

### 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 up to 1:12 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: Lydbrook**

<b>Risk assessment Prepared by:</b> D Muir	<b>Position:</b> Cycling Co-ordinator	<b>Created:</b> 23/05/2012	<b>Last Reviewed:</b> 12/04/2018
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**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) 425229, [don.muir@gloucestershire.gov.uk](mailto:don.muir@gloucestershire.gov.uk)  
Road Safety Team, Gloucestershire County Council, Shire Hall, Westgate St, GL1 2TH

**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**


This schools valley location means the only level road is the main B4234 and it is only the junctions off this that are well marked. It is not too busy and has a 30 mph limit so the main challenge for pupils is dealing with the gradients on side roads. It would be useful for instructors to take the pupils to the Forest Rise cul de sac to assess their abilities and the effectiveness of their gears and brakes in area without through traffic before deciding which manoeuvres they will be up to on the busier roads. The two junctions can be combined for left out-left out and left out-right out manoeuvres. Access from the school is via the pedestrian lane on School Road which is quite narrow so pupils will need to be well briefed and closely supervised.

ANY OTHER SPECIFIC HAZARD in the risk assessed  
 Gloucestershire COUNTY COUNCIL area  (see map)

ACTION TO BE TAKEN

<p>1. Forest Rise/Church Road Significant slopes down Forest Rise to junction and from right down to left on Church Rd</p>	<p>Assess pupil's abilities before attempting manoeuvres. Instructors should discuss with pupils the implications for their approach to the Give Way line particularly how to avoid needing to brake and signal at the same time. Also advise on gear selection for uphill manoeuvres.</p>
<p>2. Church Rd. is steep down to the left and on the far side has a very steep grass bank separating it from the path and the right hand path narrows then stops at the last house and opposite is a car park entrance</p>	<p>The lack of a safe starting area and the very low speeds that pupils are likely to achieve here make this junction unsuitable for ridden right turns in. Instructors should arrange the starting area for left turns in to coincide with the path and have pupils walking up individually to begin the left turn in. Also discuss the importance of stopping close to the kerbs and dismounting onto the path after right turns out plus the possible implications for traffic movements and the additional observations required.</p>
<p>3. Church Road/B4234 is a very wide splayed junction Which ramps up and has the grass bank on the left along the section where the left turn in manoeuvre would normally stop and has a garage workshop entrance opposite</p>	<p>Instructors must ensure pupils have a good understanding of road position before they tackle this junction. The left turn in is only appropriate as a ridden manoeuvre for pupils who have demonstrated the ability to ride up hill well enough to be able to keep going all the way up to the car park. Others should dismount where the grass begins and walk their bikes up the path. Instructors should discuss with pupils the possible implications for traffic movements and the additional observations required.</p>
<p>4. School Rd. /B4324 Is a steep downhill gradient approaching the junction which meets the B4324 at an angle</p>	<p>Assess pupil's abilities before attempting manoeuvres. Instructors should discuss with pupils the implications for their approach to the Give Way line particularly appropriate road position and how to avoid needing to brake and signal at the same time. Also advise on gear selection for uphill manoeuvres</p>
<p>5. New Rd./B4324 junction is a sharp angled junction with a downhill gradient</p>	<p>As for 4 above</p>
<p>6. This section of the B4324 has a significant slope down to the north</p>	<p>Instructors to assess pupil's bike control, particularly braking and gears, before riding here. Discuss the importance of controlling speed within individual abilities on descents</p>
<p>7. Works entrance regularly used by large vehicles</p>	<p>Instructors to discuss with pupils the issues of cycling close to large vehicles and the extra care needed before riding here</p>
<p>8. Proberts Barn Ln ("Roberts" Barn Ln on map)/B4324 junction is very narrow and steep</p>	<p>Instructors to discuss with pupils the issues of cycling close to large vehicles and the extra care needed before riding here</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

