

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 |

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| Name of School: Wynstones | | | |
| Risk assessment Prepared by: D Muir | Position: Cycling Co-ordinator | Created: 10/1/12 | Reviewed: 16/8/17 |


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 |
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| The school is on a busy main road so extra care will be needed here particularly in the early on road sessions. Once into Tuffley there are plenty of good training junctions in the area though some pupils will find some of the gradients quite challenging |

| ANY OTHER SPECIFIC HAZARD (see map) | ACTION TO BE TAKEN |
|---|---|
| 1. The A4173 is a 50 mph limit for 200m from the school towards Tuffley. | Instructors will need to take extra care with the L1 assessments before going on road and be prepared to walk any pupils who can't demonstrate adequate control or awareness along the footway to the 30 mph limit. |
| 2. The A4173 is 3 lanes here with a central reservation and complex junction layouts. | Not appropriate for any ridden right turns at L2. |
| 3. Gradients become steeper towards the Bourton Rd. junctions. | This area will be more appropriate to pupils who have demonstrated effective brake control and have bikes with a good range of useable gears. |
| 4. Single lane road under railway bridge with traffic light control. | Instructors to discuss traffic lights sequence with pupils and the importance of getting through briskly when they are green. Also ensure they use a good road position to discourage inappropriate passing. |
| 5. Roundabout on Robert Raikes Ave | Only to be ridden by pupils who have previously demonstrated sufficient understanding and control at simple junctions. |
| 6. Steeper gradient on this section of Tuffley Lane. | Ridden right turns into Robert Raikes Ave. will be particularly challenging so instructors to recommend the walking alternative when appropriate. |
| 7. Wide two lane layout on Randwick Rd. could be confusing. | Instructors to discuss with pupils how the priorities work and the extra care with observations required. |
| 8. Single lane road under railway bridge with Give Way priority. | As for 7 above plus discuss the importance of getting through briskly. Also ensure they use a good road position to discourage inappropriate passing. |
| 9. Roundabout on Tuffley Lane. | As for 5 above. |

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

