

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 |

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 |

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| Name of School: Kings Stanley | | | |
| Risk assessment Prepared by: D Muir | Position: Cycling Co-ordinator | Created: 07/07/2011 | Last Reviewed: 5/6/19 |

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
Road Safety 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 main Church Rd. through the village is not well suited to teaching being quite busy with roundabouts. It would need to be crossed to access the selection of good teaching around the village and instructors will need to plan routes to these to be within the demonstrated abilities of particular groups. Broad St up to Middleyard is steep with limited step off areas going up the hill but the junctions off Coldwell may be accessed by pushing up the narrow footway.

The area includes new development where instructors will need to dynamically risk assess the state of roads and construction activity.

| ANY OTHER SPECIFIC HAZARD in the risk assessed area (see map) | ACTION TO BE TAKEN |
|--|---|
| 1. Steep hill up to MIDDLEYARD and no safe step off area for those riding up the hill. The road may be busier with some large vehicles | Only to be used by riders who have demonstrated sufficient control on less challenging slopes, others to be walked up the path. If ridden instructors to discuss with riders issues of riding around large vehicles |
| 2. Mini roundabouts on Church St | Only to be used by riders who have consistently demonstrated relevant manoeuvres at standard junctions. Others to be walked through to access teaching junctions |
| 3. Roundabout on High St | As for 2 above |
| 4. Busier road with significant hill and no safe step off area for those riding up the hill | Only to be used by riders who have demonstrated good control on similar gradients on less challenging roads |
| 5. Staggered crossroads and complex junction layouts off the Bath Rd | As for 2 above plus instructors to discuss with riders the effect on possible traffic movements and the extra care needed with observations and decisions here |
| 6. Island junction layout at memorial | As for 5 above plus instructors to discuss with riders the best route choice for particular manoeuvres |
| 7. Island junction layouts on this lane | As for 6 above |

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 |

