

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: Bisley Blue Coat

Risk assessment Prepared by: D Muir

Position: Cycling Co-ordinator

Created: 12/04/2011

Last Reviewed: 06/08/2018

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

Lots of narrow roads with little or no step off areas around the village with walls restricting the views. There is a 20mph limit through the narrowest central area but there is also a lot of through traffic for the width of the roads and some challenging gradients. Instructors will need to plan sessions and routes carefully to make maximum use of available step off areas and ensure pupils aren't exposed to situations beyond their ability too soon. Discuss with pupils the appropriate way to respond in the event of passing traffic in the narrow sections. The Windy Ridge junctions can be accessed via the footpath from the end of Bearfields for the first on road session.

ANY OTHER SPECIFIC HAZARD in the risk assessed area (see map)	ACTION TO BE TAKEN
<ol style="list-style-type: none"> 1. Very narrow road with bends restricting views past the Bear Inn. 2. Stop junction with very restricted views and a downhill approach leading to narrow through road. 3. Complex crossroads outside the Stirrup Cup with car parking, very narrow through roads and priority to traffic approaching from the south. 4. Very narrow road from the crossroads by the Stirrup Cup which, as it becomes wider, usually has parked vehicles. 5. Very steep descent to the junction with Holloway Rd. 6. Some narrow sections with walls to the edge of the road. 7. Sharply angled Y type junctions with bend and trees restricting views to the left. 40 mph limit on Bisley Rd. 8. Wide junction on bend which restricts visibility for traffic approaching on the main road. Also National speed limit. 	<p>Only to be ridden by pupils who have demonstrated good observation, an understanding of road position and confidence around traffic.</p> <p>Pupils will need to have demonstrated sufficient control and braking skills before riding here. Instructors to discuss with pupils the particular need for extra care before pulling out from here.</p> <p>As for 1 above plus instructors to discuss with pupils the implications for traffic movements, priorities and the extra care before pulling out from here.</p> <p>As for 1 above plus pupils will need to have demonstrated safe passing of parked cars consistently.</p> <p>Pupils will need to have demonstrated sufficient control and braking skills before riding down here and good gear selection and strength to ride up.</p> <p>As for 1 above.</p> <p>As for 1 above plus instructors to discuss with pupils the options for different manoeuvres and the implications for potential traffic movements.</p> <p>Pupils should have demonstrated a good understanding of road position. Instructors to discuss the need for care when judging the speed of approaching traffic here.</p>

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

RISK ASSESSMENT FOR BIKEABILITY TRAINING SCHEME - ON ROAD

