - 469.3500 /

PL192.8 RX ONLY
- Radio Tour 2 - 467.3500 /

PL192.8 RX ONLY
- Radio Tour 3 - 452.3000 /

PL192.8 RX ONLY
- Radio Tour 4 - 465.5250 / PL 192.8 RX ONLY
Users must be scanning all four channels. If you do not have the functionality to scan, then please speak to Communications Specialist before the race.

Article 6. Neutral Technical Support The neutral technical support service is handled by the Vittoria Servizio Corse neutral service team. The neutral support is taken care of by means of 3 vehicles.

Article 7. Race Incidents Occurring in the Last 3 Kilometres
In the case of a duly noted incident, fall, puncture or mechanical incident in the last 3 kilometers of a road race stage, the rider(s) involved shall be credited with the time of the rider(s) in whose company they were riding at the moment of the accident. His or their placing shall be determined by the order in which he or they actually cross the finishing line.
If, as the result of a duly noted incident in the last 3 kilometers a rider cannot cross the finishing line, he shall be placed last in the stage and credited with the time of the rider or riders in whose company he
was riding at the time of the accident.
Article 8. Finishing Time Limits
A finishing time limit of \(15 \%\) will apply to all stages. The Commissaires' Panel in agreement with the organiser, may in exceptional circumstances increase the time limit in accordance with UCI Art 2.6.032.

Article 9. Classifications - Time Bonuses The following classification(s) will be issued:

General Individual Classification by Time The General Individual Classification on time is decided by adding together the time taken by the riders on each stage, less any time bonuses and plus any time penalties. The rider leading this competition after Stage One will wear the Leader's Jersey and receive a daily award.
Where two or more riders make the same time in the general individual time placings, the placings obtained in each stage, except team time trial stages, shall be added and, as a last resort, the place obtained in the last stage ridden shall be taken into consideration

\section*{Time Bonuses}

Time bonuses, applicable only to Individual General Classification by Time will be awarded on each stage as follows
- All stage finishes: \(10,6, \& 4\) seconds awarded to the first three finishers.
- Intermediate Sprints: (3 per stage on all stages) \(3,2 \& 1\) second to first 3 riders respectively

\section*{Dodl by AJ Bell Points Classification} The General Individual Classification by points is decided by adding the points awarded on each of the stage finishes. The rider leading this competition will wear the Dodl by AJ Bell Points Jersey.

Points will be awarded as follows:
Each stage finish: 15, 14, 13, 12, 11, 10, \(9,8,7,6,5,4,3,2 \& 1\) point. In the event of a tie in the general classification by points, the following criteria shall be applied in order until the riders are separated:
1. Number of stage wins
2. General individual classification by time. (UCI Art 2.6.017).

\section*{ŠKODA King of the}

\section*{Mountains Classification}

The ŠKODA King of the Mountains is decided by adding the points awarded on each of the classified climbs. The rider leading this competition will wear the ŠKODA King of the Mountains Jersey (green).
Points will be awarded as follows:
- Cat 1 climbs: 10, 9, 8, 7, 6, 5, 4, 3, 2 \& 1 point
- Cat 2 climbs: 6, 5, 4, 3, 2 \& 1 point
- Cat 3 climbs: 4, 3, 2 \& 1 point

In the event of a tie in the ŠKODA King of the Mountains, the following criteria shall be applied in order until the riders are separated:
1. Number of first places on the highest category climbs
2. Number of first places on climbs in the next inferior category and so on
3. General Individual Classification by time.

Sportsbreaks.com Sprints Classification The Sportsbreaks.com Sprints Classification is decided by adding the points awarded on each of the intermediate sprints during the daily stages. Points won in the Sportsbreaks.com Sprint classification shall not count towards the Sportsbreaks.com Points Classification.

Points will be awarded as follows:
1st: 3 points/3 second time bonus applicable to the General Individual Classification
2nd: 2 points/2 second time bonus applicable to the General Individual Classification
3rd: 1 point/1 second time bonus applicable to the General Individual Classification.

This classification is awarded to the rider with the highest aggregate number of points. In the event of a tie in the Sportsbreaks.com Sprints Classification, the following criteria shall be applied in order until the riders are separated:
1. Number of first places in intermediate Sprints
2. General Individual Classification by time. In the event of there still being a tie the classification will be awarded to the rider with the better General Classification by time. The leader of this classification shall wear the Sportsbreaks.com Sprints Jersey

\section*{The British Cycling Best British}

\section*{Rider Competition}

Only riders holding a British Cycling issued racing licence may take part in the British Cycling Best British Rider competition.
The leader of the British Cycling Best British Rider competition is the first British rider on the general individual time classification. There is no jersey for this classification. Where two or more riders make the same time in the general individual time, placings obtained in each stage shall be added and, as a last resort, the place obtained in the last stage ridden shall be taken into consideration to decide the order, in accordance with UCI article 2.6.015.

\section*{Team Classification}

The Team Classification for the day shall be calculated on the basis of the sum of the three best individual times from each team. In the event of a tie, the teams shall be separated by the sum of the places acquired by their three best placed riders on the stage. If the teams are still tied, they shall be separated by the placing of their best rider on the Stage Classification.
The Team General Classification shall be calculated on the basis of the sum of the three best individual times from each team in each stage ridden. In the event of a draw, the following criteria shall be applied in order until the teams are separated:
1. Number of first places in the daily Team Classifications
2. Number of second places in the daily Team Classifications etc.
If there is still a draw, the teams shall be separated by the placing of their best rider in the general individual classification.
Any team reduced to fewer that three riders shall be eliminated from the general team classification.

\section*{The Adyen Combativity Award}

A daily Adyen Combativity Award will be presented to the rider considered by the race jury and Race Director to have displayed the most courageous and attacking display of riding during the stage. An overall Adyen Combativity Award will be presented following the final stage to the rider considered by the race jury and Race Director to have displayed the most courageous and attacking display of riding across the eight stages.

\section*{Article 10. Prizes}

The following prizes are awarded: (See page 141). A total of \(€ 113,080\) will be awarded in prize money at the event.

\section*{Article 11. Anti-Doping}

The UCI antidoping regulations are entirely applicable to the event. Moreover, and in conformity with the law of Great Britain, the British anti-doping legislation is applicable in addition to the UCI anti-doping regulations.
The anti-doping tests will take place at the Anti-Doping Unit that will be located adjacent to the finish of each stage daily. The organiser reserves the right to refuse riders or teams that might be connected with doping abuse and whose participation therefore would be incompatible with the reputation of the race.

\section*{Article 12. Awards Ceremony}

In accordance with article 1.2.112 of the UCI rules, the following riders must attend the official awards ceremony, in the following order of presentation:
- The winner of the stage
- General Classification Leader
- The winner of the day's Adyen Combativity award
- British Cycling Best British Rider Classification
- Sportsbreaks.com Sprints Classification Leader (Sportsbreaks.com Sprints Jersey)
- ŠKODA King of the Mountains Classification (ŠKODA KoM Jersey)
- Dodl by AJ Bell Points Classification winner (Dodl by AJ Bell Points Jersey).
The riders will present themselves at the podium in a time limit of maximum 10 minutes after crossing the finish line. The organisation will ensure

\section*{TECHNICAL SECTION}

SPECIFIC REGULATIONS
that team managers or riders receive due notification of this request.
The stage winner and all classification leaders must attend a press conference following the presentation ceremony if requested to do so. 10 minutes before the start of each stage, the leaders in all classifications are required to present themselves on the start line for a protocol ceremony arranged by the organisation for their jerseys to be presented for spectators and television.
Moreover, following the finish Stage Eight, the following riders must also present themselves at the final awards ceremony held immediately after the final stage:
- The winner of the stage
- The winner of the day's Adyen Combativity award.

The leaders of the following classifications:
- The winner of the overall Adyen Combativity Award
- Team Classification winner
- British Cycling Best British Rider Classification winner
- Sportsbreaks.com Sprints Classification winner (Sportsbreaks.com Sprints Jersey)
- ŠKODA King of the Mountains

Classification winner (ŠKODA KoM Jersey)
- Dodl by AJ Bell Points Classification winner (Dodl by AJ Bell Points Jersey)
- Riders placed 2nd and 3rd on general classification
- General Classification winner

\section*{Article 13. Sign on}

Sign on will close daily 10 -minutes before the stage start.

\section*{Article 14. Penalties}

The UCI penalty scale is the only one applicable.

\section*{Article 15. Race Service}

All race service must take place on the left side of the road.

\section*{Article 16. Team Cars}

Only one vehicle per team will be permitted to circulate at race level, however a second vehicle per team is allowed. The second paragraph of 2.2.035 applies and the second vehicle must carry a licensed sports director.

\section*{Article 17. Alterations}

If it is necessary to alter any arrangements for the race, the Commissaire President, and the Race Direction will take these decisions

\section*{Article 18. Feeding}

Feeding is permitted from 30 km after the start until 20 km from the finish. All static feeding should take place on the right side of the road with parking on the left side of the road (UCI Art 2.3.026)
Due to atmospheric conditions etc, the Commissaires may reduce the distance before feeding commences from the team cars, furthermore, they may also extend the distance before feeding closes. Such a decision will be communicated in advance via Radio Tour.

\section*{Article 19. Jerseys}

The ranking of the Race Classification Jerseys are as follows:
1. General Classification Leader (Leader's Jersey)
2. Dodl by AJ Bell Points Classification Leader (Points Jersey)
3. ŠKODA King of the Mountains Classification (ŠKODA KoM Jersey)
4. Sportsbreaks.com Sprints Classification Leader (Sportsbreaks.com Sprints Jersey)

Classification Jerseys presented must be worn for the following stage. Where a rider holds more than one jersey at the same time, the jersey to be worn shall be that with the highest ranking as indicated above and the lesser jersey shall be worn by the second placed rider in the classification, and so on.

Article 20. Race Regulations and Discipline Riders, team managers and all other participants must be familiar with and abide by these regulations and those of the UCI and British Cycling.
By taking part in the AJ Bell Tour of Britain all personnel are considered to accept the regulations in full and to bear sole responsibility for any injury, accident or loss that may occur.

\section*{General provisions}

The infringement related to race incidents concerning riders, teams and other licence holders observed in the context of road events are sanctioned as set out in the table of race incidents defined in article 2.12.007, in accordance with article 12.4.001.

Sanctions given by commissaires shall be noted in the communiqué of the commissaires' panel and will be sent to the UCI.
Any rider failing to attend the daily start or finish protocol ceremonies (except with good reason and recognized by the Commissaires) will incur a penalty. The Management reserves the right to dismiss persons from the race for the following reasons: All personnel are reminded that it is unlawful and an offence against public decency to
urinate in public places such as the start area in towns, villages or near occupied parked areas. Firm action will be taken against personnel offending against this regulation.

\section*{Article 21. Stages expected to} finish in bunch sprints
The following stages have been identified as expected to finish in bunch sprint:
- Stage 3 Durham to Sunderland
- Stage 5 West Bridgford to Mansfield
- Stage 6 Tewkesbury to Gloucester
- Stage 7 West Bay to Ferndown.

During these stages, the protocol of calculation of time gaps for stages 'expected to finish in bunch sprints' published on the UCI website in the Regulations section will be applied.

Article 22. Brother UK Green Zones Brother UK Green Zones will be located where practicable after Sprint and ŠKODA KoM sections on all road stages where practicable.
Brother UK Green Zones will be marked in the ETA of the manual and identified by signage at the side of the road and will last for approximately 200 m . There will also be additional Brother UK Green Zones at \(20 \mathrm{~km} \& 5 \mathrm{~km}\) to go on every road stage.

\section*{IMPORTANT}

No person will be allowed to travel in any vehicle during the event without prior permission from the Race Direction and must wear appropriate accreditation at all times. This will be strictly enforced.

\title{
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}

\section*{Drivers}

It is your responsibility as a representative of the Race Organisation to ensure that all vehicles are treated with the same care and attention that you would extend to your own vehicle. The following points must be observed.

\section*{Collection of vehicles:}

All official vehicles are to be collected on Saturday 3 September from the following address unless you are notified otherwise.

\section*{The Aberdeen Altens Hote}

Souterhead Road
Aberdeen AB12 3LF
T +44 (0)1224 379240

\section*{To arrange collection of your vehicle} please contact the Transport Director .

The Transport Director will be available at the Distribution area of the Event HQ Hotel before the race start. He can be reached during the race on his mobile phone.

All drivers must be over 21 years of age and hold a current clean driving licence. The licence must be shown together with a photocopy to the Transport Manager when collecting your assigned vehicle. Drivers are responsible for their vehicle and must not be interchanged under any circumstances.

\section*{Fuel cards}

Fuel cards will be provided by the organisation. These will be allocated to the vehicle and must not be transferred.

All fuel cards, receipts and correctly filled in documentation are to be returned to the Transport Manager at the end of the event at the Release HQ Hotel.

\section*{Car and Responsibilities:}

The following responsibilities outline the details all drivers must comply with, whilst working on the AJ Bell Tour of Britain.
- Drivers are responsible for checking their vehicle, is in good working order, before commencing on a journey.
- Drivers are to carry out a functions test at the start of each day, this is to include: lights, window washer/wipers, brakes and check levels of all oils and lubes.
- Vehicles are to be refuelled every evening before reaching the hotel.
- Vehicles are to be kept in good order and clean at all times.
- You are to drive within the limitations of the law provided under the Road Safety Act.
- Mechanical problems arising should be reported immediately to the Transport Manager or your immediate supervisor.
- In the event of a breakdown or accident you are to inform your supervisor at the earliest opportunity.
Drivers are to take special care whilst manoeuvring in the working/technical areas.
- All accidents are to be reported to the Transport Manager and all relevant forms and paperwork are to be completed soonest.
- Any damage to the vehicle is to be reported to the Transport Manager Immediately, failure to comply could result in a bill being raised against you.
- Any traffic or speeding fines will be the responsibility of the named driver

\section*{Returning vehicles:}

Vehicles are to be clean and tidy and all rubbish removed disposed of.

Vehicles must be returned to the Transport Director on Sunday 11 September at the following location unless otherwise notified

\section*{Marriott Portsmouth}

Southampton Road, PO6 4SH
Anyone abandoning a vehicle at the Finish area or anywhere else will be charged with the recovery costs.
There will be no exceptions.

\section*{Hotels}

The race organisation provides room,
breakfast and evening meal for the duration of the event. All other extras such as drinks, telephone calls, laundry etc are the responsibility of the purchaser and hotels are instructed to cover the costs on departure. Even if you believe that you have not incurred any extra charges, it is still important that you check out each morning.

Any costs that may be incurred, that you consider being legitimate race expenses should be recovered through the expense form procedure

The AJ Bell Tour of Britain Hotel Bookings Manager.

Communications equipment
Where appropriate, radios will be preinstalled in the Race Convoy Vehicles.

Hand-held radios, if requested, will be issued on Saturday 3 September from the Distribution area at the HQ Hotel by the Communications Specialists team

Radios will be individually signed for and are the responsibility of the holder, and must not be interchanged or loaned out at any time.

If you are having problems with your communications equipment please report it to your line manager straight away do not delay until the start of the stage, as it may be too late then.

Please remember to have a fully charged battery fitted at the start of each stage. There will be chargers available on the HQ vehicles at Start and Finish areas.

Convoy Vehicle radios will be tested in the neutralised section, prior to the start proper of every stage.

All communication equipment is to be handed back at the Release HQ Hotel.

Failure to hand back equipment will result in a bill being raised against the individual who signed for the equipment.

\section*{General information}

A telephone list will be available prior to the start from the Secretariat at the HQ Hotel.

\section*{TECHNICAL SECTION}

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AJ Bell Tour of Britain
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