

Mechanical failure of bike could cause injury and affect the emotional safety of the rider.

Before the trip we were told to service our bikes so that they would be in a good condition for the trip and that people wouldn't get hurt from problems with their bike. I think most students did this as there were very few problems that we had on the trip with bike faults except for a derailleur that came off and a wheel that wasn't in properly. We are still unsure of the derailleur was because the girl fell off her bike earlier. The reason this is important is that injuries could occur. For example, in xxxxxx case her wheel wasn't in properly and for the first part of the trip it was like biking with the back brakes on. It wasn't until xxxx checked it that the problem was sorted out. This affected her mentally as she got a lot more tired than the rest of the group and this made her a little grumpy. I also affected her physical as she had to do twice the work we did to keep the bike going and therefor her muscles wore out faster which meant she couldn't keep up with the rest of us and made her tired. When LP derailleur fell off she was pedalling up a hill. The derailleur fell off and she stopped pedalling and started to go backwards down the hill almost running into the person behind her. She could have injured herself on the other bike by her legs or back striking the handlebars of the bike behind.

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This was an appropriate strategy to implement because a faulty bike would have led to more accidents, such as brakes maybe failing or having to be out in the bush for a longer period of time which may have led to other problems of the weather had of been bad and maybe other injuries. This also very much applied to the trip as without a bike we couldn't complete the trip. This would mean that we might hold the whole group up because our bike will have broken down and this may cause frustration within the group.

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Even after getting it checked in the bike shop we should have got the people who knew how to check a bike to look over the bikes of those who don't have the knowledge of how to make sure a bike is safe to use.

Injuries due to inexperience when riding

For every practical lesson when the weather was good we went for class bike rides so that we could practice riding safely as individual and as a group. This was important as both types happened during the trip. When we were on the road we were biking in a single file line as a group and when we were on the tracks in the hill we were spread out more. There were many safety issues we covered like having distance between the rider in front of you and yourself in case of a sudden stop from the rider in front which would mean that you would run into them and maybe cause injury to yourself and them. Also when riding on the road riding on the left hand side of the road as far to the left as possible, this is because you want to give the traffic as much space as possible so that if there is another car coming on the other side of the road the car that is passing you has plenty of room to get past you on your bike and they don't hit you or come so close that you may get caught up in the back draft by the car causing you

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to wobble on your bike and fall off. When we were biking in the bush we needed to have a larger gap between rider as you could not see what was coming up and if there was a tree root or drop off the rider in front may need to stop in a hurry. Leaving a bigger gap helps to prevent you going into the back of another rider and injuring yourself.

This was an appropriate strategy because of the wide variety of risks that come with riding as a group and in unfamiliar conditions. We would be doing a lot of riding in groups so I thought that this was an appropriate strategy. Also because most of us had had little experience riding in groups or riding at all then we needed strategies like this to keep us safe when riding. On a positive note most people did practice and listen to the teachers advice and therefore made up for the dangerous bikers.

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This was a useful strategy to use during our time riding we rode on the left hand side of the road and no-one got hit by any cars. At times some of the boys would ride a little bit further out into the middle of the road when there were no cars coming. This could have been avoided by maybe having teachers in the middle of the group when riding to tell them to ride closer to the left and stay in single file. We could have also put some more responsible riders by these people who may have made them stay in single file. We were a lot closer on the road as we could see a bit further ahead and be prepared for any obstacles that may cause a rider to brake making the person behind them into them. We also used this single file to draft riders so that we went faster. I think we should have had a bit more practice on this in class, as at times I was catching up to the person in front of me and if they had of braked there may have been an accident. In the bush we might have want to have a bigger gap as at times people were riding together on the track chatting with each other, a gap of about 8m might have been appropriate. In the future rider might want to be set out at time intervals with faster riders going at the front so that slower riders don't hold them up. Sometimes a fast rider would zoom past you on the track and cause me to wobble.

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