

Name of School: Blockley			
Risk assessment Prepared by: D Muir	Position: Cycling Co-ordinator	Created: 17/11/10	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

The gradients around Blockley will be a significant challenge for many pupils as there are almost no flat roads. The SW end of the village has some of the steeper hills and also a variety of irregular and narrow roads and junctions. As this is a type of road that pupils will likely be cycling on and traffic is generally light and slow moving it would be useful for those who have demonstrated sufficient control and awareness on the less challenging roads to get some experience of the best approach to riding here.

ANY OTHER SPECIFIC HAZARD (see map)	ACTION TO BE TAKEN
<p>1. The road up past the Bowling Green can be busy and is quiet steep with walls on both sides leaving no step off for most of its length.</p>	<p>Pupils should have demonstrated good braking control before descending here and instructors will need to be confident in their gear selection and ability to keep going under control up the full length of the hill before beginning the ride up. Otherwise the pupils should be stopped safely and walk their bikes up the path.</p>
<p>2. There are some narrow junctions with restricted views and steep gradients around this area.</p>	<p>Pupils should have demonstrated good control and understanding with all turns at less challenging junctions before riding here. Instructors will need to be familiar with all of the challenges here so that they can select manoeuvres appropriate to particular pupils.</p>
<p>3. Lower St. is the main through road and becomes narrower and more twisting through this section</p>	<p>Instructors should discuss with pupils the importance of maintaining good road position through here and the extra observations required. Pupils should have demonstrated adequate confidence around traffic on quieter roads.</p>
<p>4. The junction of Station Rd. and the Draycott road has a triangle island with two lanes each side</p>	<p>Instructors to discuss with pupils how to choose the appropriate route for particular manoeuvres.</p>
<p>5. Adjoining junctions on a sharp bend in Draycott</p>	<p>Instructors to discuss with pupils the implications for traffic movements and the extra care with observations required</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.

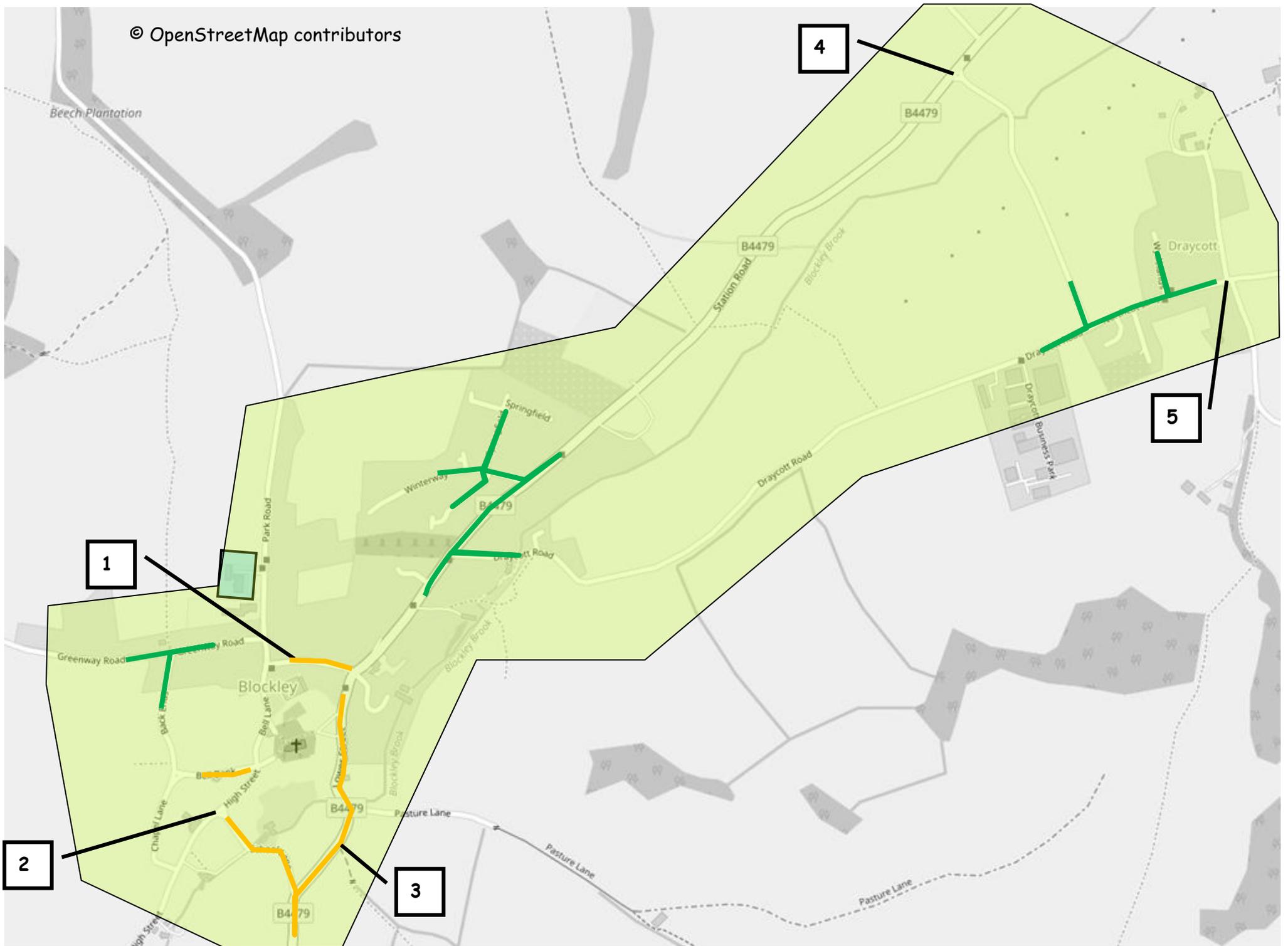
INSTRUCTORS NOTES

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



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