



Standard Risk Assessment - Road Rides

Warrington Road Club Risk Assessment Introduction

This risk assessment covers all club group rides including Sunday social club runs, organised chain gangs, group training rides and mid-week group social rides. It does not cover any races be it time trial or road race, organised by the club.

This Risk Assessment is to cover all riders be it experienced members, new members, young persons and non-members joining group rides.

It goes without saying that looking out for one and other is very important and lies central to the ethos of the Warrington Road Club. Some of the things contained in this document are things that we already do or what you would consider to be common sense. There will be things as well that you may never have considered. The club does suggest members to join **British Cycling or Cycling UK** as this will ensure 3rd party insurance for the individual rider.

A Risk Assessment is an important step in **protecting both our members and our Club as a whole**. Every time we ride our bikes we are exposing ourselves to various risks and the Risk Assessment helps us to focus our minds on these risks and hopefully help to reduce them.

As previously stated the club is required to have in place a Risk Assessment in order to manage and hopefully reduce or even eliminate the risks. It is not expected that the club eliminates all risk, but we are required to protect people as far as is '**reasonably practicable**'.

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, in our sport, 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

As a **Committee Member and/or Ride Leader**, you have responsibility of leading others. You have 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 both inside and outside the club. 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. Ride Leader will be informally nominated on the morning of the ride and will be an experienced senior club member.

For example:

- If you are a **Committee Member**, you must implement, discharge, communicate and review the clubs risk assessments and any training requirements as a result.
- 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 club** 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.



Summary

Most of this is common sense and is action that we already undertake. The key word in all of this is REASONABLE. Clearly, one is not expected to guarantee the safety of others, merely to act reasonably.

Importantly, please respect the Ride Leader. Without them, club rides would not be possible. Listen to the briefings, pay attention whilst on the road and feel free to contribute to the end of ride debrief.

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

If you have any questions/comments/ideas do not hesitate to contact a member of the committee or a nominated club official.

All riders are reminded that they are responsible for their own safety; individuals take part in any group activities at their own risk. We strongly urge all riders to obtain appropriate 3rd party insurance as a minimum. It should be noted that no liability shall be attached to Warrington Road Club (including its officials and members) for any injury, loss or damage suffered.

Risk Assessment: Club Road Rides

Location: All Warrington Road Club Road Ride Routes

Completed by: Paul McGowan

Date Completed: Feb 2017 This version 2 review Oct 2019

Next Review Date: Oct 2020

Signed Off Date:

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	It is suggested that each rider to carry minimum tool kit comprising: <ul style="list-style-type: none"> • Method of inflating tyre/inner tube • At least one inner tube (2 recommended) • Two/Three tyre levers • Chain splitter • Mobile phone and money/cash card 	L	N		Rider
2. Pre-Ride	Equipment: Conditions, accidents	Rider & Public	M	<ul style="list-style-type: none"> • Cycles must be legal and roadworthy • Riders to carry out pre-ride checks, brakes, frame, steering, pedals/cleats, wheels & tyres • Tri-bars are not permitted on ANY club ride 	L	N		Rider
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 • Recommended high visibility clothing/jacket • It is a compulsory requirement of Warrington Road Club rules that riders on all club organised rides wear a suitable helmet. • Recommend the wearing of eye protection • Full Mudguards are required during the winter months when wet or muddy conditions are expected. 	L	Y	Local or Met Office weather forecast	Rider
4. Pre-Ride	Equipment: Communication, stranded	Rider	M	<ul style="list-style-type: none"> • Mobile phone or money for public phone to be carried • It is recommended that riders have ICE numbers in the phone. • It is recommended that riders have key medical information on them. I.e. blood group, allergies. • Riders should communicate to the Ride Leader of any medical issues i.e. diabetic • Riders to be familiar with route and be aware of where they are at all times 	L	N	Route may be available on Facebook in advance	Rider / Ride Leader



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5. Pre-Ride	Equipment: Food/Drink	Riders	M	<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 	L	Y	Briefing, giving length of ride distance and any stops See point 9	Ride leader Rider
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	See point 4 and 5	Ride leader Rider
7. Pre-ride	Group size/ Riders experience: Accident, traffic problems	Riders and Public	M	<ul style="list-style-type: none"> Group to be split at ride leaders discretion Groups should be split according to ability and speed Any new riders should identify themselves to the ride leader and consideration should be given to allocating a 'ride buddy' 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	If ride leader not available, ride leader should be chosen from regular experienced rider within the group	Ride Leader
8. Pre-ride	New/Guest Riders	Riders and Public	M	<ul style="list-style-type: none"> Any guest/new rider must introduce him/herself to the ride leader Guest/new/young rider must be conversant with the Risk Assessment and acknowledge this document before being accepted on the ride. 	M	Y	Consider inviting a competent rider and club member to ride with guest. Rider to teach ride/club	Ride Leader



				<ul style="list-style-type: none"> Young riders under the age of 18 need additional consideration as they may not have gained experience on road use and they may not have the endurance required even though they may think they have. A specific Welfare Officer is to be appointed to look after young persons. 			protocol during the ride (see also point 7)	
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9. Pre-ride	Communication	Rider	M	Ride Leader to undertake a pre-ride briefing for all riders to cover; <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) Check for presence of new members or guests 	L	N		Ride leader
10. RIDE	Collision/Accident: Each other	Rider	M	<ul style="list-style-type: none"> Ensure cycle is properly maintained All riders 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 excessively without warning Concentrate at all times and anticipate changing road conditions 	L	Y	Pre ride briefing to be undertaken (point 9 above) New/inexperienced riders to be identified and given ride buddy (experienced rider) where possible Establish rider skills programme and encourage all members to attend	Ride leader Ride leader/Club Coaches Committee



				<ul style="list-style-type: none"> 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') 				
11. 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. Riders to warn of approaching vehicles using known calls. Particular care should be taken when carrying out a manoeuvre from double file to single file riding. The call to single out should come from 	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 and to the committee. An accident report submitted detailing the circumstances</p> <p>Report all near misses</p> <p>Accident trend monitoring to be conducted</p>	<p>Ride leader</p> <p>Ride leader/rider</p> <p>Ride leader</p> <p>Committee</p>



				the back of the group. The front and inside riders should increase speed to allow gaps to open allowing the outside riders to form single file formation. Riders towards the rear should slow and anticipate further change in speed as outside riders move over.				
12. 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. Ice on the roads should be brought to the attention of the Ride leader immediately 	L	Y	<p>Consideration is given to cancelling club ride if the roads are icy and publicised via social media.</p> <p>Should a club ride set off and there be a risk of ice 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 c) Stick to main roads if they are clear of ice.</p>	<p>Ride leader</p> <p>Ride leader</p>

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13. Ride	3rd Party Claim Arising From Accident /Mishap	Rider	L	<ul style="list-style-type: none"> Warrington Road Club recommends that all of its members are covered for 3rd party claims via an appropriate insurance policy e.g. British Cycling (silver or gold membership)/ Cycling UK. 	L	N		



14. 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. Ensure that you have adequate insurance cover in place covering the loss of your bike 	L	Y	If a theft does occur report to the police. Also report matter to the Secretary so that the club have record of location and circumstances for future reference.	Rider Ride leader
15. 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 helpers and details of the route to the next stop(s). If unsure of the route, stop well before junction to consult map. Check for presence of back marker at junctions. If necessary wait for slower riders beyond the junction. 	L	N		
16. 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 cyclist(s) are 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		



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17. Ride	Cycle trails	Rider and Public	M	<ul style="list-style-type: none"> Speed should be reduced on trails. Be aware of debris, litter and loose surfaces. When approaching other users, reduce speed and give a warning sound, either mechanical or vocal to warn of your presence. Dog or pet walkers may need extra time to control or distract their animal so give extra time for warning. Wild life is more abundant on these trails and riders should be vigilant. 	L	Y	See points 11,13,16	Rider Ride Leader
18. Ride	Event of accident	Riders	M	<ul style="list-style-type: none"> 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. Ride leader to assist any casualty in filling in an accident report form. The committee must be informed after the event and as soon as practical Contact the injured persons ICE contact. 	L			Ride Leader
19. Post-ride				<ul style="list-style-type: none"> At the end of the ride the Ride Leader will conduct a ride debrief. Riders are encouraged to raise any issues or concerns and just as important, to talk about things that have gone well. 			Report to the	Ride leader



				<ul style="list-style-type: none">• In addition any accidents, near misses and anything else of note must be brought to the attention of the Ride Leader if it hasn't already been done.• If any rider is not comfortable doing this in front of others then please approach a committee member/club official privately, via official email channels.			committee any matters arising from the ride	
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