

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: Kingsway

Risk assessment Prepared by: D Muir

Position: Cycling Co-ordinator

Created: 12/5/14

Last Reviewed: 26/11/18



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
Think Travel 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

Still some new development in the area so instructors will need to look out for active areas and make any updates before each course. It may also mean use by construction vehicles so continuous risk assessment is particularly important. There are lots of residential roads but relatively few with road markings and these are shown on the map for initial teaching. There are more shared use paths that may be used to access more distant sites but pupils will need to be taught about priorities when they meet pedestrians. Some roads may have temporary surfaces with raised ironworks and some very high kerbs which are not suitable for training.

ANY OTHER SPECIFIC HAZARD in the risk assessed area (see map) 	 ACTION TO BE TAKEN
<ol style="list-style-type: none"> 1. Narrow section of road outside Kingsway school has No Entry signs at each end with exceptions for bikes, buses and taxis from the south. The wide pavement is not shared use here. 2. The footway south side of Valley Garden is an un-segregated shared use path which crosses a number of side roads. 3. Light controlled junction at Valley Garden/Woodvale 4. Developers still very active here so more construction traffic and the road can be restricted. 5. Roundabout at Woodvale/Thatcham Ave. has a small raised centre and a larger diameter flush kerb creating 2 lanes. This could be problematic for cyclists turning right who may be overtaken if they use the outer lane or undertaken if they use the inner while the flush kerb could be a slip hazard. 6. Pedestrian refuges create pinch points on Woodvale and the western part of Valley Garden 7. Priority build outs and pedestrian refuges along this section of Thatcham Ave. 8. Steep gradient on this section of Chatsworth Ave. 	<p>Instructors to plan routes around this as a one way street. Discuss with pupils the appropriate position to ride on narrow roads and the issues around cycling close to large vehicles</p> <p>Instructors to discuss with pupils how such a path should be used and whether it will make their journey safer. Emphasise the importance of careful observation all around before crossing side roads and communicating with/giving way to pedestrians on shared paths.</p> <p>Traffic light controlled junctions are not part of L2 but instructors may look at them with pupils who demonstrate all L2 outcomes. Others must make use of the Toucan crossings and cycle paths.</p> <p>Instructors to assess the activity and its effect throughout training and use other routes if necessary. Discuss with pupils the issues of cycling close to large vehicles.</p> <p>This will be a challenging junction for right turns at L2 so should be used for lefts only or negotiated via the shared cycle paths.</p> <p>Only to be ridden by pupils who have consistently demonstrated good confidence, understanding of road position and awareness on quieter roads. Others must use the cycle facilities.</p> <p>As for 6 above but there are no off road alternatives here.</p> <p>Only to be ridden by pupils who have demonstrated sufficient brake and gear control on less challenging gradients. Instructors to discuss with pupils the importance of a steady line and controlling speeds.</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

