

Standard Risk Assessment – Cycling in Faith

Introduction

Cycling in Faith Risk Assessment

This is a generic risk assessment. It is unrealistic to prepare a risk assessment for each and every one of our proposed varied routes. The purpose of this document is to give a framework within which we can all enjoy a safe ride. Much of what is here is common sense and is practiced by you every time you ride out. There may well be some new considerations for you no matter how experienced you are. So please take time to read it through.

You may wonder, “**Why do we need this?**”.

The Assessment is an important step to protect both the members and Melton Vineyard as a whole.

Riding bikes on the highway or indeed anywhere is inherently risky. Identifying risks helps to focus on what can be done to minimize those risks.

What is Risk Assessment?

HAZARD = something with the potential to cause harm

RISK = the chance, great or small, of coming into contact with that hazard.

This Risk Assessment is a careful examination of what, presents a hazard and could cause harm to people. Once a hazard has been identified it is then a matter of assessing what the risk is in relation to that hazard. A grid system is then used to combine the two and give a graded level of risk LOW, MEDIUM, HIGH.

When that has been done the next stage is to think of ways to reduce / eliminate that risk. These are the control measures. Once the control measures have been implemented you are then left with the residual risk (or the risk could have been completely eliminated). The Risk Assessment can then be reviewed on a regular basis to assess a number of things e.g. are the existing control measures working, have any new hazards been identified, have any existing hazards been eliminated?

Duties of Care

Ride Leader, you have accepted the responsibility of leading others. You owe them a duty of care to ensure that they are not exposed to a foreseeable risk of injury, as far as you reasonably can. If you accept a position, you are likely to agree to carry out certain functions, which may affect the safety of others. You are accepting responsibility and you must fulfil those duties to the best of your ability without negligence. That is, you must not create a foreseeable risk of injury and you must take reasonable steps to deal with any foreseeable risk of injury, which exists or arises.

For example:

- If you are a **Ride Leader**, you have agreed to lead a ride and you must take reasonable measures to see that the ride is as safe as it can be.

It is also important to note that individual members of the small group ride have a duty of care not only to themselves but to members of the public and to the persons with whom they are riding. I.e. The duty of care requires you to consider the consequences of your acts and omissions and

to ensure that those acts and/or omissions do not give rise to a foreseeable risk of injury to any other person.

Additional Resources

The Highway Code

The Highway Code gives information on road signs, road markings, vehicle markings, and road safety. It applies to drivers of animals, pedestrians, cyclists, motorcyclists and drivers. As such it is essential reading for cyclists.

Weather

The Met Office provides UK wide weather information and severe weather warnings.

Summary

This document is not a magic wand solution to eliminating risk. Much of it is common sense and what we have previously done when out cycling on the roads. Nor is a substitute for taking personal responsibility for your actions on the road.

Importantly, please respect the Ride Leader. Listen to the briefings, pay attention whilst on the road.

Please read on and make yourself familiar with the contents of this document.

All riders are reminded that they are responsible for their own safety; individuals take part in any group activities at their own risk.

It should be noted that no liability shall be attached to Melton Vineyard church (including its officials and small group leaders) for any injury, loss or damage suffered.

Risk Assessment: Cycling in Faith

Location: All Cycling in Faith rides

Completed by: Kevin Boddy

Date Completed:

Next Review Date:

Signed Off Date: TBC

Other relevant Risk Assessment: NONE

Risk Assessment

Activity	Hazard	Who is at risk	Level (H/M/L)	Control Measures Recommended	Residual Risk (H/M/L)	FURTHER ACTION RECOMMENDED/REQUIRED		
						Y/N	what	Person responsible
1.Pre-Ride	Equipment: Breakdown, Stranded	Rider	L	<p>It is suggested that each rider to carry minimum tool kit comprising:</p> <ul style="list-style-type: none"> • Method of inflating tyre/inner tube • At least one inner tube (2 recommended) • Two/Three tyre levers • Mobile phone and money/cash card 	L	N		
2.Pre-Ride	Equipment: Conditions, accidents	Rider & Public	M	<ul style="list-style-type: none"> • Cycles must be legal and roadworthy – see highway code: • Riders to carry out pre-ride checks, brakes, frame, steering, pedals/cleats, wheels & tyres 	L	N		
3.Pre-Ride	Equipment: Clothing- Visibility, Comfort and safety	Rider	M	<ul style="list-style-type: none"> • Riders to assess weather and dress appropriately • Waterproof jacket/gilet to be carried when needed. • Riders strongly recommended to wear approved safety helmets, these should have not been involved in a crash impact and to be changed at manufactures recommended intervals. • Recommend the wearing of eye protection 	L	Y	Local or Met Office weather forecast	Riders
4.Pre-Ride	Equipment: Communication, stranded	Rider	L	<ul style="list-style-type: none"> • Mobile phone or money for public phone to be carried 	No Risk	N	Routes for guidance will be discussed before commencing the ride	

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5.Pre-Ride.	Equipment: Food/Drink	Riders	L	<ul style="list-style-type: none"> Familiarise yourself with distance of ride prior to attending meeting point Riders responsibility to ensure they carry enough food/drink/energy gels for duration of ride Carry money to purchase food/drink 	No Risk	Y	Briefing, giving length of ride distance and any stops	Ride leader Riders
6.Pre-Ride	Preparation: Health	Rider	M	<ul style="list-style-type: none"> Riders to ensure they are aware of the distance/pace of the ride and are of sufficient level of fitness to complete ride Do not start any ride if you feeling unwell or you are not able to complete it. If during the ride you feel unwell, inform the ride leader immediately 	L	N		
7.Pre-ride	Group size/ Riders experience: Accident, traffic problems	Riders and Public	L	<ul style="list-style-type: none"> Group size to be at ride leaders discretion Group size will be a maximum of 8 riders + ride leader Be familiar with the Highway Code (Rules 59 to 82) and particular advice on where/when to ride two abreast or single file (rule 66). Always follow any instruction given by ride leader. 	L	Y	The ride leader may choose an assistant from the group to help with the ride	

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8.Pre-ride	Communication	Rider	M	<p>Ride Leader to undertake a pre-ride briefing for all riders to cover;</p> <ul style="list-style-type: none"> An overview of the route, any stops, likely duration and distance Any known route hazards, diversions or other considerations Any issue relevant to the weather (wind/frost/ice) 	L	N		
9.RIDE	Collision/Accident: Each other	Rider	M	<ul style="list-style-type: none"> Ensure cycle is properly maintained All riders to be encouraged to be conversant with the group ride calls, hand signals and warnings and ensure that these calls are passed along the line Ride smoothly and consistently, be aware of those around you and do not brake without warning Concentrate at all times and anticipate changing road conditions When negotiating unforeseen road conditions (such as potholes) riders should be aware that their actions impact on others Ride slightly to the side of the wheel in front and with sufficient safe gap if not confident/competent to ride immediately behind the wheel in front Do not let your front wheel overlap that of the rear wheel of the bike in front When riding two abreast maintain an even pace and do not speed up when another rider draws level (do not 'half wheel') 	L	Y	Pre ride briefing to be undertaken	Ride leader

10.Ride	Collision Accident:	Riders and Public	H	<ul style="list-style-type: none"> • Riders will conform to the Road Traffic Act and follow the Highway code at ALL times • Riders will obey all traffic signals and signs • At times of poor visibility, wear bright clothing and if necessary use cycle lights • All riders to continually assess traffic conditions, driver attitudes and carry out Dynamic Risk Assessments (DRA). e.g get off and walk/use a pedestrian crossing if you have to cross a major road • Should the need to stop arise e.g through puncture, breakdown etc. then a place must be found sufficiently off the road to allow safe passage of traffic • Consider using person(s) at Strategic points to warn oncoming traffic of any obstruction. 	M	Y	<p>Consideration be given to nominating a ride leader assistant during any ride to assist with control of the group</p> <p>All accidents to be reported as per the Road Traffic Act</p>	<p>Ride leader</p> <p>Ride leader</p>
11.Ride	Accident: Falling off	Rider	M	<ul style="list-style-type: none"> • Pay close attention to the road surface at all times and dynamically risk-assess any changes identified. e.g consider dismounting to cross a ford. • Be aware of the calls / warnings in relation to changes in surface such as potholes and use / pay attention to these warnings. • Only ride at a speed at which you are competent/confident particularly on descents. • The group should be moved to a safe position off the road. • If required, take reasonable measures to control traffic • Administer first aid, if required call 999 for assistance. • If injured cyclist is unable to continue, one of the group must stay with that person until assistance arrives. 	L	Y	<p>Consideration is given to cancelling ride in adverse road/weather conditions</p> <p>Should a ride set off and there be a risk of adverse road / weather then there should be a continual dynamic risk assessment of the conditions. Consideration should be given to;</p> <p>a) Call ride off b) change the route</p>	<p>Ride leader</p> <p>Ride leader</p>

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12.Ride	Theft of cycle	Rider	M	<ul style="list-style-type: none"> Always try and ensure that your bike is within your sight during stops. At protracted stops e.g. café, ensure that your bike is locked to an immovable object / other bikes using a good quality /approved lock. 	L	Y	If a theft does occur report to the police.	Rider
13.Ride	Stopping	Riders and Public	M	<ul style="list-style-type: none"> Always choose a safe place to stop as a group, and in particular avoid road junctions, bends and other physical road hazards. Warn riders before stopping and keep the carriageway clear. In the event of punctures, breakdowns etc. clear the carriageway if possible, or ride leader to instruct the group to continue to a safe waiting place. Assess the problem and decide whether to hold up the ride or leave the affected rider with a means of contacting assistance from an external source 	L	N		
14.Ride	Passing horse	Riders/ Horse rider	M	<ul style="list-style-type: none"> On approach to a ridden horse, the lead rider should warn the horse and horse rider by verbal communication that a human(s) is present and behind. Thereafter proceed and pass by slowly. Heed any advice given by horse rider. (Horses can be spooked by bikes; it is essential that the horse hears the human voice before it sees the bike. 	L	N		