

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

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: Finlay

Risk assessment Prepared by: D Muir

Position: Cycling Co-ordinator

Created:16/2/12

Last Reviewed: 8/4/19

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

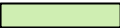
TO BE COMPLETED BY INSTRUCTORS- please sign to say that you've read and understood the Risk Assessment

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 are good teaching junctions in the area but the roads from the school to them are too challenging for the first on road sessions and not appropriate at all for less able or confident pupils at L2. The best initial teaching area will be around Bibury Rd. and this should be accessed by walking pupils beside Finlay Rd. A cycle path links Broadway to Northfield Rd. to create some circuits. The route along Tredworth Rd. to Hartland and St Marys Rd. junctions is only appropriate for pupils who have already demonstrated a good level of control and confidence on quieter roads. To access the area south of Finlay Rd instructors should walk pupils over the Toucan crossing to Kingsley Rd.

ANY OTHER SPECIFIC HAZARD in the risk assessed area (see map) 	ACTION TO BE TAKEN
<ol style="list-style-type: none"> 1. Tredworth Rd. can be busy with some large vehicles. It has narrow cycle lanes for most of the way to the Hartland Rd. junction but these stop either side of the railway bridge 2. Finlay Road is very busy with a 40 mph limit and a high proportion of large vehicles. 3. A complex set of adjacent junctions on the Beafort Rd. 4. There are central islands and narrow carriageways on Prescott Ave. and Baneberry Rd. outside the Three Oaks 5. Traffic lights at Tredworth Rd crossroads. 6. Beafort Rd. closed to through traffic including cycles at these points. 7. Stop junction with restricted view and next to shops at the Selwyn Rd./Reservoir Rd. junction. 	<p>Pupils must have demonstrated a good level of control, awareness and confidence on quieter roads before riding here. Instructors must discuss with pupils the issues of cycling close to large vehicles. Consider walking pupils along the footways under the bridge, particularly on the return to school where the raised path leaves no step off. This should generally be avoided at L2 and only be crossed at the lights by Kingsley Rd. and Selwyn Rd. There are cycle lanes which instructors may consider for later sessions for the return from the Bibury Rd. area with pupils who have demonstrated sufficient control and confidence.</p> <p>Only to be ridden by pupils who have demonstrated all outcomes at less challenging junctions. Instructors to discuss with them the effect on traffic movements and the extra care required with observations and decisions here</p> <p>Pupils will need to have demonstrated good awareness and an understanding of road position before riding here. Instructors to discuss the importance of deterring overtaking on approach to these</p> <p>Only to be ridden by pupils who have demonstrated all outcomes at standard junctions.</p> <p>Instructors to plan routes around these or get pupils to dismount and walk through.</p> <p>Instructors to discuss with pupils the implications for traffic movements and the extra care and observations required 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.

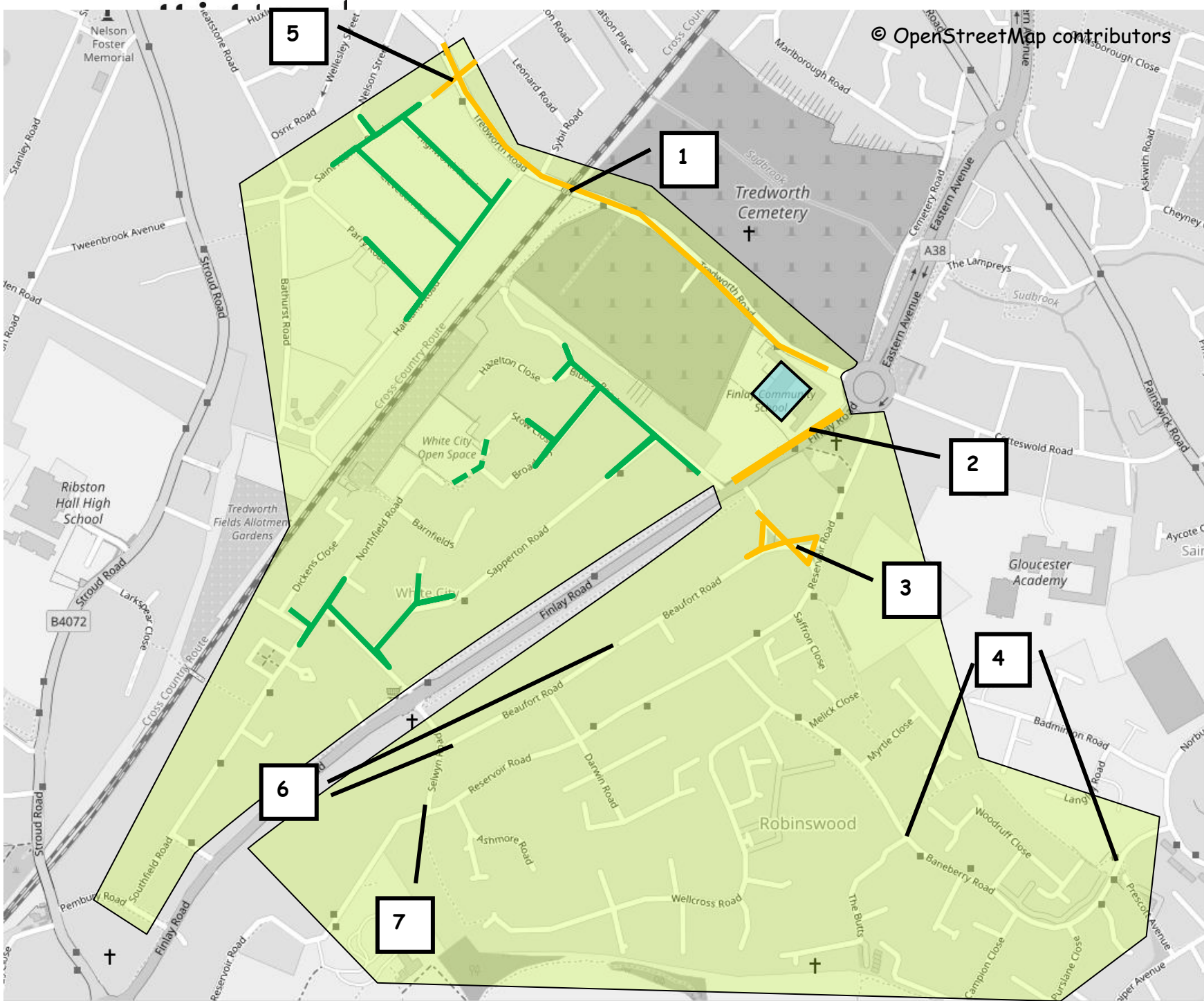
INSTRUCTORS NOTES

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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ON ROAD