

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: North Nibley

Risk assessment Prepared by: D Muir	Position: Cycling Co-ordinator	Created: 14/10/14	Reviewed: 9/8/17
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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

A combination of hills, narrow lanes and faster main roads limit the availability of suitable L2 roads. There are a couple of junctions near the school which can be used for initial teaching and short circuit on some typical but less severe local roads is included as an extension activity for any pupils who demonstrate enough control and awareness.

ANY OTHER SPECIFIC HAZARD (see map)	ACTION TO BE TAKEN
<p>1. An unusual Y type junction layout with a one way slip for left turns min/maj.</p>	<p>Instructors to discuss with pupils then effect on traffic movements and route choices for particular turns.</p>
<p>2. A gradually increasing gradient down out of the village.</p>	<p>This must only be ridden by pupils who have shown sufficient control and braking ability on less severe slopes. It is unlikely that this age group will be able to ride up here with adequate control.</p>
<p>3. No step off area on The Street opposite this junction. Also frequently used for car parking.</p>	<p>Instructors will need to dynamically assess throughout training here. Parked cars may create safe start/stop areas between them, otherwise drill must be planned to avoid stops in this area.</p>
<p>4. A staggered crossroads at the busier B4060 with a Y type layout and keep left bollards on the Barrs Lane side</p>	<p>Only to be ridden by pupils who have shown sufficient awareness and control on quieter junctions. Instructors to discuss with pupils then effect on traffic movements and route choices for particular turns.</p>
<p>5. Busier roads, faster traffic and significant gradients on the B4060 north of the village.</p>	<p>Only pupils who have shown sufficient awareness and control on quieter roads should go beyond the 30 mph limit. Pupils who can manage Frog Lane/Snitend Lane but not the main road back to the village can walk their bike back up the Cotswold Way (green dashed line)</p>
<p>6. Highlands Drive has a steep gradient down to the junction and hedges restricting views of the main road.</p>	<p>Only to be ridden by pupils who have shown sufficient control and braking ability in less critical locations. This should be treated as a Stop junction.</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

