

**RISK ASSESSMENT FOR BIKEABILITY TRAINING SCHEME - ON ROAD**

**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



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### 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/carrageways	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

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<b>Name of School: Randwick</b>			
<b>Risk assessment Prepared by:</b> D Muir	<b>Position:</b> Cycling Co-ordinator	<b>Created:</b> 22/05/2011	<b>Last Reviewed:</b> 31/05 /2019

**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)  
Road Safety Team, Gloucestershire County Council, Shire Hall, Westgate St, GL1 2TH

<b>TO BE COMPLETED BY INSTRUCTORS- please sign to say that you've read and understood the Risk Assessment</b>					
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 is on a hillside and will have slopes of various gradients. Most of the roads are also narrow. Instructors will need to familiarise themselves with area and select roads with gradients appropriate to the abilities of the particular riders and their bikes. Discuss with riders the importance of careful and continuous observation and good road position while riding on these roads.


Many junctions in Randwick are narrow and not fully marked and none are ideal for initial teaching. The road to the village hall will be best for teaching priorities and turns in but the hill will make turns out challenging for many riders. The junction with Ruscombe Rd. although acute may be more manageable for turns out.

The area of Cashes Green is included as there are more suitable junctions there but accessing this and, more significantly, getting back to school after will be a challenge for may riders within session times. Instructors will need to assess the capabilities of groups before deciding if this is a viable option. To avoid attempting to ride up steeper and narrow roads an anticlockwise route down Townsend and up Ruscombe Rd. should be most manageable.

ANY OTHER SPECIFIC HAZARD in the risk assessed area  (see map)	ACTION TO BE TAKEN
<p>1. <b>Significant gradient on the main road which is narrow with restricted views and limited safe step off areas. Also a bus stop in the junction.</b></p>	<p>Instructors will need to see riders demonstrate sufficient control on similar gradients before riding here. All manoeuvres to be planned to avoid stops near the junction and make use of what step offs are available. Instructors to discuss with riders the issues of riding near large vehicles.</p>
<p>2. <b>The road here is narrow with a gradient and there is no footway from Ash Lane up to the church.</b></p>	<p>Although the gradient here is less than that further down Humphries End it will be unlikely that riders will be able to ride up without stops. Consider the alternative route back to school up Ruscombe Rd. where the views are less restricted and step off areas better.</p>
<p>3. <b>Junction on a sharp bend near to some steeper gradients and with partly restricted visibility.</b></p>	<p>This should only be attempted by able and confident riders who have previously demonstrated good understanding and observation on more straightforward junctions. Ridden major/minor right turn will too challenging for most riders at level 2.</p>
<p>4. <b>A complicated 5 way junction.</b></p>	<p>As for 3 above.</p>
<p>5. <b>Mini roundabout at this junction.</b></p>	<p>Only to be considered as an additional activity once all other turns have been taught, practiced and demonstrated to a sufficient standard. Riders who are not yet at this standard may still benefit from observing and discussing traffic movements here</p>
<p>6. <b>This section of Humphries End is steeper with limited step off</b></p>	<p>Plan routes to avoid riding this east to west.</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

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