

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: Uley



Risk assessment Prepared by: D Muir	Position: Cycling Co-ordinator	Created:14/02/2011	Last Reviewed: 08/08/2018
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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
 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

All the most suitable junctions in the village for teaching are on the B4066 which can be busier than is ideal for Level 2. Instructors will need to spend more time familiarising the pupils with this traffic environment and ensuring they have sufficient levels of awareness and control before going on to more complex manoeuvres. There are also few level roads so particular attention will need to be given to brake control and gear selection. Instructors will need to particular attention to assessing and, where required, at L1 then select appropriate training areas. There are many more suitable junctions in Highfields but pupils will need to have demonstrated sufficient confidence and ability in busier/faster traffic and the stamina to last 4+ miles before being considered for this. A section of narrow lane is also included as another extension activity option for pupils who have achieved all other outcomes.

 ANY OTHER SPECIFIC HAZARD in the risk assessed area  (see map)	ACTION TO BE TAKEN
1. Woodstock Terrace is steep and narrow.	Instructors to consider using the footpath to access South St as an alternative for initial on road teaching.
2. The Street (B4066) There is little or no footway on the south side between Woodstock Ter. and South St.	Instructors to plan exercises to make maximum use of available safe step offs for starting and finishing manoeuvres.
3. Fiery Lane junction is a complex double junction with multiple route options and parking outside the pub.	Pupils will need to have demonstrated all outcomes consistently at simpler junctions before riding here. Instructors to discuss the extra care and observations required.
4. New Cut/Lampern View is a complex double junction with an island. New Cut also quite steep and narrow.	As for 3 above plus will need to have previously demonstrated sufficient control on gradients.
5. Fop St crossroads has limited step off and a bus stop on the village side and a bend restricting the view the other side.	As for 3 above plus instructors will need to discuss the issues around riding near large vehicles.
6. Mini roundabout at Downham View/Uley Rd.	As for 3 above plus instructors will need to teach specific rules for roundabouts.
7. Uley Rd./Lister Rd. junction has separate lanes for right turns in and out.	As for 3 above
8. Mini roundabout at Uley Rd./Bull Pitch	As for 6 above

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

