

Worcester and Malvern CTC Risk Assessment for Rides V3.1

1 Introduction

Worcester and Malvern Cyclists' Touring Club (CTC) is a member group of Cycling UK (with around 500 members allocated). We are a traditional touring club and the Welcome description on our website is a perfect summary of what we are about:

“We are a friendly bunch and don't leave anyone behind. All cyclists are welcome on our rides. We try to use the quieter lanes rather than the busier roads. Remember it's not how quick you ride, it's all about enjoying it”.

We offer regularly the following led rides, details given on the Calendar page of our website (other occasional rides will be a variant of these):

- Weekend (usually Saturdays): day rides typically 30-75 miles with a nominated destination and one or more cafe/refreshment stops. The ride leader will often return to the vicinity of the start point.
- Tuesdays (alternate): Social rides, meeting at a cafe and riding to lunch. The ride finishes here, although groups of riders may return together.
- Wednesday evenings: Ride to a nominated destination. The ride finishes here, although groups of riders may return together.
- Weekends away (camping, hostelling): The rides are not published and are arranged on an *ad-hoc* basis on the day with a volunteer leader.

2 Purpose

This document is a risk assessment for the club rides described above, aimed particularly for the ride leaders. These will be members of Cycling UK and notified to them by the club Secretary in the annual return.

This risk assessment is aimed at the type of touring rides undertaken by the club. It is intended to be compliant with the general risk assessment recommendations produced by Cycling UK.

3 Precursors to our rides

1. Riders are expected to be sufficiently fit and healthy so as to undertake the published ride.
2. Bicycles are expected to be in a roadworthy condition, in accordance with the Highway Code, and suitable for the type of published ride.

Other guidance to riders is given on our website and by Cycling UK, especially preparation for rides covering: mudguards, spares, clothing, lights and victuals etc.

4 Overall mitigations to risks

The following points provide mitigation to many risks that could arise on our club rides:

1. The ride leader will always seek to follow the Highway Code, and their decision on all and any aspect of the ride is final, including permission to be on the ride.
2. Experienced Cyclists: many of our members (and especially ride leaders) have cycle toured for significant number of years: they come fully prepared for a ride; know the routes; understand road discipline; can deal with breakdowns; can spot hazards; and are happy to help lesser-experienced riders.
3. Mobile Phones: the great majority of riders (and ride leaders) carry one of these. Ride leaders are encouraged to publish their number on the Calendar entry for their rides. In addition many devices include a camera and location applications.
4. Flexibility.: the ride leader may change the published destination or route, or curtail the ride to take account of conditions on the day or the ride.

5 Table of Risks and Mitigations

Risk	Mitigations
Ensuring information about the ride is known	At the meet, the ride leader will: note numbers; welcome any new riders and possibly assign them a 'buddy'; brief the ride on details such as destination, route, conditions; stops, known hazards; possibly appoint a 'tail-end' rider.
Road discipline	Ride Leader will follow the Highway Code. Ride will generally proceed in a group in single file or in pairs. Clear and timely signals will be given. The ride leader will often be at the front of the group controlling the pace. In case of other traffic, a rider at the front of the group will shout a warning such as 'car down' for approaching traffic and a rear rider 'car up' for passing traffic. In case of horses, the front rider will shout a warning to the horse riders and slow/stop the ride until it is clear that it is safe to pass.
Breakdown/punctures	Experienced cyclists – carry spares and can effect repairs. In case of major breakdown, call for assistance. The ride leader may also split the ride, leaving a volunteer(s) with the stricken rider.
Potentially dangerous hazards on route	Ride Leaders often know the route, may have pre-ridden it ahead of the ride or pre-surveyed it (e.g. using Google Street view). Advance warnings of known hazards will be given. For dynamic hazards spotted en-route such as potholes, gravel or parked vehicles, the rider at the front of the group will shout a warning/point at the hazard and this will 'ripple' down the group.
Large number of riders/cycling on busy roads	In case of more than (about) 18 riders or if cycling on a busy main road, the ride leader may split the ride and appoint a volunteer(s) to lead a sub-group(s). The groups may follow the same route but at a reasonable distance apart to allow for other traffic.
Inexperienced cyclists/first time riders	Ride Leader will ask an experienced cyclist to 'buddy' the rider. Extra rest stops may be taken. Ride leader will set pace.
Young riders (<18 yrs)	Must be accompanied by a parent or an adult authorised by parent. Cycling UK safeguarding policy applies.
Deteriorating Weather	Experienced cyclists – come prepared. The ride leader may cut short or even curtail the ride.
Accident/Incident	The ride leader will apply the Highway Code. Halt the ride, get riders and bikes to safety; attend to any casualties and contact emergency services if necessary. Obtain witness details if necessary. Follow Cycling UK guidance on incidents.
Losing a rider	The ride leader will keep the group together, stopping at junctions and allowing for catch-up. If a rider is lost from the group, the ride leader will halt the ride and may ask volunteers to backtrack and search for the missing rider. Use of mobile phones can help. A rider wishing to leave the ride group should notify the leader.