



CAMBRIDGE CYCLING CLUB

For Recreational And Racing Cyclists

Generic Risk Assessment for Club Runs



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Venturing out onto the roads inevitably carries with it inherent dangers. Before participating in Club runs, all members and invited guests are required to read the following Risk Assessment.

A Club run is not a formally-organised, formally-led or coached activity. Club runs take place by mutual consent. Ride leaders are no more than facilitators of that mutual consent with no authority beyond what that consent allows. It follows that all members participating in a Club run are collectively, jointly and severally responsible for the management of risk to themselves and others. Should a ride leader fail to turn up, that ride is deemed to have been cancelled.

The Club's insurance does not cover claims made against individuals participating in a Club ride. We therefore strongly recommend participants in Club rides obtain third party liability insurance such as is provided with individual British Cycling membership.

The following document sets out some of the hazards and risks associated with participating in a club run and the recommended means of mitigating them. It cannot be exhaustive since it is not possible to foresee every possible eventuality.

Many of the recommendations in this document are common sense. Consider attaching a sticker to the inside of your helmet with your name and emergency contact number, or a card in your pocket/wallet with these details.

Should an accident occur, the following procedure should be followed: -

- If the injury appears serious, move the injured rider only if they are in danger.
- Ensure approaching vehicles are aware of the danger. Move the group to a safe place off the carriageway.
- If the injured rider is immobile, do not move them unless a first aider is present and let that person take charge.
- Call emergency services if necessary. Describe the nature of the injury and seek advice.
- Talk to and reassure the injured rider ensuring they remain conscious.
- If the rider has temporarily lost consciousness, on no account should they be allowed to continue. One of the group should stay with the rider until assistance arrives.
- Check for bike damage. If appropriate arrange for rider and equipment to be collected by a relative or friend.
- The police are to be informed if a motorised vehicle is involved.
- The General Secretary is to be informed as soon as possible with what happened and who was there.

A = probability – score 1 to 6	B = impact – score 1 to 6	C = total risk score out of 12	D = residual risk after mitigation
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Hazard	A	B	C	Mitigation	D
Adverse weather	3	3	6	Riders should check the website calendar for the latest ride status. Rides will be cancelled should ice, fog or high winds be forecast. Should a general cancellation not occur, nominated ride leaders will use their discretion on the day to decide whether it is safe to ride.	4
	3	3	6	In conditions of poor visibility, lights are recommended and may be a legal requirement. Whilst riding in a group, as a courtesy to other riders, rear lights should be set to constant mode and low intensity.	4
Inexperienced riders	3	3	6	Riders should read our Guide to Club Riding and refer to the Club-run calendar on our website for ride speeds, distances and café destinations.	2
	3	4	7	New riders should be identified and their experience of riding in a group should be assessed. New riders may be asked to ride at the back until they become comfortable with riding in the close proximity of others. Warning signals and calls should be explained before departure.	5
	3	4	7	Juniors, who may not introduce themselves, should be identified. Juniors are not allowed on Club rides unless they can demonstrate Club membership or can provide a completed Parental Consent . A ride buddy will be appointed to ensure the junior does not become separated from the group.	5

Hazard	A	B	C	Mitigation	D
Inappropriate equipment and equipment failure	3	3	6	Riders should consult weather forecasts for temperature, wind chill and chance of rain and dress appropriately, using eye protection and sun cream when appropriate.	4
	2	4	6	Riders should ensure their cycles are roadworthy and check before each ride that both brakes are working effectively; tyre sidewalls are not damaged, treads are free from embedded flint and that shoe cleats are secure.	3
	2	6	8	Riders are advised to wear an approved safety helmet.	3
	3	3	6	We recommend carrying a minimum of: pump, two inner tubes, tyre levers, mobile phone and sufficient funds for café refreshments and taxi/train fare in the event of a terminal mechanical. Sufficient water and emergency snack bars are advised should the planned café stop be unable to accommodate the group.	2
	2	3	5	A rider suffering a malfunction will advise the group by shouting “puncture” or “mechanical”. The group will choose a safe place to stop, avoiding junctions, bends and other hazards so that the carriageway can be kept clear. If the issue cannot be fixed at the roadside, it is the group’s collective responsibility to ensure the rider is able to get home safely.	2
	3	2	5	Mudguards, preferably with rear flap extensions, are recommended during the winter months when the clocks are on Greenwich Mean Time.	3
	2	3	5	Riders are advised to use a cycle lock if their bike is out of sight whilst at a café stop.	2
Adverse road conditions	4	5	9	Adhere to the Highway Code at all times. Riders will obey all traffic laws and regulations, signals and signs – to do otherwise risks bringing the Club into disrepute. Ride no more than two abreast unless overtaking other riders. Ride single file on busy roads. Single out in situations where it would aid motorists to pass the group, but only where it would be safe for them to do so. Should a queue of vehicles have formed behind the group, with no prospect of overtaking, consider stopping somewhere safe to enable the vehicles to pass.	5
	5	6	11	Pay due care and attention to road surface conditions throughout the ride by pointing out defects and obstructions to following riders. However do not remove your hand from the bars if this might put your own safety at risk. As conditions can vary during a ride, riders should carry out continuous Dynamic Risk Assessments and agree adjustments to the ride as necessary to maintain the safety of the group.	5
	5	6	11	Exercise caution in wet or slippery conditions particularly when cornering. Causes of poor grip or traction may include, among other things, loose gravel, mud, oil spills, horse manure, iron gratings, manhole covers, white lines and level crossings/railway tracks. This list is not exhaustive. Large puddles may conceal potholes or obstacles and should be avoided. Fords can be extremely slippery, even when dry. Unbridged fords are best avoided.	5
Collision/ confrontation with other road users	4	6	10	Be aware of those around you and remember your movements will affect everyone in the group. -When in the lead position concentrate on the road ahead and lead the group smoothly around obstacles, avoiding sudden unexpected swerves or braking. Do not increase the pace in an attempt to increase the speed of the group. Any change in speed should be gradual and acceptable to all. - Do not let your front wheel overlap the rear wheel of the rider in front. - Maintain an even pace when riding two abreast and stay level with the person next to you. - Increase the distance to the rider in front when descending at speed; on very poor road surfaces and when there is limited visibility of the road ahead.	5
	4	6	10	Assess traffic conditions continuously; be aware of driver attitudes and carry out dynamic risk assessments such as dismounting and walking or using a pedestrian crossing if appropriate in order to reduce the risk of accidents and confrontation. Only ride at a speed at which you feel in control, especially when descending.	5

Hazard	A	B	C	Mitigation	D
Collision/ confrontation with other road users - cont'd	6	6	12	On approaching a road junction, assess the type of junction, visibility into the junction, volume of traffic and slow down or stop as appropriate. Establish eye contact with road users waiting at or approaching the junction, to be reassured they have seen you.	5
	2	6	8	It is not uncommon to encounter wild and farm animals on the road. In the case of loose animals on the carriageway or in the general vicinity, riders at the front should give warning and reduce speed. The warning should be passed back by the following riders. When approaching a horse and rider from behind, the lead rider should warn the horse and rider by verbal communication from a distance and then repeat as drawing closer. Thereafter proceed and pass by slowly. Co-operate, if possible, with any request made by the horse rider.	4
Large groups of riders	2	3	5	Group sizes should be adjusted to be appropriate for the planned route and traffic conditions.	2