

**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**

<b>HAZARD</b>	<b>RISK RATING Without controls</b>	<b>CONTROL MEASURES</b>	<b>RISK RATING With controls</b>
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: Moat**

**Risk assessment Prepared by:** D Muir

**Position:** Cycling Co-ordinator

**Created:** 16/12/2011

**Last Reviewed:** 21/1/2019


**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:	

Instructors- Please return this part of the risk assessment with the register at the end of the training


**GENERAL NOTES ABOUT THIS SITE**

Gradients are a feature of this site and the high number of cul de sacs can make the through roads busier and more challenging. Instructors will need to take particular care when checking brakes/gears and pupils ability to operate them before selecting appropriate teaching sites. The Juniper Ave./Prescott Ave. junction is the only good teaching site in the immediate vicinity of the school but cyclists can walk across the pavement at the far end of Prescott Ave. to access the Baneberry Rd. area. The Matson North area has more challenging road lay outs where roundabouts will need to be negotiated to access Level 2 practice roads. Instructors will need to assess pupils, plan routes within their demonstrated abilities before riding here and, if necessary, walk them past the roundabouts.

ANY OTHER SPECIFIC HAZARD in the risk assessed area  (see map)	ACTION TO BE TAKEN
<p>1. There are roundabouts at three locations along Norbury Ave. including a double roundabout at the Juniper &amp; Penhill junctions</p>	<p>These are not to be ridden by pupils until they have demonstrated all outcomes consistently at straightforward junctions and should only be taught as an extension activity. Before then they should be walked through to access other Level 2 teaching sites</p>
<p>2. Matson Lane is a busier road with more through traffic and a significant slope up to the Ski Centre</p>	<p>Only to be ridden by pupils who have previously demonstrated sufficient control on quieter roads with similar gradients</p>
<p>3. There are central islands and narrow carriageways on Prescott Ave. and Baneberry Rd. outside the Three Oaks</p>	<p>Pupils will need to have demonstrated good awareness and an understanding of road position before riding here. Instructors to discuss the importance of deterring overtaking on approach to these</p>
<p>4. The junction of Garnalls Rd. is very close to the Painswick Rd. junction</p>	<p>Instructors to discuss with pupils the implications for traffic movements and the extra care and observations required here</p>
<p>5. Stop junction with restricted view and next to shops at the Selwyn Rd./Reservoir Rd. junction.</p>	<p>As for 4 above</p>
<p>6. Two Y type junctions close together at Kingsley/Beaufort/ Reservoir Rd. junction.</p>	<p>As for 4 above plus discuss the pros and cons of various route options for particular manoeuvres</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

