

Name of School: Southrop			
Risk assessment Prepared by: D Muir	Position: Cycling Co-ordinator	Created: 23/11/10	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
Print Name:		Print Name:	
Signed:	Date	Signed:	Date
Print Name:		Print Name:	
Signed:	Date	Signed:	Date
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

A very rural area with generally narrow lanes and a large proportion of non standard junctions on bends, close together and/or around grass triangles. The village is covered by a 20 mph limit but the two most straightforward teaching junctions lie outside of this There are very few centre lines, none on the main roads at junctions, so instructors will need to ensure pupils have a good understanding of road position, particularly before riding right turns

ANY OTHER SPECIFIC HAZARD in the risk assessed area (see map) 	ACTION TO BE TAKEN
<ol style="list-style-type: none"> 1. The pavements outside the school are raised well above the road so there is no safe step off. 2. The junction by the Swan can be affected by parking close by. 3. Junction close to a bend that restricts visibility and no safe step off are after right turns out. 4. Sharp bends and hedgerows restricting visibility just outside the 20mph limit. 5. Y type junctions close to bends. 6. Junctions outside of the 20mph limits 	<p>Instructors will need to plan drills to avoid starting or stopping next to these raised sections.</p> <p>Instructors to assess the situation throughout training here and discuss strategies with riders or move to another junction.</p> <p>Only to be used by riders who have demonstrated the core functions and systematic routines at more straightforward junctions. Not to be used for teaching right turns out.</p> <p>Riders to be snaked under close supervision through this section until they have demonstrated consistent awareness and confidence around traffic on less challenging roads.</p> <p>Instructors to discuss with riders the possible route options for various manoeuvres at these junctions. Turns here only for riders who have demonstrated the core functions and systematic routines at more straightforward junctions.</p> <p>Both are well marked and have very good sight lines but instructors will need to discuss with riders the potential traffic speeds 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

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