

### 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: Tirlbrook**


<b>Risk assessment Prepared by:</b> D Muir	<b>Position:</b> Cycling Co-ordinator	<b>Created:</b> 14/03/2011	<b>Last Reviewed:</b> 25/04/2018
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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

<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:	
<b>Instructors- Please return this part of the risk assessment with the register at the end of the training</b>					


**GENERAL NOTES ABOUT THIS SITE**

Plenty of good Level 2 junctions are accessible from the school. There are more challenging roads across the Ashchurch Rd. that can be accessed using cycle paths and lanes but, as these are around the industrial area, pupils will need to have demonstrated all outcomes on quieter roads and instructors will need to discuss with them the issues around riding near large vehicles. There are also two complex multi-lane, light controlled junctions where manoeuvres other than left turns will be too challenging at L2 so instructors will need to plan sessions around these limitations and make use of cycling facilities where available.

ANY OTHER SPECIFIC HAZARD in the risk assessed area  (see map)	ACTION TO BE TAKEN
1. The junctions of Knights Way and the cycle path are very close to the Ashchurch Rd. and a petrol station forecourt	Instructors will need to discuss with pupils the implications for traffic movements and the extra care and observation needed here
2. Ashchurch Rd. and Shannon Way are busy with a high proportion of large vehicles. Cycle lanes cross a lot of side roads and driveways	Instructors to make use of the cycle facilities where available and appropriate. Discuss with pupils the need for careful observations where vehicles may be crossing them. Only pupils who have demonstrated all outcomes on quieter roads should ride here and alternative walking rights should be used
3. Light controlled multi lane junctions at either end of Shannon Way	Instructors to make use of the cycle facilities where available and appropriate. Only pupils who have demonstrated all outcomes at standard junctions to ride here then only for left turns
4. Wide junction at Green Lane/Northway Lane with left turn only cycle lane	Right turns out only to be ridden by pupils who have demonstrated a good understanding of road position. Instructors to discuss appropriate use of cycle lane
5. One way traffic going north under old railway bridge	Instructors to plan routes around this
6. Morrisons car park can be used to link cycle paths but can be busy with less predictable traffic movements	Instructors will need to discuss with pupils the implications for traffic movements and the extra care and observation needed here
7. Busy traffic light junction with two lane approaches	Instructors to use Pelican crossings to the cycle path alongside Ashchurch Rd.

Cycle paths (see map  ).

**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

