Risk Assessment for Tandem Trekkers Track Activity Sessions at Leeds Road Running Track. Including but not restricted to ‘Longest Yard’, Slalom and Tight Turns

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| **Hazard** | **Control Measures** |
| **Riders’ equipment, health and stamina** | Pilots and Stokers must have completed the Trekkers Details form prior to commencing the activity. Any specific health risks are highlighted at this point and notified to the session leader. In the case of VI stokers they are asked to disclose any relevant health issues to their pilots prior to riding |
| **Event terrain** | Level Running Track with no inherent risk. |
| **Adverse weather** | Session to be cancelled either in advance in the case of an obviously adverse forecast; or during the session if weather becomes adverse to carrying out the activity safely. This could include but not be restricted to high winds and freezing conditions |
| **Other road users** | The session should be managed to avoid bikes travelling in opposite directions. If this cannot be avoided, then particular attention should be paid to the management of cycle flow to maintain safety. If any overtaking maneuvers are undertaken this must be done with proper care and keeping a minimum of 1.5 mtrs space between cycles |
| **Highway design or maintenance** | Ensure track is free from obstacles prior to commencement |
| **Other hazards** | Risk assess and list any additional control measures separately below. |

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| **Event name: Track Training Session Event location: Leeds Road Running Track****Date: 6th July 2019 Organisers’ Name/s: Tandem Trekkers****Event type: Tandem Riding with sighted pilots and VI Stokers** |
| **Hazard** | **Risk****(low = 1, medium =2, high = 3)** | **Severity of outcome (low = 1, medium =2, high = 3)** | **Total grade of hazard (= risk x severity). NB if total is 9, hazard must be removed or avoided** | **Location** | **Control measures and/or alternatives considered** | **Warning given** |
|  |  |  |  |  |  |  |  |  |
| Loose clothing | 3 | 3 | 9 | Pilot or stoker. Pilot must take responsibility for both | Pilot to check both riders and make correction where necessary |  |
| Safety Helmets and gloves | 3 | 3 | 9 | Pilot and Stoker | Pilot to check both riders and make correction where necessary  |  |
| Bikes | 1 |  | 1 | 1 |  | Bikes are checked for safety by pilots before being taken to the track |  |
| Activity: Longest Yard | 1 |  | 1 | 1 | Section of the track | This is a skill-based activity with low risk. Specific skills required are communication, balance, use of brakes. Riders are instructed to ride as slow as they deem safe. Stopping by putting a foot down ends the activity.  |  |
| Activity: Slalom | 1 |  | 1 | 1 | Section of the track | This is a skill-based activity with low risk. Specific skills required are communication, balance, use of brakes. Riders are instructed to ride at a speed that they deem safe. Stopping by putting a foot down ends the activity.  |  |
| Activity: Tight turns | 1 |  | 1 | 1 | Section of the track | This is a skill-based activity with low risk. Specific skills required are communication, balance, use of brakes. Riders are instructed to ride at a speed that they deem safe. Stopping by putting a foot down ends the activity. As this activity involves turning to ride in the opposite direction, pilots should be alert to other bikes coming from the reverse direction. The leader should consider this when instigating the exercise. |  |
| Activity: General cycling around the track | 1 |  | 1 | 1 | Full track | Pilots to be aware of other track riders at all times. Overtaking should be done only when it safe to do so, letting the other riders know that you are passing, and always passing to the right unless told specifically otherwise by the session leader. Pilots should avoid pedaling and keep the inbound pedal up when banking the bike during cornering at higher speeds. |  |  |
| General: Stopping and starting | 1 |  | 1 | 1 | Anywhere on the track | Full instruction is given on these essential maneuvers prior to riders taking to the track. This is covered by a separate rider induction procedure |  |  |