

SUSU. General Risk Assessment

Work/Activity: Southampton University Road Cycling Club Club Rides

Location - Various Across Southern UK

Day - Primarily Sunday & Wednesday

Time - Varies, always within daylight hours though

Number of People - Max 6 per group

Activity description - Riding on bikes in groups on public open roads to improve fitness and skills

Group: Southampton University Road Cycling Club

Assessor(s): Samuel Wood (Social & Welfare Secretary)

Contact:
surc@soton.ac.uk

Guidance/standards/Reference documents

- <http://www.hse.gov.uk/Risk/faq.htm>

Competence requirements

Role: [who has what H&S responsibilities for each task e.g. event stewards]

Skills, experience or qualifications
[what training/experience has this person had to undertake their H&S responsibilities]

Risk assessments linked

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Aspect	Hazards	How can harm occur	Who can be harmed	Current control measures	Current risk /9	Additional control measures	Action by whom?	Residual risk /9	check SA/DM
Bike	Crash/collision	A crash can result in anything from no injury to the possible death. Reasons for crashes/collisions stated below	Club Members Members of the public	Wearing helmets help to reduce head damage. First aiders have been trained to assist with injuries if on hand. Every ride leader will carry a first aid kit. Committee members will organise swift contact to the emergency services if required.	6				
	Visibility	Low visibility of cyclists increases likelihood of being missed by other road users resulting in near or actual crash/collision	Club Members	Using bright or dayglow kit and taking lights is encouraged when on club rides, and during the winter months attendance is conditional on bringing lights. Day glow snap bands are held by the club to help	6				

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				visibility. Club kit contains bright colours as well as reflective strips in it increasing visibility on rides.					
	Cleats	Failure to release cleats can result in falls	Club Members	Occasions where cleats may need to be removed are indicated to the group by passing hand signals.	3				
	Cleats	Reduces dismounted mobility, especially if in a busy road	Club Members	Reduce the need to walk whilst on rides, and use footpaths if present or necessary.	3				
	Mechanics	Faulty bike resulting in crash/fall	Club Members	Make sure people are informed by others if their bike has a problem and ask they get it seen to by a mechanic as soon as possible. Plenty of club members are experienced bike mechanics and help others frequently.	3				
	Repairs	Not having enough space to conduct repairs safely	Club Members	A safe location is found to undertake any roadside repairs i.e. get off the road onto the verge or pavement.	3				

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Weather	Sun	Sunburn/ sun glare	Club Members	Sunscreen is encouraged when out in sunny/warm weather to prevent sunburn. Sunglasses and peaks encouraged to be worn to increase riders visual capacity.	2				
	Wind	Blown whilst on bicycle into traffic/ off the road	Club Members	A controlled pace is advised during gusty winds. Riders are encouraged to maintain correct spacings so as not to affect others if they fall or wobble.	6				
	Rain	Reduced visibility and braking ability due to rain leading to crash/collision	Club Members	Rides are cancelled in very bad rain. If out on the ride, lights are turned on and ride leaders will make riders take corners slower and approach junctions slower to ensure everyone stays upright.	8				
	Ice	Higher possibility of slippery roads leading to crash/fall	Club Members	Rides are cancelled in severe weather when ice is likely. If out on the ride, a slower pace is set to reduce the risk of crashing.	6				
	Fog	Reduced visibility due to	Club Members	Rides are cancelled in very poor visibility. If out on the ride, a controlled pace is set	3				

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		fog leading to collision		to reduce the risk of crashing and lights are turned on.					
	Night time	Reduced visibility due to night leading to collision	Club Members	If darkness is close whilst out on rides, pace is reduced and lights are used in accordance with the highway code. We start rides earlier and ride shorter routes in winter months to avoid being out after sunset.	6				
Road	Main roads-overtaking vehicle	Vehicle may not provide enough space to cyclist whilst overtaking. Could result in crash/collision	Club Members	High visibility clothing is worn on by members to increase visibility. Cycling two abreast also increases visibility and reduce the likelihood of dangerous overtaking manoeuvres.	8				
	Main roads-lack of visibility	Small size of cyclists means less obvious to other road users	Club Members	Rides are conducted two abreast where possible, making riders more visible on the road	6				
	Junctions	Slow moving traffic causing and forgetting to unclip cleats	Club Members	Slowing signals are passed throughout the group, forewarning people of the possible need to stop and unclip.	3				

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	Hills- overtaking	Fast vehicles can overtake when travelling up hill	Club Members	Making ascents is done in single file, reducing impact on traffic and allows for other cyclists to overtake comfortably according to ability.	6				
	Hills- slow moving	Slow moving traffic and forgetting to unclip cleats	Club Members	For moving slowly uphill, we verify club members are familiar with equipment, and know how to adjust their speed making it easier to go up hill reducing the need to stop and unclip.	6				
	Railway crossing/Cattle grid	Wheels caught in tracks or grid	Club Members	Highway signs forewarn of these hazards and club members are told to cross the obstacles head on, keeping wheels perpendicular to the rail or grid.	3				
	Traffic	Road users may attempt dangerous maneuvers leading to injury	Club Members and other drivers	High visibility clothing encouraged to be worn by members to increase visibility. Cycling two abreast also increases visibility and reduces the likelihood of dangerous overtaking manoeuvres. Nothing can be done to alter other road	6				

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				users action, apart from courteous behaviour.					
	Wildlife	Panicking wildlife on the road, especially horses in the New Forest resulting in crash	Club Members and wildlife	Approach wildlife slowly and quietly giving wildlife on the road a wide berth.	2				
Psychological	Injury induced depression	Depression may arise due to an injury involved with the club or stopping involvement with club rides	Club Members	Club activities are not restricted to club rides and more social activities continue throughout the year.	2				
COVID-19	Infecting others or getting infected	Members may contract coronavirus or infect others around them whilst: meeting prior to a ride, and or, riding out on the road	Club Members	All measures pertaining to COVID-19 will be formed relative to guidance from the government, SUSU and British Cycling and will therefore be <i>subject to change</i> : Social distancing will be observed at all times when members are the responsibility of the club i.e. during club ride periods.	6 [accounts for a low likelihood but high severity]		It will be the responsibility of all members to act in a sensible manner; however, it will be the responsibility of the committee to proactively prompt		

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			<p>Outside of these periods members will be strenuously advised to maintain distance from other riders around them.</p> <p>IF a ride group stops at a shop or cafe for nutritional purposes, members will be advised to wash their hands prior to any consumption.</p> <p>As members all have their own bikes and helmets etc, there is no need for the sharing of equipment on a routine basis and therefore the risk of spreading coronavirus by contact is heavily reduced.</p> <p>In accordance with British Cycling and Government guidelines, groups will be limited to a maximum of 15 per group allowing members to feasibly maintain social distancing (though group numbers for other safety reasons rarely exceed 8)</p>			adherence to guidelines.		
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				<p>Risk reduced due to activity taking place outside.</p> <p>If a member does contract coronavirus or are showing symptoms indicative of coronavirus, they will be forbidden from participating in any club activities until they have completed the self-isolation period as dictated by the government/NHS, currently between 10 and 14 days.</p>					
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Reviewed By:		Comments:	
Responsible person (SA/DM): Samuel Wood	Date: 23.03.2021		
SUSU H&S manager (where applicable):	Date:		

Likelihood			
	3	6	9
Impact	2	4	6

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Likelihood Level	Description
High (3)	Will probably occur in most circumstances
Medium (2)	Might occur at some time
Low (1)	May occur only in exceptional circumstances

Impact Level	Description
High (3)	Major Injury or Death; Loss of limb or life-threatening conditions. In hospital for more than 3 days, and/or subject to extensive prolonged course of medical treatment and support.
Medium (2)	Serious injury causing hospitalisation, less than 3 days. Rehabilitation could last for several months.
Low (1)	Minor/superficial injuries. Local first aid treatment or absence from work for less than 3 days.

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