

## RISK ASSESSMENT FOR BIKEABILITY TRAINING SCHEME - ON ROAD

### 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: Blue Coat Wotton**

Risk assessment Prepared by: D Muir	Position: Cycling Co-ordinator	Created: 20/09/2011	Last Reviewed: 01/05/2018
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**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

Narrow roads and the one way system will be the main challenges in this area. The few suitable teaching junctions that can be accessed easily from the school have some challenges or limitations and the better ones further away are difficult to access by road. An option may be to go to the east end of Symn La., along Browns Piece then walk bikes down the footpath (■■■) to the bottom of Water Lane or Shepherds Leaze.

Though there are no flat roads, some will be less hilly than others. Instructors will need to familiarise themselves with the area so that they can best match pupils to appropriate roads.

The major through roads and Long St. will be a considerable step up in terms of challenge so only to be ridden by pupils who have who have consistently demonstrated good awareness, understanding and confidence in traffic

<b>ANY OTHER SPECIFIC HAZARD in the risk assessed area (see map)</b>	 <b>ACTION TO BE TAKEN</b>
<b>1. Symn La. is narrow with no footway in places, a give way priority and lots of small junctions, some with restricted views</b>	<p>When planning routes to access teaching junctions in early on road sessions instructors will need to assess the groups demonstrated outcomes and avoid or walk through any parts that are too challenging.</p>
<b>2. Only a single dashed line at the Chipping Gardens junction and Fire Station opposite</b>	<p>Instructors to ensure pupils have a good understanding of road position for right turns here. Discuss with pupils how to react in case of a call out from Fire Station.</p>
<b>3. Haw St. is busier with a bus stop lay by opposite the Westfields junction</b>	<p>Pupils to be walked across Haw St until they have demonstrated relevant outcomes consistently on quieter roads. Instructors to discuss the possible effect of the bus stop on traffic movements, the issues of riding close to large vehicles and the extra care needed with observations and decisions.</p>
<b>4. Steeper gradients on these sections</b>	<p>Instructors to assess pupils control up and down less challenging gradients before riding here. Discuss with them the importance of controlling speed and direction and the effect signalling may have.</p>
<b>5. Ludgate Hill is a steep and narrow one way street</b>	<p>Any pupils who have not clearly demonstrated the ability to keep moving and maintain control on steep gradients must be instructed to stop safely and push up the footway.</p>
<b>6. Long St is a busy and quite narrow one way street with lots of short stay parking and pedestrians crossing</b>	<p>Only to be ridden by pupils who have demonstrated sufficient understanding, ability and confidence on quieter roads. Instructors should discuss with pupils the effect on road position and the extra care and observations required for manoeuvres here.</p>
<b>7. Busier road with more large vehicles, steeper gradients and made narrow in places by parked vehicles</b>	<p>As for 2 and 3 above plus instructors to discuss with pupils the issues of riding close to large vehicles and the extra care needed with observations and decisions here.</p>
<b>8. Complex island junction with one way and two lane sections plus other junctions nearby</b>	<p>Only to be ridden by pupils who have consistently demonstrated good awareness, understanding and confidence in traffic. Instructors to discuss with pupils the potential effects on traffic movements, preferred road positions, the issues of riding close to large vehicles and the extra care needed with observations and decisions 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

