

### 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: Mickleton**

**Risk assessment Prepared by:** D Muir

**Position:** Cycling Co-ordinator

**Created:** 19/9/11

**Reviewed:** 2/8/17

**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](mailto:don.muir@glosfire.gov.uk)

Road Safety Partneship, Gloucestershire Fire & Rescue Service HQ, Waterwells Drv, Quedgely Glos, GL2 2AX

<b>TO BE COMPLETED BY INSTRUCTORS- please sign to say that you've read and understood the Risk Assessment</b>					
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 B4632 High St can be busy with some heavier traffic so not suitable for early on road manoeuvres. Many of the other junctions around the village are unmarked or partially marked and the three well marked ones near to school are very close to each other. The best teaching junctions shown on the map are further away. Access to Pound Lane is easy by bike through the bollards on Gloucester Lane. Access to Granbrook Lane is more challenging due to the roundabout but pupils may be ridden along Back Lane/B4632 then walk across the zebra and along the path past that.

ANY OTHER SPECIFIC HAZARD (see map)	ACTION TO BE TAKEN
<p>1. Cotswold Edge, Sovereign Fields, Back Lane and Gloucester Lane all very close together. Also Broad Marston Rd. out of village becomes narrow with no footway.</p>	<p>Instructors should discuss with pupils the possible effect on traffic movements and the extra observations required. Make sure they have a clear understanding of priorities. Instructors should plan stopping/ waiting areas to make best use of verges.</p>
<p>2. Y type island junction at Chapel Lane / High St. with lots of on road parking for shop and hotel.</p>	<p>Only to be ridden by pupils who have demonstrated relevant outcomes at less challenging junctions. Instructors should discuss with pupils the best route choices for particular turns and the possible effect on traffic movements and the extra care required with observations and decisions.</p>
<p>3. Roundabout at Granbrook La./Stratford Rd. junction.</p>	<p>Instructors to consider walking pupils through here until they have demonstrated relevant outcomes at less challenging junctions. Discuss with pupils the implications for traffic movements and the extra care needed with observations and decisions here.</p>
<p>4. Pedestrian refuge creating pinch point in High St</p>	<p>Instructors should discuss with pupils the best road position here and the observations necessary beforehand.</p>
<p>5. Roundabout at Campden Rd./Broadway Rd. junction with Bakers Hill very close</p>	<p>As for 3 above</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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