

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: Longborough

Risk assessment Prepared by: D Muir

Position: Cycling Co-ordinator

Created: 30/5/19

Last Reviewed:

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

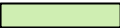
TO BE COMPLETED BY INSTRUCTORS- please sign to say that you've read and understood the Risk Assessment


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

The whole area within the 30mph limit is included although there are gradients that many riders will find too challenging. Instructors must familiarise themselves with the area, assess riders on the more level parts of the High St. to establish their ability to control their bikes up and down slopes then choose the appropriate training locations. The bottom (east) junction of the Charlesway is the only level junction suitable for all turns.

ANY OTHER SPECIFIC HAZARD in the risk assessed area (see map) 	ACTION TO BE TAKEN
<ol style="list-style-type: none"> 1. Ganborough Rd west of the High St junction gets steep and narrow with a tight bend and restricted view below the pub 2. Regular parkin and a raised footway on Gabnborough Rd opposite the High St junction 3. Raised footway outside the school on the High St. 4. The top (west) Charlesway junction is very wide with the cottage on the corner and bend seriously restricting the view to the left. Also a steeper gradient and limited step off to the right. 5. Y type junction on Charlesway beside the church 6. Road become steep and narrow with bends beyond the Banks Fee Ln. junction 	<p>This junction is not suitable for teaching lefts out or rights in. These should only be ridden here by those who have demonstrated the manoeuvres consistently at less challenging sites and sufficient control both up and down similar gradients. Instructors to ensure suitable locations are selected for any starts, stops or u turns. Instructors to dynamically assess the situation to ensure there are suitable start and stop locations while drills are ridden here. Riders must have demonstrated consistent passing of parked vehicles before attempting turns here. Instructors to plan drills so riders don't need to stop or start next to this.</p> <p>This junction is not suitable for teaching any turns and only to be used as a challenging extension activity for riders who have demonstrated the relevant manoeuvres consistently at less challenging sites and sufficient control both up and down similar gradients. Only to be ridden by those who have demonstrated the relevant manoeuvres consistently at less challenging sites. Instructors to discuss possible options for various manoeuvres. As for 1 above.</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

RISK ASSESSMENT FOR BIKEABILITY TRAINING SCHEME - ON ROAD

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