

NHRC Risk Assessment Form for Ride Leaders

Whilst leaders have to be conscious of safety at all times and constantly evaluate risk, it must be recognised that it is not possible or indeed desirable to entirely remove all risk from cycling activities. The main factor in managing risk is the quality, experience and judgment of the leader, whose purpose it is to ensure that consequences are acceptable. Leaders are expected to make decisions in the best interest of their clients and whilst they are required to be mindful of guidelines and standards of accepted practice, no attempt is made to interfere with their on the spot judgement.

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| **Activity** | | | | | | |
| **Activity** | Type of activity:  Club Ride to Hungerford via Fosbury | | | | | |
| Date of activity: | | | | | |
| Leading Environment:  Public Roads | | Start time:  09:00 | | Estimated finish time:  13:30 | |
| Estimated no:  Varies. Split into the appropriate number of groups | | | | | |
| **Riders** | Club riders | Ability: Experienced. | | | | Age: Varied |
| **Leaders** | Names: | | | | | Telephone: |
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| Risk assessment completed by:  Luke Brashier | | | | Date: Reviewed 120721 | | |

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| **General** | | | |
| **Hazard description** | **People at risk** | **Control measures** | **Notes** |
| Fall from cycle | Riders, leaders | Riders wearing suitable and properly adjusted helmets. Route chosen carefully with regard to the group, skill level, gradients and terrain. Group trained to cope with identified hazards. |  |
| Collision between two or more riders | Riders | Clear instructions on spacing, particularly when going downhill; encourage communication with others in group, verbally and with hand signals. |  |
| Traffic accident | Riders, leaders, members of the public | Clear instructions on speed, formation, spacing, signals and communication. Group briefed on problems of on-road sections and of dangers presented by others (eg vehicles, pedestrians, animals and other cyclists). Other staff and responsible adults deployed appropriately throughout the group. |  |
| Road Junctions, (Traffic Lights, Cross Roads, Roundabout, Multi Lane Junctions) | Riders, leaders, members of the public | Give group clear instructions on speed, formation road positioning, spacing, signals and communication. Brief group on dangers presented by others e.g. vehicles, pedestrians, animals and other cyclists. Deploy other staff and responsible adults appropriately throughout the group. |  |
| Narrow Lanes / Roads | Riders, leaders, members of the public | Give group clear instructions on speed, formation road positioning, spacing, signals and communication. Brief group on dangers presented by others e.g. vehicles, pedestrians, animals and other cyclists. | Accumulation of mud/debris in the middle of the lanes.  Single the group out and proceed with caution when approaching bends. |
| Canal Tow Paths | Riders, leaders, members of the public | Clear instructions on spacing, formation and positioning; encourage communication with others in group verbally and with hand signals etc. Brief group on dangers presented by others e.g. pedestrians, animals and other cyclists and on how to ride socially responsible. |  |
| Mechanical breakdown | Riders, leaders | Bikes maintained adequately for intended ride. BHC-check carried out prior to the ride. Leader to carry spares and tools. |  |
| Medical emergency | Riders, leaders | Medical disclosure forms collated and reviewed before the ride. Leader holds current HSE First Aid certificate. Emergency procedures in place. Voluntary staff made aware of emergency procedures. |  |
| Adverse weather conditions | Riders, leaders | Current forecast checked, advice given on appropriate gear and clothing, check gear immediately prior to ride. Have alternative routes in mind, modify/shorten if necessary. |  |
| Navigational error | Riders, leaders | Appropriate staff training in use of map, compass and cycle computer. These items to be carried, if appropriate. |  |
| Group separation/ missing group member(s) | Riders | Clear instructions to adult helpers/leaders: supervision of both head and tail of group. Leaders to remain in contact regularly. |  |
| **Specific** | | | |
| 0.4 miles – Crossing A340 | Riders, leaders | Busy road. Stop at junction as required. |  |
| 6.3 miles – Joining and turning right off of A339 | Riders, leaders | Busy road. Stop at junction as required.  Single out on the road, exercise caution when turning right across traffic off of the A339. |  |
| 21.2 miles – Crossing A343 | Riders, leaders | Busy road. Stop at junction as required. |  |
| 28.8 – 30.5 miles - Steep descent from Rivar Hill Airfield into Shalbourne. | Riders, leaders | Single out exercise caution, adopt appropriate speed. |  |
| 30.8 miles - Junction onto A338. | Riders, leaders | Slow down and stop at junction, advise caution to group |  |
| 34.4 miles – Joining A4 | Riders, leaders | Single out |  |
| 35.8 miles – Turning right to café off of the A4 across oncoming traffic | Riders, leaders | Single out, exercise caution. |  |
| 48.4 miles – Crossing A343 | Riders, leaders | Busy road. Stop at junction as required |  |
| 56.4 miles – Crossing A339 | Riders, leaders | Busy road. Stop at junction as required |  |
| 66 miles – Crossing A340 | Riders, leaders | Busy road. Stop at junction as required |  |

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| **Comments/ Additional Notes (i.e. summary of medical conditions, route specifics etc)** |
| 66.6 miles  2,906ft ascent  Expected time of return to Village Hall 13:30 dependent on punctures and mechanicals.  Advise all riders when approaching junctions to check to see if it is safe to cross/join a road, and not to rely on other riders saying safe or clear. It is the individual rider’s responsibility to make sure that it is safe to proceed. |