

Risk Assessment – Chain Gang

Crawley Wheelers Cycling Club Risk Assessment Introduction

Firstly, thank you for taking the time to read this document.

A Risk Assessment is an important step in protecting both our members and our Club as a whole. Every time we ride our bikes, we are exposing ourselves to various risks and the Risk Assessment helps us to focus our minds on these risks and hopefully help to reduce them.

As previously stated, the club is required to have in place a Risk Assessment to manage and hopefully reduce or even eliminate the risks. It is not expected that the club eliminates all risk, but we are required to protect people as far as is 'reasonably practicable'.

This Risk Assessment is specific to the 'chain-gang' rides however large parts of the standard risk assessment are still applicable to chain-gang rides and riders should be familiar with that document. For brevity this document contains only those items specific to chain-gang rides.

Experienced riders are defined as those members of Crawley Wheelers who have 1 year's experience riding with the chain-gang, including both summer and winter circuits. *Experienced* riders have additional responsibilities defined in this document. The ride may go ahead as an official Crawley Wheelers ride as long as an *experienced* rider is present. If a chain-gang ride takes place

What is Risk Assessment?

HAZARD = something with the potential to cause harm

RISK = the chance, great or small, of coming into contact with that hazard.

This Risk Assessment is a careful examination of what, in our sport, presents a hazard and could cause harm to people. Once a hazard has been identified it is then a matter of assessing what the risk is in relation to that hazard. A grid system is then used to combine the two and give a graded level of risk LOW, MEDIUM, HIGH.

When that has been done the next stage is to think of ways to reduce / eliminate that risk. These are the control measures. Once the control measures have been implemented you are then left with the residual risk (or the risk could have been eliminated).

The Risk Assessment can then be reviewed on a regular basis to assess a number of things e.g. are the existing control measures working, have any new hazards been identified, have any existing hazards been eliminated.

Duties of Care

As a participant in chain gang rides you have accepted the responsibility of riding safely at speed and in close formation with other riders. You owe other riders a duty of care to ensure that they are not exposed to a foreseeable risk of injury, as far as you reasonably can. You must fulfil those duties to the best of your ability without negligence. That is, you must not create a foreseeable risk of injury and you must take reasonable steps to deal with any foreseeable risk of injury, which exists or arises. You also have a duty of care to members of the public. The duty of care requires you to consider the consequences of your acts and omissions and to ensure that those acts and/or omissions do not give rise to a foreseeable risk of injury to any other person. You must also be prepared to accept advice and well intentioned criticism from other riders where the purpose is to improve standards and make the group a safer place.

If you are an *experienced* chain-gang rider you must take reasonable measures to see that the overall ride is as safe as it can be. This includes being prepared to give the pre-ride briefing in the absence of others; assessing new or inexperienced riders and providing advice to them as necessary; working to eliminate dangerous behaviours in the group; Ensuring riders are accounted for at the end of a ride.

Summary

Reading this you may be thinking 'this is scary I am never going out on my bike again'. However, as stated earlier, most of this is common sense and is action that we already undertake. The key word in all of this is REASONABLE. Clearly, one is not expected to guarantee the safety of others, merely to act reasonably.

Importantly, please respect the experienced riders. Without them, chain-gang rides would not be possible. Listen to the briefings, pay attention whilst on the road and feel free to contribute to the end of ride debrief.

Please read on and make yourself familiar with the contents of this document.

If you have any questions/comments/ideas do not hesitate to contact a member of the committee or a nominated club official.

All riders are reminded that they are responsible for their own safety as well as other riders in the group; individuals take part in any group activities at their own risk. We strongly urge all riders to obtain appropriate 3rd party insurance as a minimum. It should be noted that no liability shall be attached to Crawley Wheelers Cycling Club (including its officials and members) for any injury, loss or damage suffered.

Risk Assessment: Club Chain Gang Rides	Location: All Crawley Wheelers Cycling Club Road Ride Routes Document Reference: Risk Assessments.
Completed by: Mark Penfold Date Completed: 06/10/2024 Next Review Date: 1/5/2025 Signed Off Date:	Other relevant Risk Assessment: Standard Crawley Wheelers Risk Assessment

Activity	Hazard	Who Is at Risk?	Level (H/M/L)	Control Measures Recommended	Residual Risk (H/M/L)	Further Actions Required (Y/N)	What	Person Responsible
1. Pre-Ride	Equipment: Clothing- Visibility, Comfort and safety	Rider	M	As per standard RA Mudguards are strongly recommended during the winter months When riding at night, ensure both front and rear lights have sufficient battery life for the ride and conform to the legal standard. Carry spares if feasible. You may be requested to set your rear light to steady mode	L	Y	Met Office weather forecast. Dress accordingly Rider to make final decision on whether they are happy riding in the forecast conditions	All Riders
2. Pre-Ride	Equipment: Communication, stranded	Rider	L	In addition to the standard risk assessment: A limited number of circuits will be used for the chain-gang. Riders will be briefed as to which circuit will be ridden. The first circuit will be ridden more slowly to ensure everyone, including new riders are familiar with the route	L	Y	Post rider check in. In person or via Facebook/WhatsApp	<i>Experienced</i> Riders and Riders
3. Pre-ride	Group size/ Riders experience: Accident, traffic problems	Riders and Public	M	Group meeting point to be moved according to traffic movements e.g. football traffic (cars and pedestrians) Group to be split if more than 12 riders on the summer circuits or 8 riders on the winter circuits and if necessary at the discretion of <i>Experienced</i> riders in other circumstances	L	Y	If regular <i>Experienced</i> riders are not available, someone should be chosen to head up the ride.. from experienced riders within the group. If no <i>experienced</i> riders are present and the ride goes ahead it	<i>Experienced</i> Rider and Rider

				Groups will be split according to ability and speed Any new riders should identify themselves to the <i>Experienced</i> rider in charge			is NOT a Crawley Wheelers' endorsed ride.	
4. Pre-ride	New/Guest Riders	Riders and Public	M	Any guest/new rider must introduce him/herself to the <i>Experienced</i> rider in charge Guest/new rider must be conversant with the Risk Assessment preferably before first participation or be directed to read the RA before their next attendance.	M	Y	<i>Experienced</i> rider to ensure new riders or guests are aware they are only covered for third party liability in limited circumstances and for a maximum of 2 rides. <i>Experienced</i> rider to outline key differences between chain-gang and standard rides.	<i>Experienced</i> Rider and rider
5. Pre - Ride	Weather	All riders	M	<i>Experienced</i> riders to review weather conditions prior to ride. Consideration is given to adverse weather conditions and cancellation of rides communicated via Facebook, WhatsApp and other appropriate methods. The club's Cold Weather Policy (CWP) does not apply to these rides. A decision on whether to proceed will be made by <i>Experienced</i> members on the day of a ride. Consideration will be given to switching to a circuit likely to be ice free or outright cancellation	L	Y	Riders to decide for themselves if they are happy to ride in the forecast conditions	Riders
6. Pre-ride	Communication	All riders	M	<i>Experienced</i> rider to undertake a pre-ride briefing for all riders to cover; Course to be used. Target laps. First lap instructions, 2 nd lap instructions if necessary The aim of the ride, which may differ winter to summer. Any known route hazards or other Considerations. Unexpected slowing down/stopping to be avoided All riders encouraged to communicate and listen for instruction Any issue relevant to the weather (wind/damp/frost/ice/fog) Check for presence of new members or guests- New riders will be given advice on how to safely ride within the group	L	Y	Riders recommended to carry a working phone Riders encouraged to go back to the meeting place once dropped and ride finished. Alternatively to communicate safe arrival home via Facebook group post/WhatsApp group Post/Text message etc.	<i>Experienced</i> rider and riders

Activity	Hazard	Who I at Risk?	Level (H/M/L)	Control Measures Recommended	Residual Risk (H/M/L)	Further Actions Required (Y/N)	What	Person Responsible
7. Ride	Collision/ Accident: Each other	Riders	M	<p>In addition to standard risk assessment</p> <p>Pre ride briefing to be undertaken</p> <p>New/inexperienced riders to be identified. New or inexperienced riders to ride at rear of group initially, in an observational role alongside a more experienced rider, prior to group reaching training speed. New/inexperienced rider to be observed, by an experienced rider, riding as part of the group dynamic subsequent to the observational phase and prior to group riding at usual training speed. Only once the new rider has demonstrated the skills necessary for group riding at speed in close proximity to others will the group be allowed to increase to normal pace. If necessary, new rider to be removed from group pending further skill acquisition.</p> <p>Additional space to be left between riders when travelling downhill at speed. Rotation to be paused on steeper downhills.</p>	L	Y	<p>Dynamic risk assessment of conditions and riding standards by all riders.</p> <p><i>Experienced</i> riders to continually assess riding standards and provide advice where needed.</p> <p>All riders to be prepared to take advice on board and adjust riding style accordingly.</p> <p>Riders to decide for themselves if they are happy to continue riding at pace in the group.</p>	All riders
8. Ride	Collision Accident:	Riders and Public	H	<p>In addition to the standard RA-</p> <p>Lights to be compulsory on rides from the point at which sunset is less than half an hour AFTER the end of the scheduled laps, to allow for riding home post chain-gang. This is dependent on start time and course used but is likely to be from mid August onwards</p> <p>Riders to warn of approaching vehicles using known calls</p> <p>All riders responsible for making their own decision as to whether it is safe to follow the group through a junction regardless of the calls of those in front</p>	M	Y	<p>All accidents to be reported as per the Road Traffic Act and to the committee via a report detailing the circumstances</p> <p>Report all near misses</p> <p>Accident trend monitoring to be conducted</p>	<p><i>Experienced</i> riders</p> <p>Riders</p> <p>Committee</p>

9. Ride	Accident: Falling off	Rider	M	Pay close attention to the road surface at all times and dynamically risk-assess any changes. First lap of chain gang to be ridden at a reduced pace to enable assessment of road surface and conditions. Additional space to be left between riders when travelling downhill at speed. Rotation to be paused on steeper downhills.	L	Y	Should a ride set off and there be a risk of ice then there should be a continual dynamic risk assessment of the conditions. Consideration should be given to; a) Call ride off b) Change the route c) Stick to main roads if they are clear of ice.	<i>Experienced</i> riders
10. Ride	3rd Party Claim Arising From Accident /Mishap	Rider	L	Crawley Wheelers Cycling Club strongly recommends that all of its members are covered for 3rd party claims via an appropriate insurance policy e.g. British Cycling / Cycling UK	L	N		Rider
11. Ride	Passing horse	Riders/ Horse rider	M	As per standard RA	L	N		Rider
12. Ride	Event of accident	Riders	M	As per standard RA	L	N		<i>Experienced</i> riders

Activity	Hazard	Who Is at Risk?	Level (H/M/L)	Control Measures Recommended	Residual Risk (H/M/L)	Further Actions Required (Y/N)	What	Person Responsible
13. Post-ride	N/A	N/A	N/A	At the end of the ride the Ride Captain will conduct a brief debrief. Riders are encouraged to raise any issues or concerns and just as important, to talk about things that have gone well. Any accidents, near misses and anything else of note must be brought to the attention of the <i>Experienced</i> riders if not done so already If any rider is not comfortable doing this in front of others, then please approach a committee member/club official privately, via official channels.	L	Y	Report to the committee any matters arising from the ride	<i>Experienced</i> riders