

**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, 1:2 for L3. 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: Ribston**

**Risk assessment Prepared by:** D Muir

**Position:** Cycling Co-ordinator

**Created:** 14/3/11

**Last Reviewed:** 13/3/19

**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**

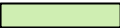
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Instructors- Please return this part of the risk assessment with the register at the end of the training

**GENERAL NOTES ABOUT THIS SITE**


A good selection of local junctions for L2 then the suggested figure of eight route offers a progression of L3 situations.


**Suggested Route Level 2/3 (see map  )** Start at school rear entrance, right Calton Rd, left Ladysmith Rd, right Rosebery Av, left Linden Rd  
Right at mini-roundabout King Edwards Av., straight over lights Parkend Rd., right Trier Way - option of using cycle path through the park  
Left Park Rd, right Wellington St, right Eastgate St, left at lights Bruton Way, left Cambridge St, right Prince St  
Toucan crossing over Bruton Way then cycle path alongside Metz Way, right Derby Rd, straight over lights Hopewell St  
Left Ryecroft St, right High St, right at lights Tredworth Rd., left Stroud Rd, right Calton Rd, Right Tuffley Av  
Left at lights Podsmead Rd, straight over lights Epney Rd., left at roundabout Tuffley Lane, left Campden Rd / Firwood Drive  
Left Southern Av using off-road cycle path, Stay on cycle path, left under road then follow along rail line  
Left Stroud Rd, left at mini-roundabout Tuffley Av. right Calton Rd, right back into school

ANY OTHER SPECIFIC HAZARD in the risk assessed area (see map) 	ACTION TO BE TAKEN
1. Busy two lane junction at King Edwards Ave/Stroud Rd. with Advanced stop line and left hand feeder lane.	Instructors to discuss with pupils the impact on road position and issues around filtering, particularly with respect to large vehicles
2. Trier Way is a multi lane road and busier with a higher proportion of heavy traffic.	Only to be ridden by riders who have shown sufficient confidence, awareness and understanding in traffic. Less able / confident riders should use cycle path through park then the zebra crossing top re-join in Wellington St.
3. Albert St. has parking bays for GL1 either side.	Instructors to discuss with pupils the effect on potential traffic movements and the need for extra care with observations and decisions here.
4. Parked cars around the junction of Hopewell St/Ryecroft St. can restrict visibility at this left turn	Instructors to discuss with pupils the best position and the need for extra care with observations here.
5. Potentially busy major right from Stroud Rd to Calton Rd.	Only to be ridden by riders who have demonstrated good positioning, awareness and decisions and less challenging rights. Other should be walked through.
6. Busy light controlled junction at Podsmead Ave/Cole Ave with multi lane approach.	Only to be ridden by pupils who have demonstrated relevant outcomes at less challenging junctions. Instructors to discuss with pupils the Other may push bikes across footbridge.
7. St Barnabas Roundabout can be busy and large vehicles will straddle the approach lanes.	Only to be ridden by pupils who have demonstrated good positioning, awareness and decisions and less challenging junctions. Instructors to discuss with riders issues around filtering, particularly with respect to large vehicles. The most challenging aspect of using this from the suggested route may be the right turn out of Firwood Drive so instructors must consider pupils abilities and the prevailing traffic

**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.

**Suggested Route Level 2/3 (see map  )**

**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

