

Ribble Valley Cycling and Racing Club

Risk Assessment Club Road Rides

This risk assessment (RA) been produced to identify risks that may be encountered when participating in regular club rides on the open road or permitted paths and bridleways. It also sets out the measures that should be taken by riders and ride leaders participating in club rides in order to reduce or eliminate identified risks and/or their effect.

Document Control

	Name	Signature	Date
Version	Revision A		Aug 2025
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Approved By	Phil Harker RVCRC Chairman		

Introduction

This document is a record of the Club's assessment of potential risks likely to occur when taking part in a club activity and actions proposed to mitigate the likelihood and/or severity of harm. While this document outlines the significant risks we would expect to encounter on a club activity it may not be an exhaustive and therefore it should be treated as a live document to be updated as and when new risks or potential risks are identified.

The document should be reviewed annually.

Definition of Risk

Risk is defined as the combination of the *likelihood* of a hazard occurring and the consequences or *harm* resulting from that occurrence. Risk is rated as *Very Low*, *Low*, *Medium* or *High* based on its likelihood of occurring *and* the severity of potential harm. *Likelihood* and *Harm* are rated 1 to 4, as shown in the following table. Overall risk is the product of *Likelihood* and *Harm*.

$$\text{Risk} = \text{Likelihood} \times \text{Harm}$$

Severity (or degree of harm)	Likelihood
1 = Very Low None	1 = Very Low Seldom or never likely to happen
2 = Low Minor injury requiring first aid attention	2 = Low Not likely to happen
3 = Medium Injury requiring cessation of activity and 3 rd party action	3 = Medium Likely to happen
4 = High Serious injury or fatality	4 = High Extremely likely to happen

Risk Index	1	2	3	4
1	1	2	3	4
2	2	4	6	8
3	3	6	9	12
4	4	8	12	16

		Severity of Harm			
Risk Index		1	2	3	4
Likelihood	1	1	2	3	4
	2	2	4	6	8
	3	3	6	9	12
	4	4	8	12	16

Risk Score (R = S x L)

4 or Less

Risk is controlled as far as reasonably practicable by riders and leaders following the guidelines. Rides where all risks fall in this category are deemed low enough for the activity to take place.

6

Risk is controlled by all riders and leaders following all the guidelines. Rides where all risks fall in this category are deemed low enough for the activity to take place, but leaders should be aware of changing conditions which may increase this risk during the activity.

8 or 9

Risk is controlled by all riders and leaders following all the guidelines, but additional control measures are required to reduce this risk to an acceptable level before activity can take place.

12 or 16

The risk cannot be reduced by any measures practically possible by the ride leader for the activity to take place. The activity must not be started or must be immediately stopped.

RVCRC Generic Risk Assessment

When	Hazard	Uncontrolled Severity	Uncontrolled Likelihood	Uncontrolled Risk	Mitigation Measures	Person Responsible	Controlled Severity	Controlled Likelihood	Controlled Risk
Pre Ride	Weather conditions (Hypothermia, Heat Stroke)	4	3	12	Forecast checked 2 days prior and again 24 hours before ride. In the case of Amber or Red weather warnings in winter, activity should not take place. Amber or Red warnings for heat must be considered, with shorter, shadier routes selected as applicable. Yellow weather warnings, rain and temperatures should be taken into consideration when planning route and advising riders. Ride leaders should be prepared to cancel the event on the day.	Ride Leader/ Planner	2	2	4
					Riders to follow ride planner's advice and use own judgment as to suitable attire and bike for the forecasted conditions.	Rider			
Pre Ride	Poor road conditions (Ice, loose surfaces, wet roads, muddy roads etc.)	4	3	12	Routes are planned considering the weather forecast.	Ride Leader/ Planner	3	2	6
					Rides rerouted, delayed, or cancelled if risk is considered too high.	Ride Leader			

RVCRC Generic Risk Assessment

When	Hazard	Uncontrolled Severity	Uncontrolled Likelihood	Uncontrolled Risk	Mitigation Measures	Person Responsible	Controlled Severity	Controlled Likelihood	Controlled Risk
Pre Ride	Route	4	3	12	Routes are planned to avoid known hazardous roads, junctions, roadworks, closed roads. The traffic layer on Google maps should be checked. Routes should avoid right-hand turns off major roads where possible. Ride leader to advise caution if unavoidable.	Ride Planner	2	1	4
Pre Ride	Failing equipment	4	2	8	Bikes must be roadworthy. Riders to inspect their cycle prior to each ride ensuring 2 working brakes, steering, gears, wheels and tyres and all aspects of the bike are in good working condition.	Rider	2	1	2
					Each rider must carry tools, spare inner tubes and pump appropriate to their bike. They should know how to use them without help.	Rider			
					Ride Leader checks or raises any concerns they have about a person's bike before setting off for the ride. If they have serious concerns about a bike that cannot be rectified they must refuse to allow the rider to participate in the activity.	Ride Leader			
Pre Ride	Head injuries caused by collisions and crashes	4	3	12	All riders participating in club activity are strongly advised to wear a certified cycle helmet.	Rider	2	1	2
Pre-ride	Riders with known medical conditions – eg. Asthma, epilepsy, severe allergy, heart condition.	4	3	12	Riders with a known medical condition are to ensure that they are fit to participate in the ride, carry any necessary medication, and ensure that an accompanying rider or ride leader has sufficient knowledge of the condition to ensure their safety in the event of an incident.	Rider	3	2	6

RVCRC Generic Risk Assessment

When	Hazard	Uncontrolled Severity	Uncontrolled Likelihood	Uncontrolled Risk	Mitigation Measures	Person Responsible	Controlled Severity	Controlled Likelihood	Controlled Risk
Pre-Ride	Size of group	3	3	9	The size of groups should be dictated by the type of ride and rider experience. Ride leaders must not lead groups larger than they feel comfortable with. Optimum group size 10-12. Larger group should be split, leaving sufficient space for overtaking cars to drop in behind the lead group, if necessary.	Ride Leader	2	2	4
Pre-Ride	New or inexperienced riders	3	4	12	Any guest / new rider must introduce themselves to the ride leader who will discuss the suitability of the ride, ride safety and the need to follow ride leader's guidance. This should preferably be done in advance of the ride.	Rider	2	1	2

When	Hazard	Uncontrolled Severity	Uncontrolled Likelihood	Uncontrolled Risk	Mitigation Measures	Person Responsible	Controlled Severity	Controlled Likelihood	Controlled Risk
Ride	Collision between cyclists taking part in activity	4	4	16	Riders in the group should position themselves to avoid overlapping wheels.	Rider	2	2	4
					Riders should avoid sudden and drastic movements or braking. An audible warning should be given if a rider needs to stop quickly, e.g. "Stopping".	Rider			
					Riders should be aware of the position of other cyclists in the group.	Rider			
					Riders should be looking ahead or at the rider in front of them.	Rider			
					Riders should never undertake other riders and only overtake other riders when it is safe to do so, giving a warning when necessary.	Rider			
					Riders should spread out on downhill and only overtake when it is safe to do so. The overtaking rider should give a warning to the rider in front e.g., "passing on right".	Rider			
					Ride leaders to be observant of riders in the group and warn of unsafe group riding.	Ride Leader			

When	Hazard	Uncontrolled Severity	Uncontrolled Likelihood	Uncontrolled Risk	Mitigation Measures	Person Responsible	Controlled Severity	Controlled Likelihood	Controlled Risk
Ride	Collision with other road users (motor vehicle, pedestrian, horse rider, cyclist)	4	4	16	All riders must comply with the Highway Code at all times, including obeying traffic signals and signs.	Rider	2	1	2
					All riders to continually assess traffic conditions, including driver attitudes, and take appropriate safety action such as getting off and walking with the bike, e.g. using a pedestrian crossing to cross a major road.				
					If the group needs to stop (e.g. for a mechanical issue) it must be off the highway, where possible. Where this is not possible lookouts should be stationed in front and behind the group to warn of oncoming vehicles.				
					Riders to use audible warnings and signals to warn of approaching vehicles and other hazards e.g “ Car-back ” to warn of vehicles approaching from behind. Warnings should be passed through the group.				
					When approaching horse rider(s), lead riders are to warn and slow the group and warn horse riders of the approaching group. The group should pass wide and slow or stop to allow horses to pass or take instruction from a horse rider. The group must always give priority to horses.				
					On narrow, busy, or blind sections of road, riders should go single file to avoid collision with other road users. The call “ Single Up ” confirms this.				

RVCRC Generic Risk Assessment

When	Hazard	Uncontrolled Severity	Uncontrolled Likelihood	Uncontrolled Risk	Mitigation Measures	Person Responsible	Controlled Severity	Controlled Likelihood	Controlled Risk
Ride	Stress & Fatigue	4	2	8	Riders have responsibility for ensuring that they carry enough food / drink / energy gels for duration of ride.	Rider	2	1	2
					If during a club ride you (or if you observe someone) become significantly fatigued or unwell, inform the Ride Leader immediately.	Rider			
Ride	Collision with an animal.	3	2	6	Riders at front of group to be observant of such hazards and shout warnings to the group.	Rider	2	1	2
Ride	Damage to eyes from road spray, insects, grit etc.	2	3	6	Each rider to consider wearing suitable eye protection to protect against branches, insects, rain, sunlight and mud.	Rider	2	2	4
					All riders are advised to fit mudguards, if possible, when it is likely that conditions will be poor, e.g., during the winter months when roads are likely to be wet.	Rider			
Ride	Injury from impact due to poor road surface (e.g. poor repairs, gravel, ice, pothole, oil etc.)	4	3	12	All riders must pay close attention to the road surface and the immediate environment.	Rider	2	2	4
					All Riders to ride at a speed which they are competent / confident, particularly on descents, for the road surface conditions.	Rider			
					Riders shall communicate hazards to other members of the group through pointing or audible warnings.	Rider			
Ride	Injury from impact due to being blown off course. (Strong winds or draft from large vehicle)	4	2	8	Riders to increase space between themselves in windy conditions.	Rider	2	1	2

When	Hazard	Uncontrolled Severity	Uncontrolled Likelihood	Uncontrolled Risk	Mitigation Measures	Person Responsible	Controlled Severity	Controlled Likelihood	Controlled Risk
Ride	Stress & Fatigue	4	2	8	Riders have responsibility for ensuring that they carry enough food / drink / energy gels for duration of ride.	Rider	2	1	2
Ride	Lone cycling or lost riders. (Illness, injury etc when abandoned by the group).	4	3	12	Club rides are intended as group rides. Riders should communicate up the group to inform the leader of anybody being dropped or stopping. Riders wishing to depart from the group must inform the ride leader.	Rider	2	2	4
					A Ride Leader should not leave a rider stranded alone unless it is safe to do so. Ride leaders should wait at every junction, technical descent end and hilltop until the whole group has arrived and is ready to go again. For the ride leader to be sure that nobody has been dropped, they must be aware of their group size at the start and do a headcount when regrouping. In the case of under 18s and vulnerable riders, specific safeguarding procedures are in place and must be followed.	Ride Leader			
					Riders must be prepared to take care of themselves should they become stranded due to bike failure or otherwise becoming separated from the group. Each rider should carry: Method of inflating tyre/inner tube. At least one inner tube (preferably two). Two/three tyre levers. Multi-Tool with chain splitter Chain link. Mobile phone and money/cash card. Contact Details of Ride Leader.	Rider			

Notes

- Not all ride leaders are first aiders, and no direct provision is made for first aid on rides.
- In the event of a significant incident or significant near miss, the Ride Leader should write a report detailing the circumstances and present this to the Committee. The report should then be considered by the Committee, account taken of any trends in incidents, and any action required agreed and taken. Such action might include issuing guidance, provision of training for club members and ride leaders.
- Any significant incident will be reported to Cycling UK and British Cycling by the committee.
- Riders are encouraged to raise any issues or concerns with the Ride Leader.
- Cycling UK and British Cycling insurance held by RVCRC provides third party (public) liability insurance for ride leaders, who act as officers of the club when leading the approved club rides. Note that this is purely third-party cover for ride leaders and officers of the club – it *DOES NOT* provide cover for personal injury or bicycle theft/damage cover for ride leaders, nor third party (public) liability insurance for riders.
- As individual riders are not covered by the club's insurance, it is recommended that members obtain individual third party (public) liability insurance, e.g. British Cycling membership and Cycling UK.