

3rd Brampton Scouts - Risk Assessment for : Cycling

Location:		Assessor/Leader in charge	
Date of assessment:		Number of participants in activity (adults and young people):	
First Aid (a first aider should be appointed who is aware of all medical details, will administer medication and first aid if necessary)	Please state the name of the leader who will be nominated the first aider:		

Risk/Hazard	Who might be involved	Control Measurers	Comments/Review/Revision
Additional Child Protection	Young People	<ul style="list-style-type: none"> Participants briefed on safety issues Young people are at least in pairs Leader will be out on the course offering instruction, encouragement, and support A member of staff is available at key junctions Leaders with sole responsibility have an acceptable current enhanced CRB disclosure 	
Trapped fingers	<ul style="list-style-type: none"> Beavers / YPs /Scouts 	<ul style="list-style-type: none"> Do not let young people (YP) mess with the chain while chain/wheels etc are turning. YP's hands should be well out of the way when things are moving about. Do not let YP pull the chain to check tightness- they might get their fingers between chain and cog 	<ul style="list-style-type: none">
Roads and Traffic Collision with other traffic, due to inexperience of road use and equipment.	<ul style="list-style-type: none"> All 	<ul style="list-style-type: none"> Instruction and training of riders plus careful supervision on the trip itself. Use of High Visibility jackets/vests. Avoid cycling at night or dusk. Compulsory and proper use of cycle helmets by all. Use dedicated cycle paths away from other traffic where possible. Route planned to avoid travel along roads. Any road crossings, to be supervised by a leader. 	<ul style="list-style-type: none">
Collision with each other	<ul style="list-style-type: none"> All 	<ul style="list-style-type: none"> All warned to keep their distance, and not to ride recklessly especially downhill 	<ul style="list-style-type: none">
Losing members	<ul style="list-style-type: none"> All 	<ul style="list-style-type: none"> Ride in single file or pairs (according to the road) using Leaders at the front and back of the Group. A sensible group size cycling together Occasionally stop and have a head count – use a list or register if necessary. Told to stay together and look after each other- not to race ahead and leave the slower ones behind – should always be able to see the rider in front. 	<ul style="list-style-type: none">
Equipment Bike may have faults resulting in mechanical failure at a dangerous moment.	<ul style="list-style-type: none"> All cyclists and others nearby 	<ul style="list-style-type: none"> Bicycle maintenance night to raise awareness of safety issues. Parents asked beforehand to make sure bikes are sound. Bike checks before setting off on the trip. Daily checks if trip is more than one day. 	<ul style="list-style-type: none">

Weather Conditions Too hot / cold / wet Dangerous / slippery road conditions due to rain or ice	<ul style="list-style-type: none"> All cyclists 	<ul style="list-style-type: none"> Ensure the correct clothing, including waterproofs are advised and carried on the day. Check before setting off. Check condition of tyres and brakes. Consider & control the speed of the group. Postpone the event if necessary. 	<ul style="list-style-type: none">
Assembly - Route planning / awareness's	<ul style="list-style-type: none"> Leaders 	<ul style="list-style-type: none"> Route planned in advance, to minimise risk. Home contact to be aware of route. 	<ul style="list-style-type: none">
Bike/rider suitability	<ul style="list-style-type: none"> All 	<ul style="list-style-type: none"> Bikes may be unsuitable or YP may not actually be able to ride them safely. When we meet, parents not to leave until a leader has confirmed 1) That the bike is of a reasonable size, that the brakes are functional, tyres look in good order and there appears to be no obvious fault or damage that could cause a hazard. 2) That the YP can ride the bike in a controlled manner. 3) That the YP has a helmet that fits and has a spare inner tube of the correct size where appropriate for long rides. If these conditions are not met, then we do not take the risk- 	<ul style="list-style-type: none">
Awareness of hazards	<ul style="list-style-type: none"> Scouts, YPs and beavers 	<ul style="list-style-type: none"> YPs briefed before departure emphasizing 1) Consideration for other users of paths and cycle paths- and for each other 2) Need not to overtake the front rider or travel too fast down hills 3) Need to keep well into the side on the roads 	<ul style="list-style-type: none">
Journey to site – General mechanical problems and punctures	<ul style="list-style-type: none"> All 	<ul style="list-style-type: none"> Everyone should have a spare inner tube, (for long journeys) since there are so many different wheels and tyres it's impractical for us to take a comprehensive spares kit. Leaders will take a selection of tools, at least one bike pump and a puncture repair kit. If there is a flat tyre, we replace the tube and attempt to repair the puncture at site. When maintenance is needed, the whole group stops and waits. Leaders are responsible for their own bikes. If they choose not to take a spare tube and have a puncture, and we're on the road, and we have enough adults to proceed, then the group does so to minimise the amount of time everyone's on the road and that leader comes along when they're able. If a failure occurs which means a bike cannot continue and we are too far from site to walk, parents will have to come and collect the bike and YP. If bicycle failures mean that we cannot make the return journey with at least one more than the minimum number of leaders for the number of YPs, we abandon the return journey and call parents to collect. Any that can't then make up a smaller return group needing fewer adults. 	<ul style="list-style-type: none">
Water – falling in	<ul style="list-style-type: none"> Scouts, YPs and Beavers 	<ul style="list-style-type: none"> YP travel single file staying away from the water where necessary. There is no overtaking. A leader travels at the front and determines at each bridge (if any) whether the group must dismount and push the bikes through. In case someone falls in and has difficulty getting to the bank, we take a length of rope with us. 	<ul style="list-style-type: none">
Hazards to pedestrians	<ul style="list-style-type: none"> All 	<ul style="list-style-type: none"> YPs told that they may need to come into the side of the cycle path to let other people pass, and to be careful when passing other people. If necessary, leaders can blow a whistle to signal that the YPs come into the side and stop. 	<ul style="list-style-type: none">
Getting left behind, or getting too far ahead.	<ul style="list-style-type: none"> All 	<ul style="list-style-type: none"> A leader travels at the front and at the rear. YPs cannot overtake the front leader, and the rear leader does not overtake YPs. We travel at the speed of the slowest, even if that means everyone gets off and pushes. The leader at the back has a whistle to get the attention of the leader at the front. 	<ul style="list-style-type: none">
Accidents / collisions	<ul style="list-style-type: none"> All 	<ul style="list-style-type: none"> We travel at a reasonable speed-max 10mph or so. Where the path is wide, we allow overtaking and 	<ul style="list-style-type: none">

between bikes		travelling side by side as long as it doesn't prevent other people passing, but YPs are warned not to ride too close together or swerve about. Any that do so persistently will ride at the back with the rear leader for closer supervision and will be required to stay in single file. We do not allow overtaking on the road.	
Accidents – hit by cars while crossing the road	<ul style="list-style-type: none"> ● All 	<ul style="list-style-type: none"> ● A leader at each side of the road until everyone is across. Leaders determine the groups and when they cross, only one group is to be on the road at a time, they are to walk across pushing their bikes and they're to go as quickly as possible without running. 	<ul style="list-style-type: none"> ●
Accidents – hit by cars while travelling on the road	<ul style="list-style-type: none"> ● All 	<ul style="list-style-type: none"> ● When riding along the road, the front and rear leaders will watch for cars and blow a whistle when one's seen; YPs will stop riding, come into the side of the road, put their feet on the floor and stay still as the car passes. If there is so many cars, we're spending more time stopped than moving, we just get off and walk. ● Front and rear leaders will have high visibility jackets and cycle further out from the side than the YPs, so they see and are seen earlier. ● Rear bike has a rear-view mirror so cars approaching from the rear can be seen 	<ul style="list-style-type: none"> ●
Falling off bikes, general injuries	<ul style="list-style-type: none"> ● All 	<ul style="list-style-type: none"> ● We take a first aid kit and ensure basic first aiders. 	<ul style="list-style-type: none"> ●
Communication between front and rear	<ul style="list-style-type: none"> ● Leaders 	<ul style="list-style-type: none"> ● Whistles will get attention but for anything more complicated the front and rear leaders could have walkie talkies. 	<ul style="list-style-type: none"> ●
Monitoring and breaks	<ul style="list-style-type: none"> ● Leaders 	<ul style="list-style-type: none"> ● Occasional water stops where required and we keep an eye on how the YP are doing- should not have blisters but ask if everyone's OK and sort problems as they arise. 	<ul style="list-style-type: none"> ●
Other -	<ul style="list-style-type: none"> ● 	<ul style="list-style-type: none"> ● 	<ul style="list-style-type: none"> ●