

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. 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: Cam Everlands

Risk assessment Prepared by: D Muir

Position: Cycling Co-ordinator

Created: 23/3/11


Last Reviewed: 12/4/19

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

There is only one suitable training junction close to the school and this is not ideal. There are more options off Woodview but some riders will find the road conditions and gradients covered when accessing them challenging. Instructors will need to assess riders individually and be prepared to walk them through sections when required.

ANY OTHER SPECIFIC HAZARD in the risk assessed area (see map) 	ACTION TO BE TAKEN
1. The gradients on Woodview and Birch road get steeper around these points.	Instructors to assess riders ability to control their bikes on less challenging gradients before riding here.
2. No through road at the end of The Croft with footpaths and no drop kerb to the lay by on Everlands.	If using The Croft and Everlands as a circuit instructors must discuss with riders the importance of either dismounting to cross this or giving way to pedestrians and being in control and aware of traffic when rejoining the road.
3. Chapel St can be busier with more on road parking.	If this is used to access the Woodview Rd junctions for the initial on road teaching instructors should consider walking riders through this section to avoid overstretching them before thorough assessment.
4. The Upthorpe junction is wide and acutely angled with a hedge restricting the view to the right. Upthorpe itself is steep with very limited safe step off when going uphill	This section only to be ridden by riders who have consistently demonstrated good control, awareness and understanding of road position. And have coped with similar gradients in less challenging locations.
5. Hedges can restrict views from the junction of Millbank and there is a significant gradient up to it.	Instructors to assess the sight lines and the riders ability to control their bikes up slopes before training here. Position yourselves to maximise your all around view.
6. Hopton Rd becomes quite narrow and undulating with limited safe step off areas in places, particularly the NE side.	This section only to be ridden by riders who have consistently demonstrated good control, awareness and understanding of road position.

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

