**TANDEM TREKKERS – GENERIC RISK ASSESSMENT**

**Prepared by:** Paul Stark **Prepared on:** 11th January 2022

**Adopted by TT Board:** 18th January 2022 **Next review:** Ongoing

The purpose of this document is to identify, assess and provide mitigation to minimise the risks reasonably associated with riding tandems with sighted pilots and visually impaired stokers. All routes and track sessions have their own specific route risk assessment in place which should be referenced and observed as appropriate. Safety of all participants is paramount.

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| **RISK** | **LEVEL** | **MITIGATION** |
| Overall participant suitability | HIGH | It is recognised that tandem riding carries inherent risks. Riding with visually impaired stokers serves only to amplify those risks. Accordingly, no individual shall be permitted to ride with TT without first attending a Track Induction Session. All such sessions to be carried out at an off-road location such as Leeds Road Sports Complex. Prior to the session, all participants to provide personal details including those of an emergency contact. All induction sessions to be carried out by an experienced pilot which shall include appropriate instructions on checking for loose clothing, shoe laces or anything else that may foul the bike’s mechanisms; adjusting saddle heights; functions and operations of gears and brakes including drag brake; starting and stopping procedures; general principles of guiding a visually impaired rider including associated track etiquette. For pilots, the established custom and practice of riding a tandem solo, and then with a pilot, before a VI is to be observed. Cycling helmets must be worn. At the end of the session, the participant to be asked for feedback and an overall assessment of proficiency made by the inducting pilot. Only if the new participant and the inducting pilot are mutually satisfied shall the application to become a member of Trekkers be finalised. It is recognised that some participants may wish to join as solo riders and that is acceptable, subject to their completing the form accordingly. No person with an identified visual impairment shall be permitted to participate riding solo on a group ride. Following successful induction, participants should be encouraged to join a greenway ride (eg: Penistone) before a road ride (eg: Fairburn). Such progression is recommended but not mandatory. |
| Pilot-stoker pairing | MED | With the exception of track sessions, all pairings shall be agreed in advance between the logistics co-ordinator and appointed ride leader. Due regard for the respective heights, levels of fitness, levels of experience and designated tandems to be considered. |
| Cycle maintenance | MED | Prior to riding with a stoker, each pilot to check their tandem for tyre pressures, braking efficacy and general suitability including gear changing fluidity. It is recognised that such/similar checks may have been carried at storage but this does not eliminate the pilot’s pre-ride responsibility. The ride leader to remind pilots of their responsibilities.  |
| Enroute breakdown | MED | At least one ride leader pack with essential maintenance tools and spares to be carried on each ride. Any items consumed to be replaced at the end of the ride. Any unresolved issues to be recorded on the whiteboard at storage and only wiped off when addressed. |
| Annual maintenance  | LOW | All bikes to be thoroughly cleaned and subject to a check ride at the end of each cycling season. |
| Personal injury | MED | Ride Leader to ensure details of all participating riders are accessible pre-ride. Logistics co-ordinator to communicate any special requirements and together with ride leader be satisfied the ride is within the reasonable capability of every participant. First Aid kits to be carried at all times. Ride Leader to visually check that clothing is suitable for ride. Cycling helmets compulsory. Any accidents or injuries occurring during ride to be logged and any appropriate follow up action taken |
| Trailer loading | LOW | Separately recorded policy to be followed. All tandems to be manhandled by two people. Anyone handling a tandem on their own does so at their own risk. Final load securing is the responsibility of the driver. |
| Route briefing | LOW | Attention of participating pilots to be drawn to route assessment once pairings have been finalised. (Does not apply to Leeds Road Sports Complex sessions). Ride leader to provide overall route briefing prior to departure calling attention to any identified risks of an unusual nature. It is recommended that a stationary “regroup” occurs after 1-2 miles to check everyone is comfortable. |
| Weather | LOW | Separate weather policy to be adhered to. Ride leader has discretion whether to proceed or not. In the event of enroute conditions being different from forecast, ride leader to exercise judgement including a decision to curtail the route if required (in exceptional cases it is recognised such deviation may include roads that have not been route assessed and a dynamic assessment called for). |
| Riding etiquette | LOW | In large groups of more than seven tandems, it is strongly recommended that the group be divided into two (or more) smaller cohorts on public highways to prevent bunching and minimise disturbance to other road users. Cohorts to be spaced 2-3 minutes apart. Each cohort to have a designated leader Regroup points should be away from road junctions and busy road sessions. All participants have signed to say they will obey the reasonable direction of ride leaders. Although extremely unlikely, any misbehaviour to be addressed appropriately including sanctions which would ban offenders from future rides. Courtesy to be extended to other road/trail users. |