



Stoney Stanton Velo Club

Risk Assessment For Group Social Rides

General Detail		
Abstract	This Risk Assessment has been produced to identify, define and specify mitigation measures for the risks involved in the routine weekly club cycling rides. Once approved by the Committee it will be published on the SSVC Website	
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Document History		
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Introduction

Stoney Stanton Velo Club organises cycling club rides to suit the varying abilities/experience of its members and encourages all participants on its rides to have an enjoyable experience.

As SSVC members, it is imperative we look out for one another's safety and share information about cycling and riding safety in an informal and supportive way. Cycle rides, however, always carry an element of risk and these may be higher than many other activities in normal life.

What is set out in this 'Risk Assessment' document is a written record of our assessment of the risks in addition to the actions the club takes to reduce and manage them. A Risk Assessment is an important step in protecting our members, our Club as a whole, any guest riders and third parties such as members of the public. Every time we ride our bikes, we are exposing ourselves to various risks and this Risk Assessment helps us to focus our minds on these risks with a view to minimise them.

SSVC seeks to protect its members, guests and the public from injury or loss as far as is '**reasonably practicable**'. Many of the items contained in this Risk Assessment are actions we already take as a club or as individuals. Irrespective of the risk or whether it is considered common sense, the Club needs to highlight these to all participants on our rides. Nonetheless there may be information that is new and helpful to members. Importantly, in order to comply with the requirements of the club's third party liability insurance all of these risks need to be formalised into this Risk Assessment document. The club does suggest members are advised to join British Cycling or Cycling UK to obtain 3rd party insurance for the individual rider.

The risk assessment is specific to SSVC and does not include activities such as learning the basics of riding a bike, or understanding the highway code, SSVC members and guest riders are expected to have an understanding of these. Inexperienced rider's risks resulting from, for instance, using cleats and gears, are not considered.

The risk assessment addresses 'social group' rides organised by the club. Routes, meeting point and start time will be planned by a Ride Leader, who will also act as the ride leader for that ride. Despite having a Ride Leader, it is expected that experienced riders on the social group rides will help provide guidance and support to the Ride Leader to ensure that risks are controlled for all riders.

Note: Ride Leaders are a defined role within our club and are created to facilitate safe and organised group rides. The term Ride Leader is used in the risk assessment when describing controls that will typically be implemented by the Ride Leader, however other experienced riders on the ride can assist the Ride Leader in ensuring that controls are implemented by the group as a whole.

The Ride Leader will plan and co-ordinate the group rides, taking into consideration that there may be riders of differing abilities taking part in a group ride. A number of the risks in this risk assessment are managed through ride planning, including weather assessments, by the Ride Leaders or others allocated club members in the case of 'special rides' planned outside of the scope of the standard weekly social rides. It is recognised and accepted that the majority of the risks are managed by actions to be taken by individual participant riders who should recognise that they have a duty of care to themselves and to others in the group and public. Whilst SSVC group rides will have a designated Ride Leader, the emphasis for safety is necessarily on individual riders.

If a rider has any concerns or queries, they should raise these queries with other riders or Ride Leader prior to the start of the ride.

What is a 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 uses a HIGH, MEDIUM, LOW indicator method. It's a careful examination of what in our club ride activities presents a hazard and could cause harm to people. It then identifies ways to reduce and manage these risks. These are the mitigation measures to be implemented by all riders on a club ride. A grid system is used to multiply severity and likelihood to give a graded level of risk LOW, MEDIUM or HIGH.

Severity	Likelihood	Risk Score (S x L)
1=Low None or minor injury	1=Low Seldom or never likely to happen	1, 2 or 3=Low Risk is controlled as far as reasonably practicable by most riders and leaders following most of the guidelines
2=Medium Injury requiring outpatient treatment	2=Medium Reasonable likely to happen	4=Medium Risk is controlled by all riders and leaders following all the guidelines
3=High Hospitalisation or fatality	3=High Extremely likely to happen	6 or 9=High Risk is high – Do not start the ride! Further actions are required to reduce the risk to medium or low

Duty of Care

As a SSVCC Committee Member and/or Ride Leader, you have accepted the responsibility of leading others. You owe them a duty of care to ensure that they are not exposed to a foreseeable risk of injury, as far as you reasonably can. If you accept a position, you are likely to agree to carry out certain functions, which may affect the safety of others both inside and outside the club. You are accepting responsibility and 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.

For example:

If you are a **Committee Member**, you must implement, discharge, communicate and review the clubs safety policy, risk assessments, training requirements etc.

If you are a **Ride Leader**, you have agreed to lead a ride and you must take reasonable measures to see that the ride is as safe as it can be. **Note: that this risk assessment addresses**

club-organised sessions with a ride leader, social rides organised by club members or solo social rides are not covered by this risk assessment.

It is also important to note that individual Members of the club have a duty of care not only to themselves but to members of the public and to the persons with whom they are riding. I.e. The duty of care requires you to consider the consequences of your actions and to ensure that those actions do not give rise to a foreseeable risk of injury to any other person.

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 Ride Leaders. Without them, club rides would not be possible. Listen to the pre ride briefings, pay attention whilst on the road and feel free to contribute. 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; 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 SSVC, (including its officials and members) for any injury, loss or damage suffered.

Activity	Hazard	Uncontrolled Severity	Uncontrolled Likelihood	Uncontrolled Risk Score	Mitigation Measures	Person Responsible	Controlled Severity	Controlled Likelihood	Controlled Risk Score
Pre Ride	Equipment – failing equipment	3	1	3	Cycles must be roadworthy. Riders to inspect their cycle prior to each ride paying particular attention to brakes, frame, steering, pedals / cleats, wheels and tyres. If riders have any concerns about the condition of their cycle and equipment, they must discuss this with rider leader(s) / experienced riders to ensure it is addressed prior to the ride starting.	Rider	3	1	3
					Each rider must carry tools and spares appropriate to their bike	Rider			
					If a rider or Ride Leader has concerns about the condition of a rider’s bike before the ride commences they may consider carrying out a bike assessment	Ride Leader/ Rider			
					SSVC insist it is mandatory to wear a properly affixed hard-shell helmet that meets an internationally accepted safety standard.	Rider			
Pre Ride	Route: Bad surface etc.	3	2	6	Routes are planned to avoid known hazardous roads. Routes are reviewed before the ride considering the weather forecast, and rides rerouted, delayed, or cancelled if risk is too high.	Ride Leader	3	1	3
Pre Ride	Known medical conditions – e.g. Asthma, epilepsy, severe allergy, heart condition etc.	3	2	6	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 has sufficient knowledge of the condition to ensure	Rider	3	1	3

					their safety in the event of an incident. SSVc recommend that riders carry a card, where known medical conditions can be listed. Inform the Ride Leader of the condition if you are happy to do so.				
Pre Ride	Equipment: Breakdown, stranded	3	2	6	Each rider must familiarise themselves with the distance, pace and difficulty of the ride planned, prior to making their decision to attend.	Rider	3	1	3
					To assist this decision, information is provided prior to the ride on the SSVc social media site including the proposed route, distance and pace. In addition, a briefing will be provided at the starting point.	Ride Leader			
					All riders should carry their membership card or other emergency contact details either on or about their person, so others can use contacts if necessary.	Rider			
Pre Ride	Inexperienced riders in the group	3	2	6	When there are inexperienced riders, dependant on the number of riders, consideration should be given to splitting the group into relevant experience levels to reduce the number in each group. If this is done, the Ride Leader must allocate a rider to lead any separate groups.	Ride Leader	3	1	3
Activity	Hazard	Uncontrolled Severity	Uncontrolled Likelihood	Uncontrolled Risk Score	Mitigation Measures	Person Responsible	Controlled Severity	Controlled Likelihood	Controlled Risk Score
Pre Ride	Hypothermia, sun	2	2	4	Routes are reviewed before the ride considering the weather forecast, and rides rerouted, delayed, or cancelled if risk is too high	Ride Leader	2	1	2

	burn or heat stroke due to weather conditions.				Riders to assess weather conditions and dress / prepare / use sun shield appropriately and fit mudguards if considered necessary. For winter rides, SSVC dictate that mudguards will always be used.	Rider			
Activity	Hazard	Uncontrolled Severity	Uncontrolled Likelihood	Uncontrolled Risk Score	Mitigation Measures	Person Responsible	Controlled Severity	Controlled Likelihood	Controlled Risk Score
Pre Ride	Inexperienced rider. (Either new to cycling or to the club).	3	2	6	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 guidance.	Rider	3	1	3
					On introductory rides where there are a higher number of new riders, group size will be limited to a maximum of 10 riders per leader	Ride Leader			
Pre Ride	Junior riders present	3	2	6	Ride leader assesses the suitability of a junior riding with the group, based on route, distance, difficulty, pace, weather and group make up.	Ride Leader	3	1	3
					As a duty of care, SSVC dictates that any rider aged 16 or under participating in a club organised ride will not complete more than 50 miles.	Ride Leader/ Rider			
Ride	Collision with	3	2	6	Routes are planned to minimise known hazardous rights of way, busy roundabouts, blind bends and summits, narrow lanes and avoiding dates of special events and road works	Ride Leader	3	1	3
					All riders must follow the Highway Code at all times including obeying traffic signals and signs.	Rider			
					If poor visibility expected, wear bright clothing and use cycle lights.	Rider			

	other road user. (Motor vehicle, pedestrian, horse rider, cyclist etc.)				All riders to continually assess traffic conditions, driver attitudes and take appropriate safety action such as getting off and walking; using a pedestrian crossing to cross a major road.	Rider			
					Should the need to stop arise e.g. through puncture, then a place must be found sufficiently off the right of way for the group to wait safely and the bike be attended to	Ride Leader			
					Consideration should be given to using person(s) at strategic points to warn oncoming traffic	Ride Leader			
					Riders to use warnings and signals to warn of approaching vehicles and other hazards (“Car-front” to warn of vehicle approaching from front, “Car-back” when it’s approaching from behind).	Rider			
					When approaching horse rider(s), lead riders are to warn and slow the group and warn horse riders of the approaching group. The group to pass wide and slow or stop to allow horses to pass or take instruction from a horse rider. The group is always to give way to horses.	Rider			
Activity	Hazard	Uncontrolled Severity	Uncontrolled Likelihood	Uncontrolled Risk Score	Mitigation Measures	Responsible Person	Controlled Severity	Controlled Like	Controlled Risk Score
Ride	Impact with ground, falling from cycle due to fatigue (inc. lack of	3	2	6	Riders have responsibility for ensuring that they carry enough food / drink / energy gels for duration of ride	Rider	3	1	1
					The ride leader will plan appropriate café and refreshment stops or state that	Ride Leader			

	food or drink).				none are planned in the advance information and at the briefing.				
					If during a club ride you (or you observe someone) become significantly fatigued or unwell, inform other riders / the Ride Leader immediately.	Rider			
Activity	Hazard	Uncontrolled Severity	Uncontrolled Likelihood	Uncontrolled Risk Score	Mitigation Measures	Responsible Person	Controlled Severity	Controlled Likelihood	Controlled Risk Score
Ride	Collision with other riders in the group.	3	2	6	Riders in the group should position themselves to avoid overlapping wheels and not routinely pass on the inside of another rider.	Rider	3	1	3
					Riders of e-Bikes should be prepared for other riders to slow on inclines and to leave sufficient gap to the wheel in front of them.	Rider			
					Riders will always communicate verbally and/or visually to warn other riders in the group of upcoming hazards or if they are turning or manoeuvring on the road (e.g. passing a parked vehicle)	Rider			
					Riders will not put other riders in the group at risk by riding in a dangerous or hazardous manner e.g. overtaking too fast on descents, overtaking on bends etc.	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	3	1	3
					Specifically when approaching horses, riders to slow down, provide warning to horse rider and pass slow and wide, when safe to do so. Try to avoid	Rider			

					freewheeling near horses as mechanical noise can scare them.				
Ride	Damage to eyes from insects, road debris, spray etc.	2	2	4	Each rider to consider wearing suitable eye protection to protect against branches, insects, rain, sunlight and mud	Rider	2	1	3
					All riders are requested to fit mudguards when it is probable that conditions will be poor – for instance during the winter months	Rider			
Activity	Hazard	Uncontrolled Severity	Uncontrolled Likelihood	Uncontrolled Risk Score	Mitigation Measures	Responsible Person	Controlled Severity	Controlled Likelihood	Controlled Risk Score
Ride	Impact with ground – Falling due to bad surface (eg. gravel, ice, pothole, oil etc.)	3	2	6	Routes are planned to avoid known hazardous roads. Routes are reviewed before the ride considering the weather forecast, and rides rerouted, delayed, or cancelled if risk is too high. If conditions deteriorate during the ride, consideration to aborting or re-routing is taken.	Ride Leader	3	1	3
					All riders must pay close attention to the road surface and the immediate environment. Abilities in a group ride will vary and it is for each individual rider to consider the conditions and take individual action such as slowing down and dismounting.	Rider			
					All Riders to only ride at a speed at which they are competent / confident particularly on descents.	Rider			
					Riders shall communicate hazards to other members of the group.	Rider			
					The use of personal protection such as helmets and gloves may reduce injury in the event of a fall, but do not	Rider			

					prevent the incident arising. British Cycling mandates wearing an approved cycling helmet.				
Ride	Collision or fall due to being blown off course. (Strong winds or draft from large vehicle)	3	2	6	Routes are planned to avoid extended use of major roads where high numbers of large vehicles are expected	Ride Leader	3	1	3
				Routes are reviewed before the ride considering the weather forecast, and rides rerouted to more sheltered routes, delayed or cancelled if risk is too high. If conditions deteriorate during the ride, consideration to aborting or re-routing is taken.	Ride Leader				
				Riders to increase space between themselves in windy conditions.	Rider				
Activity	Hazard	Uncontrolled Severity	Uncontrolled Likelihood	Uncontrolled Risk Score	Mitigation Measures	Responsible Person	Controlled Severity	Controlled Likelihood	Controlled Risk Score
Ride	Lone cycling. (Illness, injury,	3	1	3	Club rides are intended as group rides, riders should communicate up the group to inform other riders / the ride leader of anybody being dropped or stopping. Riders should communicate to ensure that if the group does split temporarily, no single rider is left alone / abandoned. It is SSVc club policy that group rides are conducted with a 'no drop' philosophy.	Rider	3	1	3
				Riders / Ride Leaders 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. In order for the ride leader to be sure that nobody has been dropped, they must be aware of their group size at the	Ride Leader				

	dropped etc.)				start, and do a headcount when regrouping. This is especially important in the case of under 16s and/or vulnerable/ inexperienced riders.				
					Riders must be prepared to take care of themselves should they become stranded due for instance to bike failure or otherwise become separated from the group. This means each rider preferably carrying: • Method of inflating tyre/inner tube • At least one inner tube (preferably two) • Two/Three tyre levers • Multi-Tool with Chain splitter Chain link.. Rider • Mobile phone and money/cash card •	Rider			
					If riders in the group are aware of a rider being dropped, they should communicate to the rest of the group to ease up to allow back marker to rejoin the group safely.	Rider			
Ride	Lone Cycling (in cases where riders voluntarily leave the group ride early due to time, vicinity to home or tiredness.	3	1	3	Rider to communicate clearly to the Ride Leader that they are leaving the ride and that they are safe to return home solo. If Ride Leader cannot be told directly, rider to communicate to other riders and request their departure is communicated to the ride leader.	Rider	3	1	3
Activity	Hazard	Uncontrolled Severity	Uncontrolled Likelihood	Uncontrolled Risk Score	Mitigation Measures	Responsible Person	Controlled Severity	Controlled Likel	Controlled Risk Score
Ride	Hazards listed above encountered at night	3	2	6	All riders to use road legal lighting during lighting up hours and wear hi vis clothing or clothing with reflective elements.	Rider	3	1	3

Notes

For group rides, there will be no dedicated or nominated first aiders and the club makes no provision for first aid on rides. In the event of a significant incident or significant near miss, a 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, updating the risk assessment or provision of training for club members and ride leaders.

Riders are encouraged to raise any issues or concerns with Ride Leaders and just as importantly to talk about things that have gone well. 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 Race Gold, Race Silver or Ride membership, Cycling UK insurance. Further, members may wish to take out personal injury insurance, which is not included in the British Cycling or Cycling UK policies.