

Risk Assessment			
Activity: - Cycling to the Hill			
REMARKS: Each individual is responsible for his or her own safety at all times. Individuals should be aware of the risks involved and must take responsibility for their own actions. For completeness the risk assessment below has been completed but is			
SCOPE: Cycling to/from the Hill, as part of an XXL Hillwalking Club Walk Assumed to be off-road or quiet/estate road			
	HAZARD	HAZARD EFFECT / IMPACT	RISK REDUCTION CONTROL MEASURES
	General		The general assumption supporting this risk assessment is that the rider is dressed appropriately for the hill, but with at least a cycle helmet and gloves. Navigation, clothing and medical issues are generally as per hillwalking risk assessment. If possible, cycle as a group and have at least one first aider in the group, with medical kit. If uncomfortable with the conditions, get off and walk. If a group, don't apply peer pressure on less confident riders. Hillwalking kit generally hampers cycling and raises your centre of gravity. More care requires to be taken than, for example, when simply mountain biking on the same route. Ensure the route is known to weekend or day co-ordinator and the planned finish time. Carry a mobile phone.
1	Fatigue	Accident Injury	Regular break and liquid/food stops: suggested minimum is liquid every 1/2 hr of cycling and carbs. every 1 hr. Particular care to be taken on the way back when speeds are likely to be higher and you are likely to be at your most tired.
2	Collision / Crash with others	Accident Injury	Consider lights, even during the day. Even if on Land Rover track or quiet/estate road, be aware of potential vehicle traffic. If a group, avoid cycling too closely and indicate/communicate difficulties ahead. Suggest headphones are not used. Suggest no mobile phone use while cycling.
3	Crash due to terrain.	Accident Injury Strains	Prepare for the cycle just as much as the hillwalk in terms of route. Consider the terrain and conditions and keep in control. If the terrain changes, take stock. Keep weight back when going downhill and brake gently. Generally, use the rear brake first, or at the same time as the front brake. Avoid steep or exposed single track paths, particularly if carrying a lot of kit. Lower saddle when going downhill. Consider lowering the position of your rucksack when on the bike. It lowers the centre of gravity and, possibly, helps your neck.
4	Crash due to condition of bike	Accident Injury Having to walk out	Check wheels, brakes and tyres before every ride. Check suspension is operating. Ensure chain/gears are in good condition and lubricated. Take tool kit and spare tubes with pump or CO2 charges. Consider whether your bike suitable for the conditions. Rough trails are best tackled on a mountain bike. Have tyres at suitable pressures.
5	Crash to unsuitability of the hillwalking gear on a bike	Accident Injury Strains	See 3. If the pedal clips are unsuitable for hillwalking boots, consider wearing more appropriate footwear. Ensure pedals have suitable grips, particularly if not clipped in.
6	Bad weather Cycling at night Strong winds	Accident Injury	Suggest not planning to cycle out in the dark, certainly on rough tracks. Ensure adequate lighting. Take care in cross winds. Avoid snow and ice. Have adequate clothing.
7	Bike theft	Having to walk out	Padlock and hide bikes in case of theft.
8	River Crossing	Schedule Accident Injury	Don't cycle through streams/rivers if you can't see the stream bed. Don't cycle through fast flowing deep streams/rivers. Dependent on the stream bed conditions, the bike may be a useful prop to assist getting across. Plan ahead. Planning is possibly more critical than for hillwalking, as it may be difficult to go up-stream/up-hill with a bike to shallower conditions.
9	Gate Crossings	Schedule Injury Strain	Be aware that some estate gates can be very high and locked. They are often part of deer fences. Plan ahead, preferably with some local knowledge. Assist each other with the bikes.
10	Busier/Faster roads	Accident Injury	Don't cycle in large groups, advised no more than 6. Keep together, don't be too wide or too long. Don't cycle so closely as to cause a collision amongst the group. Be considerate to other road users but, at the same time, be confident. Consider use of lights, even in clear conditions. Make yourself visible. Suggest no mobile phone use or headphones.