

*Route

Route begins at the junction of Blackford Avenue and Charterhall road on the pedestrian island here:

<https://www.google.co.uk/maps/@55.9265262,-3.1870021,19.55z>

proceeds northbound on pedestrian phase up Blackford Avenue, South Oswald Road, through Astley Ainslie site, north on Whitehouse Loan to turn right onto pavement outside JGPS. Full route give here:

https://gb.mapometer.com/running/route_4858816.html

* General Risks

1) Drivers attempting to occupy the same roadspace, either:

- Passing too close (notably at pinch points created by traffic islands)
- Driving through the ride (left hook, driver turning right, ride turning right)

Collision as a result of such driver choices.

Likelihood - High (driver attempting to occupy same roadspace)

Likelihood - Low (collision)

Severity - High (collision)

Prevention - ride occupies the full carriageway and stays together, minimising "gaps" that drivers could attempt to fill. Particular attention to fill the lane should be paid at the traffic islands, and to prevent gaps opening up near junctions. Ride should not generally single up and must not proceed up the inside of stationary traffic.

Mitigation - ride leaders have mobile phones to contact emergency services, first aid kit and training.

Actions - Stop the ride, dismount onto the pavement, ride leaders contact emergency services and provide first aid, where possible unaffected children removed by parents/other ride leaders.

2) Cyclist collision with, or without, other cyclist

Likelihood - Low

Severity - Low

Prevention - riders instructed not to race, or play on the road, rather to ride "sensibly" with concentration. Riders instructed not to overlap wheels with the rider in front (when moving), and not to follow too closely. Adults helping maintain this discipline.

Mitigation - ride leaders have first aid kit and training.

Actions - minimum leaders and adults provide first aid whilst bulk of ride continues.

3) Cyclist "doored" whilst passing parked vehicles.

Likelihood - Low

Severity - Low

Prevention - riders advised to pass parked cars beyond a door width. Particular attention should be paid to vehicles that have just been stopped, or where a driver or passenger has recently entered.

Mitigation - ride speeds likely to be slow, minimising injury, and riding two abreast means that any cyclists knocked off, or swerving to avoid a door will not be interacting with motorised vehicles, rather with other cyclists (see risk 2 above).

Actions - minimum leaders and adults provide first aid whilst bulk of ride continues. Insurance details exchanged, and incident reported to police (counts as road traffic collision).

4) Mechanical breakdown

Likelihood - Medium

Severity - Low

Prevention - riders advised to check their bicycles before the ride.

Action - riders with mechanical failure may need to walk the remaining distance to school (1.25 miles max) with their accompanying adult.

5) Ride split up by traffic signals

Likelihood - Medium

Severity - Low

Prevention - ride leader slows ride when approaching lights that are anticipated to change to red. Riders bunch up at lights, and instructed to have "pedals ready" just prior to green phase. Ride moves off smartly on green. Rear ride leader stops remainder of riders when signal changes.

Mitigation - no risk to riders as a consequence of being split, but may impact on response to other risks above.

Action - front ride leader finds a safe place to stop, with riders pulling in beside the kerb to wait for the remainder of the ride.

* Specific risks

1) Conflict with drivers setting off on the ride

Likelihood - Medium

Severity - Medium

Prevention - rear-marker rider occupies the road space and leader sets off with the initial group, preventing traffic from passing at this point.

Mitigation - ride leaders instruct riders to pull over to pavement side if driver insists on passing.

2) Ride becoming disparate on climbing hill in Astley Ainslie

Prevention - riders to be encouraged not to race and to stick together

Mitigation - Regroup on pavement north of main gates

3) Conflict with drivers crossing northbound from Astley Ainslie main gate

Prevention - engage with police riders to prevent traffic passing on Grange Loan/Newbattle terrace to allow entire group to proceed up Whitehouse loan

Mitigation. Riders to be instructed to remain on pavement or pull over if a driver insists on passing.

4) Conflict and difficult crossing Oswald Road at South Oswald Road

As above - follow best practice - rear rider goes to front and manages the group in batches - hopefully supported by the police potentially blocking traffic.

5) Entering the school

Pull off whitehouse loan onto the pavement on the left - go on the triangular route through the links to the crossing - space there to dismount