

Lindum Colonia UK Chapter

What if there is an accident on a ride?

April 2016

Accidents Can Happen

Thankfully, accidents are rare but they do happen. This note is for all Chapter members, not just the road crew.

It is worth taking a few moments to think about what to do if an accident happens on a ride.

Indeed, the same principles apply whenever you are involved when an accident has happened.

In the context of a Ride-Out, where the ride is small, all members may be on or near the scene. But with a large Ride-Out, an accident could occur anywhere in the column. The Lead Road Captain may well be unaware that an incident has taken place. Tail-End Charlie and the Sweeper may be some minutes away.

The first thing to do if there is an accident is ***NOTHING***-for about three seconds. Stop, think, compose yourself, remember any training you have had. **DO NOT PANIC!**

THEN, remember that nearly always the first thing is to **MAKE THE SCENE SAFE** - Don't let a bad situation get worse.

A leader will hopefully emerge at the scene. It might or might not be you. Normally the road crew will take charge.

If you become the informal leader, delegate.

What can you do?

With all that in mind, here are some thoughts: -

- Nearly always the priority is to **MAKE THE SCENE SAFE**
- The most obvious hazard is oncoming traffic. Where the Ride-Out has stopped, get the bikes off the road. Dispatch people to flag down the traffic - in both directions if necessary. But people should **NOT** stand in the carriageway. It may be possible to get another vehicle, at least a car but ideally a lorry to protect the scene
- Unless it is clear the emergency services will **NOT** be needed, get someone to call 999 immediately - **Do not waste time**
- Time is precious. If you do not know where you are, try the Help Me function on a satnav. Get the caller to ask for the Air Ambulance if you think it is needed
- When the scene is safe, assess the casualties and the situation
- If anyone is unresponsive (i.e. not breathing, no detect able pulse) someone able to do so should commence CPR and rescue breaths
- **DO NOT** move a responsive casualty unless it is clear that they do not have a spinal injury
 - If in doubt it is better to let the person move themselves if they need to move

What about removing a casualty's helmet?

- Removing the helmet may make the position worse if the person has a spinal injury
 - Anyone lying on the ground should be considered at risk of having injured their spine

- There is no absolute rule but: -
 - Where an unresponsive person needs CPR, they do have to be laid on their back-gently and with a number of people assisting
 - You will probably need to remove the helmet to give rescue breaths – a person who is unresponsive may die and the risk is justified
 - Where a casualty is responsive, then it may be better to leave the helmet on

First Aid

- The Sweeper carries the Chapter First Aid kit. Some Chapter members have been trained at the most basic level to use it
- Any other trained first aiders on scene should be called on to assist according to circumstances - remember however that there is no guarantee that there will be a first aider on every ride
- Bear in mind that the accident may have been caused by someone falling ill, say suffering a stroke or a blackout of some kind
- A responsive casualty may tell you about medical issues
- Be aware of the **FAST** test for a stroke

One thing you can do now is take the FAST test yourself:

<http://www.nhs.uk/actfast/Pages/stroke.aspx#8wMcbsVyYzbgRAAB.97>

In England strokes are the third largest cause of death, after heart disease and cancer.

Next Steps

- Arrange to get all members of the ride who have no reason to stay at the scene to move to a place of safety off the carriageway
 - This would normally be “downstream” -i.e. in the direction the ride was going
 - These members should stay and wait for instructions
- Ideally witnesses to the accident should stay on the scene
- Dispatch someone to ride ahead to catch the Lead Road Captain and riders behind him
- If you are asked to do this you must still ride safely - ***do not go like a bat out of hell***
- Dispatch a second rider to pick up anyone who has been dropped at any junctions after the accident
- All these riders should make their way to the place of safety
- The Lead Road Captain should normally go to the scene first with the Sweeper or Tail-End Charlie but it does all depend on the circumstances

Other tips for those at an accident scene are: -

- As soon as there is time don a Hi-Viz jacket if available
- Consider keeping your helmet on - maybe think of the scene as a hard hat zone if there is any remaining risk
- Do not underestimate the stupidity of some drivers - the fact that there has been an accident may be obvious to you but some drivers still will not see it until the last moment, possibly when it is too late - **Be sure the scene really is protected**
- The Lead Road Captain should take names and contact details of all relevant witnesses, both Chapter members and members of the public
- If a camera is available, take photographs provided it is safe and sensitive to do so

The accident may not require all this activity. Perhaps someone has toppled from his/her bike, received a burn from an exhaust or has suffered a wound - unrelated to the bike - whilst on the ride. The Lead Road Captain should be informed and appropriate action taken. This could include an offer of first aid or arranging for the person to be taken to A&E.

The Lead Road Captain should call the member on their return home.

When the accident has been dealt with the Lead Road Captain should gather all riders together in the place of safety and tell them the position.

A decision on whether to continue or to terminate the ride will need to be made. Be sensitive. Remember that depending on the circumstances some riders may not wish to continue even if the accident has been a minor one and there seems no good reason not to go on. In the final analysis, the decision of the Lead Road Captain prevails but he/she will take account of the feeling in the group.

H.O.G.[®] procedures require that the H.O.G.[®] accident form is completed in all these circumstances. The Lead Road Captain is responsible for doing this. The Chapter Director should be told of the incident promptly and the accident form given to him without delay.

It is **ALWAYS** best if members refrain from talking to the press if the situation arises.

Want to find out more?

- Consider taking a first aid course
 - Maybe this will be available through your workplace
 - From time to time the Chapter arranges a first aid day, usually early in the year
 - Consider enrolling to go on one of these

Remember

A short note like this cannot cover everything. Every situation is different and must be dealt with according to the circumstances.

And as always, you remain responsible for your own safety on a ride.