

HAZARD IDENTIFICATION AND ANALYSIS

Name of School: St. Peter's School	Date of Assessment: Feb 09
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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

HAZARD	RISK RATING Without controls	CONTROL MEASURES	RISK RATING With controls
Road traffic accident	Medium	<ul style="list-style-type: none"> ➤ Supervision by competent, trained and qualified instructors at ratio of 1:2. ➤ High visibility clothing worn by all pupils and Instructors. ➤ Instructors briefed on pupils' medical and special needs. ➤ Route to be used to be approved by Road Safety Unit, Police and School. ➤ Pupils aware of strict guidelines for behaviour. ➤ Accident and emergency procedures known to Instructors. ➤ Instructor to assess pupils' basic cycle control before going out on to the highway. ➤ Instructors follow guidelines in Instructors' manual relating to the manoeuvres to be practised. 	Low
Impact with something solid	Low	<ul style="list-style-type: none"> ➤ Instructor to inform pupils about any potential hazards (e.g, hazards on the pavement, skips in the road). 	Low
Slips, trips and falls	Medium	<ul style="list-style-type: none"> ➤ Instructor to inform pupils about any potential hazards. ➤ Instructors aware of the possible effect of different weather conditions. ➤ Instructor to identify any change in surface or route prior to taking children out. (see ANY OTHER SPECIFIC HAZARD) 	Low
Injury from bike itself	Medium	<ul style="list-style-type: none"> ➤ Guidelines for behaviour when with the bike standing / walking / pushing. ➤ No cycling allowed, unless instructed by Instructor. ➤ All bike checks observed by Instructors. ➤ All pupils when with their bikes are escorted by Instructors 	Low

Abduction	Low	➤ Pupils to be in view of an Instructor at all times.	Low
Getting Lost	Low	➤ Instructors briefed on routes. ➤ Pupils to be in view of an Instructor at all times.	Low

GENERAL ROAD HAZARDS WITHIN THE SPECIFIED AREA 	
Difficult/unusual/confusing junctions	Instructors must familiarise themselves with the area to be used before training begins. Identify any parts that are too challenging and avoid them. For other difficult sections ensure only pupils with adequate skills and confidence ride them and that they are briefed on the best approach.
Busy/fast roads	Ensure pupils are briefed before riding on these and understand how they affect decision making and manoeuvring.
Steep gradients	Make sure pupils are warned in advance and select appropriate gears and/or control their speed.
Kerbs/Bollards/Barriers	Brief pupils to adopt suitable road position that minimises risk of collision.
Rough/poor surfaces/traffic calming	Ensure pupils are warned in advance to reduce the risk of sudden braking or steering
Parked vehicles	Instructors to teach and the pupils to practice safe overtaking on a quiet section of road before they attempt junctions or more challenging sections.
Very wide or narrow junctions/carriageways	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.
Restricted views	Instructors to warn pupils to take extra care with observations and to take positions that maximise the available views.
Pedestrians	Instructors to warn pupils to take extra care where there are large numbers or they may be distracted.



ANY OTHER SPECIFIC HAZARD (see map)	ACTION TO BE TAKEN
<p>1 There can be a high volume of traffic on the A4173 outside the school.</p>	<p>Instructors should walk all pupils across this road to access the Day 1 training areas and, based on an ongoing assessment of their abilities, keep any manoeuvres attempted here within their demonstrated abilities.</p>
<p>2 St Barnabas Roundabout can be busy and large vehicles will straddle the approach lanes.</p>	<p>This will only be appropriate for confident students who have already demonstrated good traffic sense and then probably not right turns. Pupils must be warned of the particular dangers of filtering past large vehicles. The most challenging aspect of using this from the suggested route may be the right turn out of Firwood Drive so instructors must consider pupils abilities and the prevailing traffic</p>
<p>3 Can be busy and challenging right turn</p>	<p>Stop on left option may be needed here</p>
<p>4 The A38 Southern Ave./Cole Ave. is very busy with high proportion of large vehicles.</p>	<p>Apart from the section of cycle lane from Firwood Drive used to access the path past Ribston playing fields or St Barnabas this road should be avoided as it has high volumes of traffic but offers very little scope for useful training.</p>
<p>5 The Podsmead Rd./Cole Ave. traffic lights can be busy and have a tricky curved multi-lane approach.</p>	<p>Dependant on the particular pupils abilities, instructors should take time to observe and discuss the best approach to this junction before attempting to ride it. If the required skills or confidence are beyond individual pupils they should be walked across the adjacent footbridge</p>
<p>6 Tuffley Lane drops steeply to the roundabout</p>	<p>Instructors should discuss with pupils the possible drawbacks of attempting to signal on approach to this roundabout and how to use extra observations and good road position as an alternative.</p>

Suggested routes

Level 2 / Day 1

Stroud Road (either side of pelican crossing above the school)

1. Cul-de-sac/pull in no's 393 - 401+ Stroud Road
2. Turn around/park Stroud Road/Winchcombe Road junction

Level 2 / Day 1

Training area is the other side of Stroud Rd which can be very busy, use Pelican crossing if necessary.

Bourton Rd, Evenlode Rd, Gurney Ave, Robert Raikes Ave and all roads off them, Kemble Rd and roundabout at junction with Robert Raikes Ave.

Level 2 & 3 / Day 2 (see map ————)

Right Stroud Rd, left Tuffley Lane, left then over roundabout Robert Raikes Ave, Right Gurney Ave into Bybrook Rd, right Grange Rd, Right at roundabout Tuffley Lane, left Slimbridge Rd, Right Arlingham Rd then use cycle-path under Cole Ave and follow alongside rail line, Rejoin road in Stroud Rd, left at mini-roundabout Tuffley Ave, Right Calton Rd, Left Linden Rd, over mini-roundabout left Wilton Rd, Over lights Podsmead Rd, over lights Epney Rd, Right at roundabout Tuffley Lane, left Holmleigh Rd into Windsor Drive, Right Grange Rd, left Stroud Rd right into school 2 Road is steep uphill, stop on left option is the best

WHEN SHOULD THERE BE A REVIEW?	
<ul style="list-style-type: none"> ➤ Significant change to the environment ➤ Following an accident 	<ul style="list-style-type: none"> ➤ Change of Instructor ➤ After a reasonable amount of time ➤ On request of Instructor/School/Police

Name of School: **St. Peter's School**

Prepared by: Don Muir

Name (please print):

Position: Cycling Co-Ordintaor

Date: 26 Feb. 09



Risk assessment acceptable	
Signed:	School:
Name (please print):	Date:

Please return a signed copy of this Risk Assessment to:

The Road Safety Unit, Environment Department, Gloucestershire County Council,
Shire Hall, Gloucester. GL1 2TH

If you have any queries, please contact Don Muir at the above address or telephone Gloucester (01452) 425556

For Road Safety Unit use only

Copy sent to : Gloucester Police Station	Date
Copy sent to St. Peter's School	Date

