

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:Ride to Hungerford vis Great Bedwyn |
| Date of activity: |
| Leading Environment:Public Roads | Start time: | Estimated finish time: |
| Estimated no: |
| **Riders** | Club riders | Ability:  | Age:  |
| **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: 290619Reviewed 100421 |

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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** |
| 6.2 miles – joining and turning off A339 | Riders, leaders | Stop at junction as required when joining A339.Road can be very busy, signal early when turning right off the A339 to Hannington |  |
| 8.4 miles – Steep descent from Hannington | Riders, leaders | Exercise caution and control speed |  |
| 17.9 miles – Junction in St Mary Bourne | Riders, leaders | Stop as required |  |
| 29.4 miles – Crossing A338 | Riders, leaders | Stop as required |  |
| 33 miles - Great Bedwyn. Bridge with sharp right hand turn | Riders, leaders | Slow down approaching turn, advise caution to group. |  |
| 33.25 miles –Very sharp right hand turn across approaching traffic. | Riders, leaders | Slow down approaching turn , advise caution to group. |  |
| 34.9 miles - Very sharp left hand turn | Riders, leaders | Slow down approaching turn, advise caution to group. |  |
| 35.2 miles – Sharp left hand turn | Riders, leaders | Slow down approaching turn, advise caution to group. |  |
| 47 miles – 2 roundabouts joining A339. | Riders, leaders | Slow down on approach and stop as required. |  |
| 47.9 miles – roundabout turning off A339 to Newtown | Riders, leaders | Slow down on approach and stop as required. |  |
| 52.7 miles – Sharp right just past the pub in Ecchinswell. Then immediately across a narrow bridge | Riders, leaders | Exercise caution and control speed. |  |

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| **Comments/ Additional Notes (i.e. summary of medical conditions, route specifics etc)** |
| 66.3 miles3,076ft 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.  |