

**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**

<b>HAZARD</b>	<b>RISK RATING Without controls</b>	<b>CONTROL MEASURES</b>	<b>RISK RATING With controls</b>
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: Hope Brook**

**Risk assessment Prepared by:** D Muir

**Position:** Cycling Co-ordinator

**Created:** 23/2/12

**Last Reviewed:** 30/5/19

**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](mailto:don.muir@gloucestershire.gov.uk)  
Think Travel Team, Gloucestershire County Council, Shire Hall, Westgate St, GL1 2TH

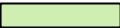
**TO BE COMPLETED BY INSTRUCTORS- please sign to say that you've read and understood the Risk Assessment**


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 gradients along Church Rd. are not too severe and, although it does carry some through traffic, it will be suitable for L2 training. Many of the junctions don't have centre lines so instructors will need to take particular care that riders understand road position while teaching turns at these locations.

ANY OTHER SPECIFIC HAZARD in the risk assessed area (see map) 	ACTION TO BE TAKEN
<p>1. There are limited step off areas on Church Rd. opposite the school and to the left (north) of The Wend junction.</p> <p>2. No centre lines at the junctions along The Wend.</p> <p>3. The School Lane/Church Rd. junction has a significant gradient down to the give way lines which are quite faded. The views of the main road are also quite restricted. Also limited step off area to the north for left turns out.</p> <p>4. Church Rd. becomes narrower past the post office, there is an LGV depot opposite and a shop with the potential for irregular parking outside.</p> <p>5.</p> <p>6. Limited step off areas and a steeper gradient to the left of the Church Rd. junction on Old Monmouth Rd.</p>	<p>Instructors will need to plan exercises to make best use of the available waiting areas for starting and stopping and ensure riders are aware of the safe places to wait.</p> <p>Instructors may make use of the Church Rd. junction to explain road position and ensure riders have a good understanding before riding the partially marked junctions.</p> <p>Instructors to assess all riders brake and gear control before riding here and discuss with riders the correct place to stop and the extra care needed with observations before pulling out. Plan drills to make use of the available step off locations.</p> <p>Only to be ridden by those who have demonstrated a good level of confidence, awareness and consistent use of appropriate road position. Instructors to discuss with riders the issues of riding close to large vehicles.</p> <p>Plan drills to make use of the available step off locations. Only to be ridden by those who have demonstrated sufficient confidence and control to be able to complete these drills without needing to stop.</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

