

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 Thatcham  |
| Date of activity: |
| Leading Environment:Public Roads | Start time: | Estimated finish time: |
| Estimated no:Varies. Split into the appropriate number of groups |
| **Riders** | Club riders | Ability: Experienced. | Age: Varied |
| **Leaders** | Names: | Telephone: |
|  Tick here to confirm that the leaders are appropriately qualified - British Cycling and/or Cycling UK  |
| Risk assessment completed by:Luke Brashier | Date: 06/02/22 |

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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 | Stop as required. |  |
| 6.3 miles – Joining A339 | Riders, leaders | Stop as required. |  |
| 22.1 miles - Crossing A4 | Riders, leaders | Busy road. Stop as required. |  |
| 24.1 miles – Fast descent into Wickham with junction at bottom. | Riders, leaders | Single out, allow more room from the rider in front of you, control speed, exercise caution. |  |
| 24.4 miles – Crossing B4000 | Riders, leaders | Stop as required.  |  |
| 30.5 miles – Mini roundabout | Riders, leaders | Stop as required  |  |
| 31.7 – 32.4 miles –Multiple mini roundabouts on this stretch of road | Riders, leaders | Exercise caution. Stop as required at roundabouts.  |  |
| 32.2 miles – Turning left over double mini roundabouts with multiple give way combinations | Riders, leaders | Single out Exercise caution. Stop as required. |  |
| 33.1 miles – Roundabout on A4, very busy | Riders, leaders | Single out Exercise caution. Stop as required. |  |
| 37.5 miles – Junction with harts Hill Road and Broad Lane. Give way with obstructed view from the right | Riders, leaders | Stop at junction make sure way is clear before proceeding. |  |
| 40.4 - 40.7 miles – Fast descent with junction at bottom. | Riders, leaders | Single out, allow more room from the rider in front of you, control speed, exercise caution. |  |
| 40.7 - Joining and turning of A4. Busy road. | Riders, leaders | Stop as required. |  |
| 43.7 miles – Crossing B3051 | Riders, leaders | Single out Exercise caution. Stop as required. |  |
| 49.8 miles – Crossing A340. | Riders, leaders | Stop as required. |  |

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| **Comments/ Additional Notes (i.e. summary of medical conditions, route specifics etc)** |
| 50.4 miles2,317ft of ascentAdvise 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.  |