RCC Risk Assessment pro-forma

For planned Club rides

The Ride Leader should be familiar with this Risk Assessment and review it prior to an event.

Hazard	Existing Control measures	Risk	Action +	Notes
General	Members issued with Club "Riding as a Group" guidelines		On Website and in Welcome Pack	All
	Ride Leaders attended courses run by CyclingUK or internally		Riders have personal responsibility for their safety and that of others	Leader
	Pre-ride briefings		Ride leader prompt card	Leader
Insurance	Club affiliated to British Cycling and CyclingUK			
Adverse Weather	Cancel ride if Red/amber weather warnings in place	H	Riders advised they go out at their own risk	Planner
	Re-route if Yellow warning	M	Pre-ride briefing	Planner Leader
Mechanical failure, minor	Riders advised to carry puncture repair kit, 2 inner tubes, also chain link.	M	Pre-ride check. Other riders to assist as needed. Pothole etc warnings	All
Bike unrideable	Route on good surfaces	M	Call emergency contacts	
Rider Exhaustion	Regular rides of similar difficulty. Riders advised to carry water/food. Cafe stop	L	Re-route. Call emergency contact	Leader
Getting Lost	Longer rides pre-published as GPX. In local area known to most	L	Keep group together. Count riders regularly	Leader
Losing a rider	Back marker appointed	M	Count riders at junctions/summits	Leader
Late for cafe/finish	Cafe pre-booked. Early start so plenty of daylight	L	Phone cafe ahead	All
Minor accident/injury	Helmets mandatory. Leader may carry 1st Aid kit and riders advised to do so.	L	Warnings of potholes, steep descents etc	Leader
Major accident	Riders asked to store ICE in phone. Also visibly on phone, helmet or bike. Ride Leader training.	H	Keep all safe from traffic. Call ICE, Ambulance as needed. Identify 1st Aider/medic.	Leader 1st Aider
Walkers, horses	Riders told to give audible warning of approach		Leader to slow ride down	All
Cars	Riders told to allow cars to pass where safe		Single or double up. Leave large gaps to let cars overtake smaller tight groups of riders	All
Busy roads	Plan to avoid. Wear bright clothing. Carry lights.		Ride in small, tight groups.	All

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Pre-ride Briefing

Briefing to be carried out **prior** to the ride as necessary. Prompt card provided for ride leaders, see below. To cover:

- Who is the Ride Leader and who will lead or be the back marker.
- How many riders?
- Anyone new to the group?
    - New riders should be introduced to the group, their experience/ability assessed as suitable for the ride; bike, clothing, water etc also checked.
- How is everyone feeling? Injuries, sunburn, aches/pains, tiredness?
- Weather update – is rain, wind or sun likely! Has everyone packed/dressed appropriately?
- Route? Remind everyone of the route and coffee stops. Any notable hazards, bail-out options?
- Does route need to be re-planned due to road closures, weather, fatigue etc?
- Devices. Who has the day's route loaded?
- Quick bike check – tyre pressures, brake wear/operation, bearings/gears working? SPD cleats tight? Lights?
- Kit check – spare inner tubes replaced after a puncture etc. Rain jacket, arm warmers, hat?
- Other essentials – Water bottles full, snacks, sun-cream?
- 1st Aid Kit – include a bandage, sterile dressing (large), plasters, skin closures (steri-strips), non-allergenic tape, antiseptic wipes, aspirin, emergency blanket.
- ICE contact details in phone and visible (helmet/bike/phone)? Any 1st Aiders?
- Riding discipline – keep in small, tight groups especially on busy roads. Be courteous to other road users.

Ride Leader

Riders – names? number? new? Needs?
Incidents – ICE, 1st aid
Destination & route – check known. Amend if needed e.g. weather
Equipment – helmet, clothing, bike check, spares, food water, lights,
Responsibilities – ride leader, back marker, all share duty of care

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Highway Code changes (January 2022)

- A 'Hierarchy of Road Users' (Introduction / Rule H1)
    - Cyclists should give way to horses and pedestrians
- Junction priority (Rules H2, H3)
    - Riders and drivers at junctions to give way to pedestrians crossing or waiting to cross a road into which or from which you are turning.
    - Drivers should not cut across cyclists, horse riders or horse drawn vehicles going ahead when you are turning into or out of a junction or changing direction or lane. This applies whether they are **using a cycle lane, a cycle track, or riding ahead on the road** and you should give way to them
- Dangerous overtaking and ‘close passes’ (Rule 163)
    - Drivers to leave at least 1.5 metres (5 feet) when **overtaking people cycling** at speeds of up to 30mph, and giving them more space when overtaking at higher speeds
    - pass people riding **horses or driving horse-drawn vehicles** at speeds under 10 mph and allowing at least 2 metres (6.5 feet) of space
    - allow at least 2 metres (6.5 feet) of space and keeping to a low speed when passing **people walking** in the road (for example, where there’s no pavement)
    - You may cross a double-white line if necessary (provided the road is clear) to overtake someone cycling or riding a horse if they are travelling at 10 mph or less
- The 'Dutch Reach', to help prevent ‘car-dooring’ (Rule 239)
    - where you are able to do so, you should open the door using your hand on the opposite side to the door you are opening. Cyclists should allow 1 metre space when passing parked cars.
- Group riding (Rule 66)
    - be considerate of the needs of other road users when riding in groups. You can ride two abreast and it can be safer to do so, particularly in larger groups or when accompanying children or less experienced riders. Be aware of drivers behind you and allow them to overtake (for example, by moving into single file or stopping) when you feel it is safe to let them do so.
- Road positioning (Rules 72 / 213)
    - Ride in the centre of your lane, to make yourself as clearly visible as possible, in the following situations:
        - on quiet roads or streets – if a faster vehicle comes up behind you, move to the left to enable them to overtake, if you can do so safely

        - in slower-moving traffic – when the traffic around you starts to flow more freely, move over to the left if you can do so safely so that faster vehicles behind you can overtake
        - at the approach to junctions or road narrowings where it would be unsafe for drivers to overtake you
    - When riding on busy roads, with vehicles moving faster than you, allow them to overtake where it is safe to do so whilst keeping at least 0.5 metres away, and further where it is safer, from the kerb edge. Remember that traffic on most dual carriageways moves quickly. Take extra care crossing slip roads."

- Cycle lanes and cycle tracks (Rule 140)
    - Drivers should give way to any cyclists in a cycle lane, including when they are approaching from behind – do not cut across them when you are turning or when you are changing lane (see Rule H3). Be prepared to stop and wait for a safe gap in the flow of cyclists before crossing the cycle lane.
    - Cycle tracks are routes for cyclists that are physically protected or located away from motor traffic, other than where they cross side roads. Cycle tracks may be shared with pedestrians.
    - You should give way to cyclists approaching or using the cycle track when you are turning into or out of a junction (see Rule H3). Be prepared to stop and wait for a safe gap in the flow of cyclists before crossing the cycle track, which may be used by cyclists travelling in both directions.
    - Bear in mind that cyclists are not obliged to use cycle lanes or cycle tracks.
- Crossing in front of drivers in slow moving traffic (Rule 151)
    - drivers and riders to allow pedestrians and cyclists to cross in front of you.
- Advanced Stop Lines (Rule 178)
    - If your vehicle has proceeded over the first white line at the time that the signal goes red, you should stop as soon as possible and MUST stop at the second white line. Allow cyclists, including any moving or waiting alongside you, enough time and space to move off when the green signal shows.
- Cyclists at roundabouts (Rule 186)
    - Drivers should give priority to cyclists on the roundabout. They will be travelling more slowly than motorised traffic. Give them plenty of room and do not attempt to overtake them within their lane. Allow them to move across your path as they travel around the roundabout.
    - Cyclists, horse riders and horse drawn vehicles may stay in the left-hand lane when they intend to continue across or around the roundabout and should signal right to show you they are not leaving the roundabout. Drivers should take extra care when entering a roundabout to ensure that they do not cut across cyclists, horse riders or horse drawn vehicles in the left-hand lane, who are continuing around the roundabout.