General Risk Assessment May 2025

Name of Organisation: Devon Historic Churches Trust
Registered Address: The Old Farmhouse, Hele Farm, Hennock Road, Bovey Tracey,
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Updated: June 2020

Government Guidelines must be observed AT ALL TIMES

Area Assessed: Annual Devon Historic Churches Day and Sponsored "Ride +Stride". This is the main fundraising event for Devon Historic Churches Trust.

- Participants in the Ride+Stride obtain sponsorship to walk, cycle between a number of churches and chapels.
- Many churches are stewarded and refreshments provided. Stewards may also be sponsored for manning the church or chapel.
- In addition to walking and cycling a small number ride on horseback and some travel by motor vehicles.
- Some groups of churches organise their own routes, some take part as individuals and some participants join established groups.
- Half of the funds raised and/or sponsorship may be returned to a nominated Devon church.
- The event takes place on the second Saturday in September; although participants may take part in the Ride+Stride during the period from the first Saturday to the third Sunday in September.
- Organised events may take place at a date to suit the organisers.

Risk Details

(1) Activities taking place: ON FOOT

Hazards/risks/persons affected:

- Contact with motor vehicles particularly where there are no footpaths and whilst crossing busy roads.
- Contact with trains if paths cross railway lines.
- Injuries caused whilst climbing stiles and gates.
- Drowning whilst crossing fords and streams.
- General risk of slips, trips and falls.
- All participants, particularly children.

Control Measures:

- Children must be supervised by a responsible adult.
- Participants must obey the Countryside Code, Highway Code and the recommendations of RoSPA.
- The route should be restricted to public roads and designated public footpaths.
- If there is no footpath, participants should walk on the side of the road facing on-coming traffic.
- Participants should cross roads where they can be easily seen by other road users.
- Where there is a group of more than three persons, there should be a designated 'Leader.'
- Where there is a group of 10 or more the Leader will appoint a subsidiary leader, to 'bring up the rear'.

The Leader will:

a) Be responsible for the overall safety of the group
b) The Leader and Back Markers will wear hi viz jackets for the duration of the walk.
c) As necessary, reconnoitre the route to be taken in advance.
d) Ensure, before starting, that each member of the group is aware of the route to be followed.
e) Be in possession of a mobile 'phone, for emergency purposes, and will have checked that there is 'reception' along the route chosen.
f) Be able to read a map and work out grid references (for emergency purposes).
g) Check that each person has suitable clothing and footwear for the type of walk, and the weather conditions prevailing.
h) Ascertain from each member of the group whether they have a medical condition which may impair their ability to complete the walk.
i) Ascertain that each person has food and drink, unless refreshment is to be obtained en route.

j) Preferably carry a survival blanket.

k) Ensure there is a first aid kit available to the group and ascertain if any member is proficient in basic first aid.
l) Describe the route to be followed; highlighting any constraints, such as stiles or steep hills.
m) Debar any person from walking if not satisfied that the person has the correct clothing, a medical condition or cannot overcome constraints.
n) During the walk, point out, in advance, any hazards, such as slippery slopes, crossing streams, overhanging vegetation etc.
o) Have the 'final' word as he/she has overall responsibility for the safety of the group.

Risk Rating (if control measures are followed)
Likelihood 1 (Low) Severity 1(Low) Risk Rating (1x1=1) Low Priority

(2) Activities taking place: BY BICYCLE

Hazards/risks/persons affected:

- Contact with motor vehicles particularly on narrow roads and at busy road junctions.
- Contact with trains if routes cross railway lines.
- Injuries caused whilst riding on uneven ground.
- Drowning whilst crossing fords and streams.
- General risk of falls.
- All participants, particularly children.

Control Measures:

- Children must be supervised by a responsible adult.
- Participants must: obey the Countryside Code, Highway Code and the recommendations of RoSPA.
- Ensure that their bicycle is mechanically safe to ride and appropriate for the route.
- Wear at least one item of high-visibility clothing.
- Whilst mounted, wear a safety helmet at all times.
- Ride in single file on narrow roads and busy highways.
- Dismount as necessary to cross busy roads/junctions, and cross where they can be easily seen by other road users.
- The route should be restricted to public roads, cycle tracks and bridleways.
- Where there is a group of more than three persons, there should be a designated 'Leader.'
- Where there is a group of 10 or more the Leader will appoint a subsidiary leader, to 'bring up the rear'.
- Where very large numbers are taking part participants should start from various points along the route to prevent "bunching".

The Leader, or a responsible member of a small group will:

a) Describe the route to be followed.
b) The Leader and Back Markers will wear hi viz jackets for the duration of the journey.
c) If riding off public roads, be able to read a map and work out grid references (for emergency purposes).
d) Carry a mobile 'phone, for emergency purposes and will have checked that there is 'reception' along the route chosen.
e) Highlight any hazards, such as difficult junctions, the need to cross the road etc.
f) Ascertain from each member of the group whether they have a medical condition which may impair their ability to complete the ride.
g) Ensure that there is a first aid kit available, and ascertain if any member is proficient in basic first aid.
h) Preferably carry a survival blanket.
i) Ascertain that each member has food and drink, unless refreshment is to be obtained en route.
j) Debar any person from riding if they are not suitably clothed, have a faulty bicycle or a medical condition.

k) It is suggested that if their bicycles are unattended, they are chained and padlocked.

Risk Rating (if control measures are followed)
Likelihood 1 (Low) Severity 1(Low) Risk Rating (1x1=1) Low Priority

(3) Activities taking place: ON HORSEBACK

Hazards/risks/persons affected:

- Contact with motor vehicles particularly on narrow roads and at busy road junctions.
- Contact with trains if routes cross railway lines.
- Injuries caused whilst riding on uneven ground.
- Drowning whilst crossing fords and streams.
- General risk of falls.
- All participants, particularly children.

Control Measures:

- Children must be supervised by a responsible adult.
- Participants must: obey the Countryside Code, Highway Code and the recommendations of RoSPA.
- Ensure that their horses are fit to ride.
- Wear at least one item of high-visibility clothing.
- Whilst mounted, wear a safety helmet at all times.
- Ride in single file on narrow roads and busy highways.
- Ride at a sensible speed, commensurate with the prevailing conditions.
- On no account ride across country or jump hedges, gates and fences.
- The route should be restricted to public roads and bridleways.
- Where there is a group of more than three persons, there should be a designated 'Leader'.
- Where there is a group of 10 or more the Leader will appoint a subsidiary leader, to 'bring up the rear'.

The Leader, or a responsible member of a small group will:

a) Describe the route to be followed.
b) Carry a mobile 'phone, for emergency purposes and will have checked that there is 'reception' along the route chosen.
c) Highlight any hazards, such as difficult road junctions, the need to cross the road, conditions underfoot which could unsaddle the rider etc.
d) Ascertain from each member of the group whether they have a medical condition which may impair their ability to complete the ride.
e) Ensure there is a first aid kit available, and ascertain if any member is proficient at basic first aid.
f) Preferably carry a survival blanket.
g) If riding off-road, be able to read a map and work out grid references (for emergency purposes).
h) Ascertain that each member has food and drink, unless refreshment is to be obtained en route.
i) Debar any person from riding if they are not suitably clothed or have a medical condition.

Risk Rating (if control measures are followed including wearing a helmet)
Likelihood 1 (Low) Severity 1(Low) Risk Rating (1x1=1) Low Priority

(4) When participating: BY MOTOR VEHICLE

Hazards/risks/persons affected:

- Contact with other motor vehicles particularly on narrow roads and at busy road junctions.
- Contact with trains at unmanned level crossings.
- Drowning whilst crossing fords.

Control Measures:

Participants must:

- Obey the Highway Code.
- Ensure that their vehicles are in a roadworthy condition.
- Have the minimum level of statutory Third Party insurance and have notified their insurers of the nature of the event and had confirmation that they are insured.
- The route must be restricted to public roads.

Risk Rating (if control measures are followed)
Likelihood 1 (Low) Severity 1(Low) Risk Rating (1x1=1) Low Priority

Risk Rating Scale used in this Risk Assessment

Likelihood	Severity	Risk Rating (LxS)
1 – Low (seldom)	1 – Low (minor cuts and bruises)	1- 2 Low Priority
2 – Medium (infrequently)	2 – Medium (serious injury or incapacitated for 3 days or more	3 – 4 Medium Priority
3 – High (certain or near certain)	3 – High (fatality or a number of persons seriously injured)	6 – 9 High Priority

Accident Register and Forms.
An Accident Register and an Accident Form is kept by the Trust's Ride and Stride Co-ordinator in which all notifiable accidents should be recorded.

NOTES:

Charity Walks: Road Safety Advice from RoSPA

1. A minimum age of at least 16 years is preferable.
2. Where younger persons are included they should be adequately supervised by responsible adults.
3. Suitable walking footwear should be worn.
4. Bright clothing should be worn by walkers to help drivers to see them. During the day, wearing something fluorescent is best. In the dark walkers should wear retro-reflective materials.
5. The Police should be asked for their advice on choice of route, time and day and their directions should be obeyed.
6. In any event, heavily trafficked roads should be avoided, especially at night.
7. Walkers should be started at intervals; mass starts are dangerous.
8. The start and finish should be off the road.
9. Walkers should be reminded of the requirements of rules 1-28 and the illustrations of signals to other road users page 71 of the Highway Code (1999 Edition).
10. Where there is no footpath, participants should walk on the right hand side of the road, facing oncoming traffic.
11. Any vehicles used in a supervisory capacity should not travel at a slow speed and thus cause obstruction to other traffic.
12. In rural areas, walkers should be sure to close any gates they have to pass through, so that animals cannot stray onto the highway.
13. There should be a follow-up system so that no participant is left behind needing help.

RoSPA Horse Riders Policy Statements - February 2001

Horse Riding

There are around three million horse riders in Great Britain, many of whom ride on the road.
Although they prefer not to do so, riders often have no choice because they need to reach the bridleways and other off road facilities.

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Horse riders have a right to use the road, and both riders and motorists are responsible for each other's safety.
Horses are powerful animals that are easily frightened and can panic, especially near fast moving traffic or at sudden loud noises.
Accurate statistics for road accidents involving horses are not available, but the British Horse Society estimates that there are 3,000 such accidents each year, about half of which occur on minor roads.

Training

The British Horse Society provides road safety training for horse riders and administers a road safety test, which around 7,000 riders take each year.
All riders should undertake road safety training and the BHS test.

Supervision

Young, inexperienced riders should always be accompanied by adult, experienced riders when riding on or near the road.

Helmets

The Horses (Protective Headgear for Young Riders) Act 1990 requires children under 14 years old to wear protective helmets when riding a horse on the road.
It is the responsibility of the parent, guardian, horse owner or person who has custody of the horse immediately before a child rides it, or an employer of a child, to ensure that the child is wearing an approved helmet when riding on the road. Children of the Sikh religion are exempted while they are wearing a turban.
The Horses (Protective Headgear for Young Riders) Regulations 1992 define approved helmets as ones which conform to one of the following: BS 6473:1984, BS 6473:1987, BS 4472: 1988 or BS 6863:1989 (for pedal cyclist helmets) or to a standard that provides an equivalent level of safety. However, BS 6473 and BS 4472 have been withdrawn from use, and the current recognised standards for horse rider helmets are BS EN 1384, PAS 015 and ASTM F1163.
Although the Regulations permit the use of cycle helmets for horse riding, RoSPA recommends that riders use helmets specifically designed for riding horses.
The law only requires children to wear helmets when riding on the road, however, it is strongly recommended that all riders of horses, or other equine animals, on the road wear a helmet.

Conspicuity

All riders should wear high visibility (fluorescent and reflective) garments when riding on the road.
Fluorescent and reflective ankle bands and stirrup lights are particularly effective in attracting the attention of motorists.
The Highway Code (Rule 36) advises riders not to ride on the road at night or in poor visibility.
Riders who must use the road in these conditions should ensure that the horse has reflective bands above the fetlock joints and carry a light, which shows white to the front and red to the rear.

Riding on the Road

Before taking a horse onto the road, riders should ensure that they can control the horse, and that the saddle and other equipment fits it well and is in good condition.
Horses that are inexperienced in riding on the road, or are nervous of traffic, should be ridden by experienced riders and be accompanied by other, less nervous horses.
Riders should follow the Highway Code and obey all road signs, road markings and traffic lights.
Riding two abreast can be useful, especially if one of the riders or horses is inexperienced, but riders should return to single file where the road narrows and when approaching bends.
Riders should not carry passengers, or anything which might affect their balance or become tangled in the reins.
Riders should keep both hands on the reins, except when signalling, and both feet in the stirrups.
Where possible, riders should avoid busy, high speed roads and difficult junctions, such as roundabouts.
Riders should be courteous to other road users, and thank drivers who have slowed down for them.