

GENERAL HAZARD IDENTIFICATION AND ANALYSIS

MAIN HAZARDS	WHO MAY BE HARMED?
Possible road traffic accident	Pupils, Instructors, Members of the public
Impact with something solid	Pupils, Instructors
Slips, trips and falls	Pupils, Instructors
Abduction	Pupils
Getting lost	Pupils, Instructors
Injury from bike itself	Pupils, Instructors, Members of the public

GENERAL HAZARDS

HAZARD	RISK RATING Without controls	CONTROL MEASURES	RISK RATING With controls
Inexperienced pupils, maybe with low confidence and on road for the first time	Medium	Supervision by competent qualified instructors. Ratio 1:6 for Level 1, 1:3 for L2. High visibility clothing worn on road by all pupils and Instructors. Instructors briefed on pupils' medical and special needs. Training only takes place only in the risk assessed area. Pupils given clear guidelines for behaviour and briefed to stop safely on the left should anything unexpected happen or they are unsure what to do.	Low
Road traffic accident	Medium	Accident and emergency procedures known to Instructors. Only pupils who demonstrate adequate Level 1 control allowed to ride on road. Instructors follow guidelines in Instructors' manual for delivery of National Standards outcomes	Low
Slips, trips and falls	Medium	Instructor to inform pupils about any potential hazards. Instructors aware of the possible effect of different weather conditions. Instructor to identify any new specific hazards prior to pupils riding (see ANY OTHER SPECIFIC HAZARD)	Low
Injury from bike itself	Medium	Pupils to be supervised by instructors throughout sessions and only get on or cycle with permission. Clear guidelines given for behaviour when with the bike standing / walking / pushing. All bikes initially checked by Instructors with subsequent pupil's checks observed.	Low
Abduction	Low	Pupils to be in view of an Instructor at all times.	Low
Getting Lost	Low	Instructors briefed on routes and to be in view of an Instructor at all times.	Low

ROAD & TRAFFIC HAZARDS

HAZARD	RISK RATING Without controls	CONTROL MEASURES	RISK RATING With controls
Difficult/ unusual/ confusing junctions	Medium	Instructors to familiarise themselves with the area to be used before training begins. Identify any parts that are challenging, assess the abilities of pupils and select training site appropriate. For other difficult sections ensure only pupils with adequate skills and confidence ride them and that they are briefed on the best approach.	Low
Busy/fast roads	Medium	Ensure pupils are briefed before riding on these and understand how they affect decision making and manoeuvring.	Low
Steep gradients	Medium	Only to be ridden by pupils who have demonstrated sufficient braking and steering control. Instructors to warn pupils in advance, ensure they select appropriate gears and/or control speed.	Low
Kerbs/Bollards barriers etc	Low	Instructor to inform pupils about any potential hazards and brief them to adopt suitable road position that minimises risk of collision.	Low
Rough/uneven surfaces	Low	Ensure pupils are warned in advance to reduce the risk of sudden braking or steering	Low
Parked vehicles	Medium	Instructors to teach and the pupils to practice safe overtaking on a quiet section of road before they attempt junctions or more challenging sections.	Low
Very wide or narrow junctions/ carriageways	Medium	Instructors should emphasise the importance of good road position, ensure pupils understand priorities and use their own riding position to provide maximum protection where required.	Low
Restricted views	Medium	Instructors to warn pupils to take extra care with observations and to take positions that maximise the available views.	Low
Pedestrians	Low	Instructors to warn pupils to take extra care where there are large numbers or they may be distracted.	Low

Name of School: Holy Trinity

Risk assessment Prepared by: D Muir	Position: Cycling Co-ordinator	Created: 23/9/13	Reviewed: 21/8/17
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SCHOOLS- Please print a copy of this Risk Assessment for the instructors on the first day of training or, if you have any queries, please contact Don Muir (Cycling Co-ordinator)- (01452) 888717, don.muir@glosfire.gov.uk
 Road Safety Partneship, Gloucestershire Fire & Rescue Service HQ, Waterwells Drv, Quedgely Glos, GL2 2AX

TO BE COMPLETED BY INSTRUCTORS- please sign to say that you've read and understood the Risk Assessment


Signed: _____ Date _____	Signed: _____ Date _____	Signed: _____ Date _____
Print Name: _____	Print Name: _____	Print Name: _____
Signed: _____ Date _____	Signed: _____ Date _____	Signed: _____ Date _____
Print Name: _____	Print Name: _____	Print Name: _____
Signed: _____ Date _____	Signed: _____ Date _____	Signed: _____ Date _____
Print Name: _____	Print Name: _____	Print Name: _____


Instructors- Please return this part of the risk assessment with the register at the end of the training

GENERAL NOTES ABOUT THIS SITE

The roads close to school are not busy but narrow and congested with parked cars making them quite challenging. There are more straightforward junctions across Hewlett Rd and All Saints Rd, instructors should make use of pedestrian the crossing to get pupils to these for the initial on road sessions. The Whaddon area is included to give some varied extension activities for pupils who are ready for busier roads.

ANY OTHER SPECIFIC HAZARD (see map)	ACTION TO BE TAKEN
<p>1. Fairview Lots of narrow roads with parking leaving space for only a single vehicle</p>	<p>Only to be ridden once pupils have demonstrated reliable observation and a good understanding of priorities</p>
<p>2. Hewlett Road is busier with a number of complex or irregular junction layouts</p>	<p>Pupils shouldn't ride on or across this road until they have demonstrated sufficient bike control, observation and good judgement. Instructors then to discuss and demonstrate best approaches to challenging roads before riding.</p>
<p>3. Roundabout on Hewlett Road with other junctions and pedestrian crossing lights close by.</p>	<p>This should only be ridden as an extra exercise for pupils who have demonstrated all the required outcomes on a range of standard junctions.</p>
<p>4. Roundabout on All Saints Rd</p>	<p>As above</p>
<p>5. Leighton Road is a one way Only to be ridden once pupils have demonstrated reliable observation and a good understanding of priorities.</p>	<p>Instructors to discuss the implications for priorities and best road position with pupils before riding here.</p>
<p>6. Hewlett Rd. has parking for the shops at the Priors Rd. end.</p>	<p>Instructors to discuss with pupils the implications on traffic movements and the extra care and observations required here.</p>
<p>7. Avon Rd. has no through traffic except cycles at either end</p>	<p>Instructors to discuss with pupils the appropriate ways to cycle these sections.</p>
<p>8. Rounndabouts on Whaddon Rd.</p>	<p>Only to be ridden by pupils who have demonstrated all outcomes at standard junctions, have good observation skills and a clear understanding of priorities.</p>
<p>9. Parking for shops and a crossroads by the church.</p>	<p>As for 6 above</p>
<p>10. Cromwell Rd. can be busier with goods vehicles accessing factory.</p>	<p>As for 6 above plus instructors to discuss with pupils the issues of cycling near large vehicles.</p>

Suggested Routes/Junctions for initial on road training (see map ). Instructors should train here until pupils have demonstrated sufficient skills and awareness to move on to more challenging roads and junctions within the specified area.

More Challenging Routes/Junctions for able pupils (see map ). Instructors to avoid or walk these sections with less able/inexperienced pupils and use them for left turns and other simple manoeuvres with the rest. Pupils who have demonstrated a sufficiently high level of ability may ride more demanding manoeuvres here as an extension activity during later sessions.

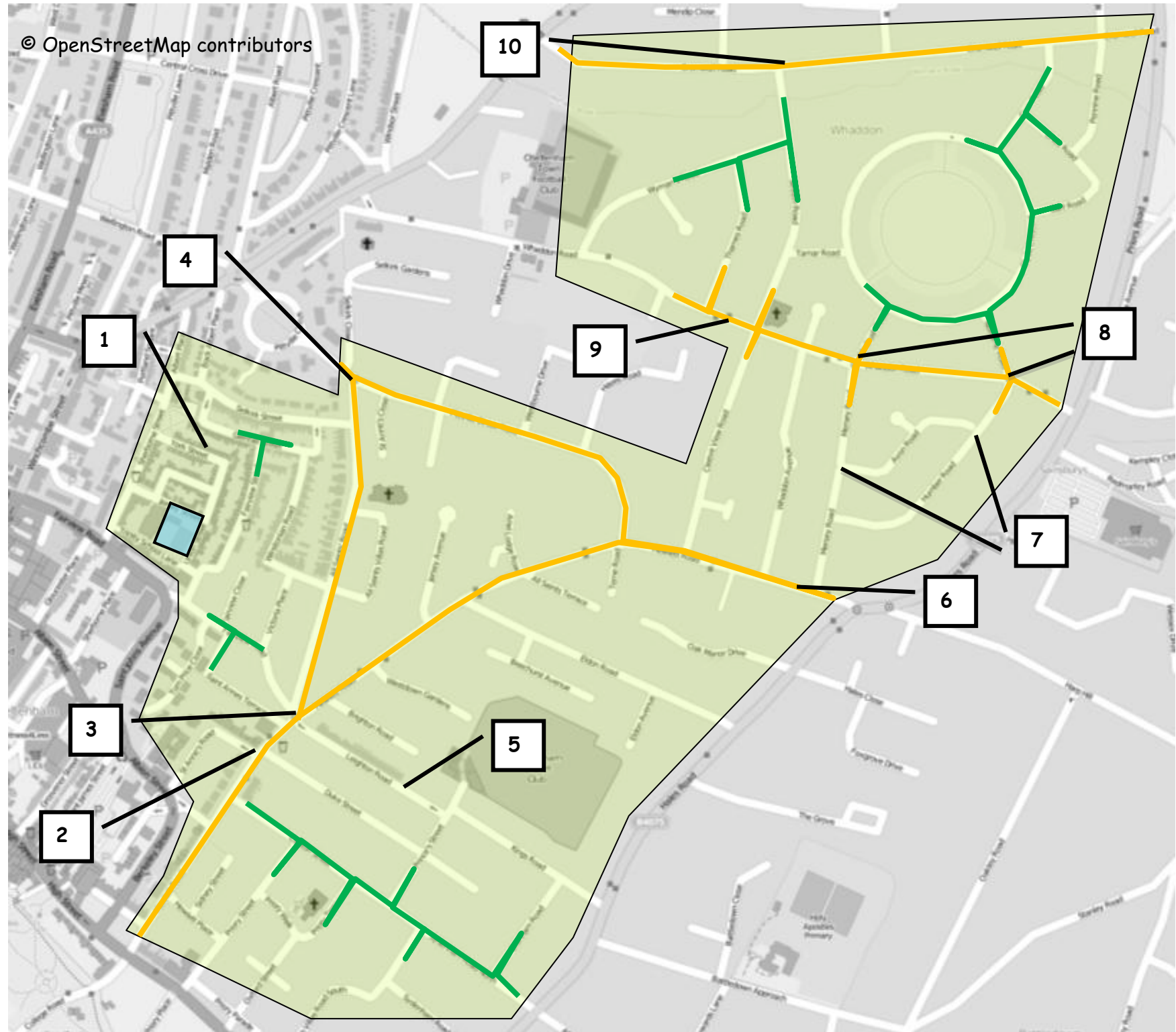
INSTRUCTORS NOTES

Any changes or additional hazards

Control measures and further actions

WHEN SHOULD THERE BE A REVIEW?

- Significant change to the environment
- Following an incident
- After a reasonable amount of time



- ON ROAD

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