

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: Upton St Leonards

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| Risk assessment Prepared by: D Muir | Position: Cycling Co-ordinator | Created: 23/5/11 | Reviewed: 22/8/17 |
|--|---------------------------------------|-------------------------|--------------------------|

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

There are a number of suitable teaching junctions off Bondend Rd. Some are quite narrow so instructors will need to plan exercises to avoid stops in these sections and discuss with pupils priorities, road position and the extra care required with observation in these sections. An area of Wheatridge is also included as an extended practice area for pupils who have demonstrated all L2 outcomes on the village roads.

| ANY OTHER SPECIFIC HAZARD (see map) | ACTION TO BE TAKEN |
|---|---|
| <p>1. Churchfield Rd. / Rance Pitch is a busier road with more through traffic, some steeper gradients, traffic calming and some sections with broken surfaces.</p> | <p>Manoeuvres only to be ridden here by pupils who have consistently demonstrated equivalent turns on less challenging roads and the ability to maintain control up and down similar slopes. Instructors to discuss the importance of planning well ahead and using appropriate road position to negotiate any obstacles.</p> |
| <p>2. Staites Orchard is a one way street</p> | <p>Instructors to plan routes around this and discuss with pupils the implications for traffic movements and road position.</p> |
| <p>3. Bondend Rd. / Churchfield Rd. / Rance Pitch junction is quite wide with a bend and brow of a hill restricting views.</p> | <p>Instructors to discuss the importance of using appropriate road position and the extra care required with observation here.</p> |
| <p>4. The Wheatway is a wide road with more through traffic and some steeper gradients.</p> | <p>As for 1 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

