

GENERAL HAZARD IDENTIFICATION AND ANALYSIS

MAIN HAZARDS	WHO MAY BE HARMED?
Possible road traffic accident	Riders, Instructors, Members of the public
Impact with something solid	Riders, Instructors
Slips, trips and falls	Riders, Instructors
Abduction	Riders
Getting lost	Riders, Instructors
Injury from bike itself	Riders, Instructors, Members of the public

GENERAL HAZARDS

HAZARD	RISK RATING Without controls	CONTROL MEASURES	RISK RATING With controls
Inexperienced riders, 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 riders and Instructors. Instructors briefed on riders' medical and special needs. Training only takes place only in the risk assessed area. Riders 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 riders 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 riders about any potential hazards. Instructors aware of the possible effect of different weather conditions. Instructor to identify any new specific hazards prior to riders riding (see ANY OTHER SPECIFIC HAZARD)	Low
Injury from bike itself	Medium	Riders 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	Riders 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 riders and select training site appropriate. For other difficult sections ensure only riders with adequate skills and confidence ride them and that they are briefed on the best approach.	Low
Busy/fast roads	Medium	Ensure riders are briefed before riding on these and understand how they affect decision making and manoeuvring.	Low
Steep gradients	Medium	Only to be ridden by riders who have demonstrated sufficient braking and steering control. Instructors to warn riders in advance, ensure they select appropriate gears and/or control speed.	Low
Kerbs/Bollards barriers etc	Low	Instructor to inform riders about any potential hazards and brief them to adopt suitable road position that minimises risk of collision.	Low
Rough/uneven surfaces	Low	Ensure riders are warned in advance to reduce the risk of sudden braking or steering	Low
Parked vehicles	Medium	Instructors to teach and the riders 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 riders understand priorities and use their own riding position to provide maximum protection where required.	Low
Restricted views	Medium	Instructors to warn riders to take extra care with observations and to take positions that maximise the available views.	Low
Pedestrians	Low	Instructors to warn riders to take extra care where there are large numbers or they may be distracted.	Low

Name of School: Gretton

Risk assessment Prepared by: D Muir

Position: Cycling Co-ordinator

Created:13/9/10

Last Reviewed: 11/4/19

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

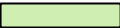
TO BE COMPLETED BY INSTRUCTORS- please sign to say that you've read and understood the Risk Assessment

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

Limited choice of teaching junctions within the village. Of those indicated both Working Lane and Gopshill lane junctions are close to bends so instructor positioning will be particularly important to maximise the sight lines. The northern part of Winchcombe is also included to offer more variety for riders who have shown the capacity to deal with both the gradients and the higher traffic speeds on this road. The route via Greet and Winchcombe School minimises the distance outside of 30mph.

ANY OTHER SPECIFIC HAZARD in the risk assessed area (see map) 	ACTION TO BE TAKEN
<p>1. Busier Y type junction with Gotherington Road.</p> <p>2. Steeper gradient on the road out to the Royal Oak.</p> <p>3. Another steeper gradient on the Evesham Rd.</p> <p>4. National speed limit road between Gretton and Winchcombe.</p> <p>5. Two junctions very close together, also close to bend on the major road and a bus stop.</p> <p>6. Priority build outs outside Winchcombe School</p> <p>7. Gretton Rd/Greet Rd crossroads Can be busier with larger vehicles manoeuvring. Also has so slopes and a Stop line from Back Ln.</p>	<p>Only to be used by riders who have consistently demonstrated the core functions and systematic routine on standard junctions. Instructors to discuss the route options for turns here and the need for extra care with</p> <p>Only to be ridden by riders who have shown sufficient bike control on easier gradients with appropriate brake and gear use. For others there is a narrow footpath to push along on the north side.</p> <p>As above but no footpath here.</p> <p>Only to be used for closely controlled snaking to access Winchcombe with riders who have demonstrated sufficient awareness, control and confidence around traffic on 30 mph roads</p> <p>As for 1 above. Instructors to discuss with riders the issues of riding close to large vehicles and what to do if a bus stops while they are negotiating the junction.</p> <p>Instructors to discuss priorities with riders and ensure they make the necessary observations and decisions then approach and ride through with appropriate road positions.</p> <p>As for 1 above. For turns out of Back Lane instructors to discuss with riders the implications of the Stop junction and the extra care needed with observations and decisions here. Less competent or confident riders should use the Gervase Rd/Crispin Rd/Kenelm Rise options to avoid this.</p>

Cycle paths (see map ).

Suggested Routes/Junctions for initial on road training (see map ). Instructors should train here until riders 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 riders (see map ). Instructors to avoid or walk these sections with less able/inexperienced riders and use them for left turns and other simple manoeuvres with the rest. Riders 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

