

**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: St Marks**

**Risk assessment Prepared by:** D Muir

**Position:** Cycling Co-ordinator

**Created:** 28/1/11

**Last Reviewed:** 12/2/19

**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)  
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**

Robert Burns Ave can be busy at times but is a 20mph zone. Traffic can be faster on Withington and Bibury Rds but the junctions off these have good sight lines. Junctions in Up Hatherley south of the railway are included to give more options but crossing the bridge to access these can be challenging because of the bends and restricted views. Pupils will need to have demonstrated sufficient awareness, control and confidence before riding across that.

ANY OTHER SPECIFIC HAZARD in the risk assessed area (see map) 	ACTION TO BE TAKEN
1. Robert Burns Avenue - Speed bumps	Pupils to be made aware of correct road position when travelling over speed bumps.
2. Robert Burns Avenue - Nursery entrance	Can be busy with pedestrians and parked cars around dropping off and picking up times. Discuss with pupils extra care needed with observations and decisions.
3. Benhall avenue has a central reservation with one carriageway either side, feeding on and off a dual carriageway with faster moving traffic.	Instructors to ensure pupils have adequate confidence and skills before cycling here. Right turns are via a gap in the central reservation, pupils must already have demonstrated consistent right turns before using these gaps. For right turns into Benhall Ave. from Bibury Rd. instructors to ensure pupils understand not to turn too soon into the wrong side.
4. Benhall Avenue - Parade of shops	Instructors to ensure that pupils have already demonstrated safe overtaking before using this area.
5. Bridge with bends on both approaches restricting views	Instructors to ensure pupils have a good road position or if in doubt walk them through this section on footway.
6. Hatherley Road/ Hatherley Lane roundabout is a challenging junction.	Only to be ridden by pupils who have previously demonstrated good understanding and ability at standard junctions. Instructors should discuss appropriate strategies for each manoeuvre whether that is walking or riding.
7. Mini roundabouts on Caernarvon Road at the junctions of Alma and Warden Hill Roads.	Pupils must have demonstrated the relevant outcomes consistently at standard junctions before riding here.
8. Traffic calming pinch points on Caernarvon Road do not allow for cyclists and cars to pass through at the same time.	Pupils will need to have a good understanding of road position. Instructors will need to discuss with them the importance of using this to control following traffic and ensure they position themselves to protect pupils if they get it wrong.

**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

