

### Activity: University of Sheffield Cycle Orienteering Event June 2023

#### General

This risk assessment considers factors for a cycling/orienteering event to be held in the summer of 2023 for cycling on and off road in the Peak District.

The event being planned for is an orienteering event where riders are rewarded for points collected within a given timeframe. The event avoids major roads and does not include any technical bike-park type trails/terrain. (No jumps or drops!)

In order to write this Risk Assessment, this area which the course covers has been significantly ridden and checked personally by William Legon, a local mountain bike guide, in February and March 2023. Furthermore checkpoints have been located to steer riders away from the Cave Dale descent, which is known to be precarious. Also, checkpoints have also been tactically placed on fast road descents in order to slow down any riders descending these hills.

Participants taking part in this event will be working in teams of two or three.

Risk Subject	Method of Mitigation
<b>Suitable staff</b>	<p>William Legon (from Will4Adventure) is one of the event organisers and is an experienced cyclist with intimate experience of the local area. Additionally he is a qualified mountain bike leader, and first-aid trainer.</p> <p>A mobile team of first aiders will be on call at all times. The people selected for this task will have first aid training and experience above and beyond the standard of First Aid at Work. All will have the physical fitness and skills to get to locations that are off-road.</p> <p>Marshals will be on hand around the area of the course to offer close support, to monitor the event and to offer, where possible, water replenishment.</p>
<b>Suitable routes</b>	<p>Participants will be given the freedom to plan their own routes collecting check-points as they go. They will each be issued an OS map and on the day of the event, on hand will be William Legon who will be available to advise on the suitability of any particular routes looked at.</p> <p>Notorious 'black-spots' will be avoided by the careful placement of check-points. (Such 'black-spots' are identified by looking through local Mountain Rescue reports and from local knowledge of the organiser, William Legon).</p> <p>Check-points will be tactically located to naturally interrupt fast descents.</p>
<b>Known medical condition – I.e. Asthma, heart condition, diabetes etc</b>	<p>Riders with a known medical condition to ensure that an accompanying team member has sufficient knowledge of the condition to ensure their safety in the event of an incident.</p>
<b>Group management / getting lost</b>	<p>The event is scheduled for a summer's day in the Peak District, where there is good and widespread phone signal and many hours of daylight. All participants will be given an OS map and all teams will be required to have a compass. All participants will be required to download to their phones the free app OS Locate. Everyone will be given the organiser's telephone number so that if they get lost or separated from the group they have a means of getting in touch. Riders will be given clear boundaries on how far they can go within the event. Before teams head out on the day of the event they</p>

	will be required to leave a list of the checks that they plan to get so that the organisers are familiar with who should be going (roughly) where from the outset.
<b>Equipment</b>	Participants will be instructed to carry minimal equipment to include charged mobile phones, sufficient fluids, bicycle repair kits and first aid kits. At the start of the day, organisers will need to check clothing and equipment for suitability for the day's objectives prior to setting off. Consideration must be given to weather for the day, head, eye and hands protection. The benefits of wearing gloves and glasses need to be emphasised in the joining instructions.
<b>Mechanical failure / equipment damage / pre-ride</b>	<p>Participants will need briefing before the event that bikes need to be in good working order. In particular they should be referred to Sustrans M-Check video tutorial at <a href="https://www.youtube.com/watch?v=4qtx60bcNk0">https://www.youtube.com/watch?v=4qtx60bcNk0</a></p> <p>Bikes are to be checked by individuals before use. Specifically, that all bicycles have front and rear brakes that are in full-working order. Additionally all handlebars must have plugged ends, and not just be taped over. If hiring, bikes should only be hired from reputable organisations. Repair kit and spares need to be carried. Local bike mechanics will be available at the start of the event to cover any last-minute repairs that may be needed such as brake-pad replacement or for broken chains.</p>
<b>Riding accidents / falling from bikes</b>	<p>Specific notice needs to be taken of footwear, laces and trouser ends. Helmets must be checked and fitted correctly.</p> <p>On down-hill sections riders need to be briefed not to overtake each other and to allow for at least three bikes' space between riders.</p> <p>To avoid collisions with pedestrians, riders should be briefed to slow down and to call out and/or to use a bell. All riders must be briefed that pedestrians and horses have priority.</p> <p>Riders must be aware of pedestrians and/or horses that may appear around blind bends.</p>
<b>Collisions with motorised vehicles</b>	<p>In order to reduce the effects of fatigue, riders will be encouraged to take a lunch break during this event.</p> <p>Joining instructions will cover the need for high-vis clothing and lights should the weather conditions on the day of the event lead to reduced visibility for drivers and cyclists.</p> <p>Nobody will be allowed to take part on the day who isn't wearing a suitably fitted helmet.</p> <p>All riders must be briefed to follow the Highway Code at all times including obeying traffic signals and signs. 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.</p> <p>Should the need to stop arise e.g. through puncture, then a place must be found sufficiently off the road for the team to wait safely and the bike be attended to. Consider using person(s) at strategic points to warn oncoming traffic.</p>
<b>Adverse weather conditions</b>	<p>The organisers should check the up to date weather forecast for the area paying particular attention to wind speed and direction, precipitation, temperature, and UV exposure. Alternative plans which could include route changes/exclusions, cancellation or postponement should be considered in the planning stages.</p> <p>In warm weather organisers should encourage participants to drink plenty of fluids, and allow for supply points for water with marshals within the area. Time will be catered for within the event to encourage all riders to take time for a lunch-break.</p> <p>Organisers should be prepared to brief all riders by email, on signs of heat exhaustion and dehydration and how to treat it.</p>

	Organisers should be prepared to abort routes if weather conditions make risk untenable.
<b>Encountering animals</b>	<p>Participants should avoid grazing cattle in fields, especially when in any areas with calves.</p> <p>Slow down whilst approaching dogs to allow walkers to gain control of the dog before riders draw near.</p> <p>Riders approaching horses from behind must allow for plenty of space to overtake and to call out a friendly “hello” so as not to startle the horse.</p>
<b>Understanding the risk</b>	The level of risk acceptance of course participants should be explored. The basic risks and levels should be made clear to participants.