

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: St Mary's Tetbury

Risk assessment Prepared by: D Muir

Position: Cycling Co-ordinator

Created: 31/5/11

Last Reviewed: 12/2/19

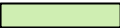
SCHOOLS- Please print a copy of this Risk Assessment for the instructors on the first day of training or, if you have any queries, please contact Don Muir (Cycling Co-ordinator)- (01452) 425229, don.muir@gloucestershire.gov.uk
Think Travel Team, Gloucestershire County Council, Shire Hall, Westgate St, 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

Lots of good teaching junctions are accessible from the school but no circuits other than those using the busier through roads. It will be useful for pupils if they are taught safe U turns at a fairly early stage in the course. The Priory Way junctions are across the A433 London Rd. and pupils will need to be walked across this for the early teaching sessions. Instructors to consider using the crossing lights.

| ANY OTHER SPECIFIC HAZARD in the risk assessed area (see map)  | ACTION TO BE TAKEN |
|--|---|
| <p>1. The A433 London Rd. can be much busier and carry more large vehicles</p> <p>2. Two busy junctions Hampton St. and New Church St. next to each other with a right turn lane on London Rd</p> <p>3. Parking for the shop along this section</p> <p>4. Busy mini roundabout in front of the Market House and a one way street around the back</p> <p>5. West St is narrow and one way for 150 m from the Bath Rd. junction</p> <p>6. This section of Cirencester Rd. is single lane with give way priority up the hill</p> <p>7. Northfield Rd. is narrow and quite steep near the junction</p> | <p>Pupils should only ride here after they have consistently demonstrated the appropriate outcomes on quieter, less challenging junctions. Instructors to discuss with pupils the issues of riding near large vehicles.</p> <p>As for 1 above plus instructors to discuss with pupils the implications for possible traffic movements, the extra care and observations required here and the effect on road position for maj/min right turns.</p> <p>Instructors to discuss with pupils the implications for possible traffic movements and the extra care and observations required here.</p> <p>Before any pupils ride the roundabout instructors should spend time with them observing traffic movements and discussing priorities. Only pupils who have demonstrated good observation and road position plus a clear understanding of priorities should ride anything other than left turns here. Also discuss the signs at either end of the one way, the implications for traffic movements and road position.</p> <p>Instructors to discuss with pupils the signs at either end of the one way, the implications for traffic movements and road position.</p> <p>Instructors to make sure pupils are aware on approach and understand the priority. Also ensure pupils have a suitable gear to keep going up the hill and maintain a good road position.</p> <p>Instructors to assess pupils control up and down slopes before letting them ride 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

