

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: John Moore			
Risk assessment Prepared by: D Muir	Position: Cycling Co-ordinator	Created: 1/10/13	Reviewed: 10/8/17

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
<p>There is no shortage of nearby junctions in the area north of the school but almost none of them have any markings so instructors will need to ensure pupils have a clear understanding of priorities before riding these. Also there are several roundabouts along Monterey Road that need to be negotiated to access these junctions. There are lots of shared pedestrian/cycle facilities which could be used for access though pupils must be made aware of the priorities of pedestrians and of the potential hazards when crossing of rejoining the roads from them. The cycle path beside the A38 may be used to access the roads Vine Way, Mowbray Avenue and Courtney Close which do generally have good markings.</p>

ANY OTHER SPECIFIC HAZARD (see map)	ACTION TO BE TAKEN
<p>1. There are shops and car parks off Columbine Rd. and a zebra crossing.</p>	<p>Instructors will need to discuss with pupils the possible effects on traffic and pedestrian movements and the extra care and observations required.</p>
<p>2. Roundabouts along Monterey Rd.</p>	<p>These should only be ridden by pupils who have demonstrated adequate understanding and control at standard junctions. Before then they should use the cycle paths or walk around pavements.</p>
<p>3. A38 has the potential for higher volumes and speeds of traffic with frequent large vehicles.</p>	<p>As there are traffic free alternatives all along here instructors should get pupils to use these and the Toucan crossing near the Monterey road roundabout. Extra care and observations will be needed when crossing over Snowdonia Rd.</p>
<p>4. The barriers between the end of Widgeon La. And the A38 are very tight.</p>	<p>Instructors to advise pupils to push bikes through here.</p>
<p>5. Oldfield is a one way street.</p>	<p>Instructors will need to discuss with pupils the implications for traffic movements and road position.</p>
<p>6. The light controlled crossings have central pens and separate controls for each side.</p>	<p>Instructors will need to ensure pupils allow enough space for everyone to be able to get off the road and that nobody tries to rush across both carriageways without checking the lights are green.</p>
<p>7. The junctions of Knights Way and the cycle path are very close to the Ashchurch Rd. and a petrol station forecourt.</p>	<p>Instructors will need to discuss with pupils the implications for traffic movements and the extra care and observation needed here.</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.

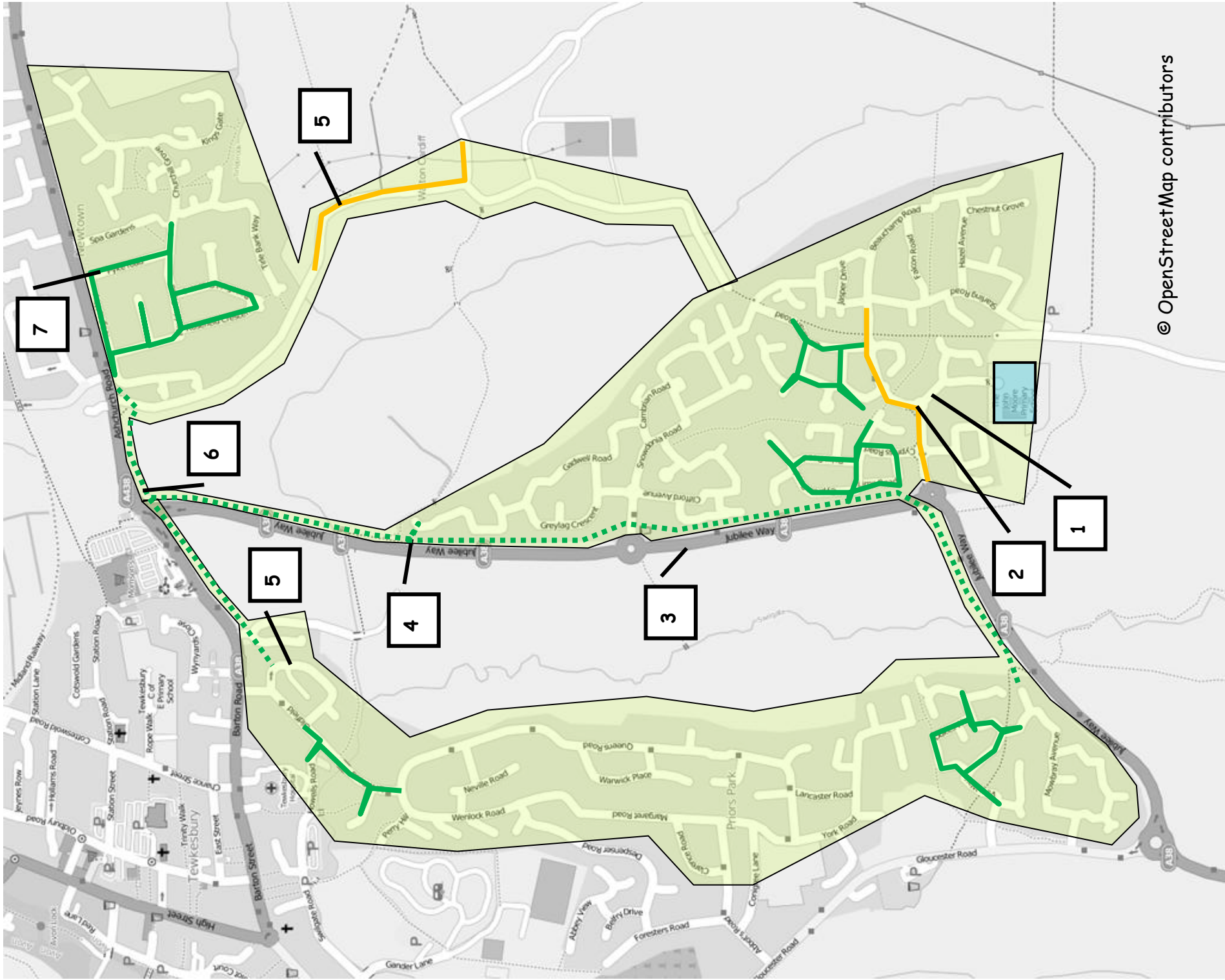
INSTRUCTORS NOTES

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



© OpenStreetMap contributors

JAD