

Risk Assessment PoP Aberdeen 22 April 2017

Event	PEDAL ON PARLIAMENT ABERDEEN	ABC Reference No:
Background & other information relevant to this event	<p>Pedal on Parliament is a well established cycle event in Edinburgh, now in its sixth year. We propose to hold a satellite event in Aberdeen which will follow a route along the Beach Esplanade, Beach Boulevard and Justice St to Castlegate. Total distance is 2.2 miles and the estimated time to cover this is at a leisurely pace is around 10 -15 minutes. The route is predominately flat or very slightly uphill. The ride is to take place on open roads, with no special provisions in terms of traffic management. The first 1.5 miles or thereabouts will be on a shared-use path. Thereafter we will join Beach Boulevard where there is an on-road advisory cycle lane. At the west end of Beach Boulevard there is one busy roundabout. However riders who wish to avoid this can do so by dismounting shortly before the roundabout and following the pavement into Commerce St to use the pedestrian crossing.</p>	
Identified hazards	<ol style="list-style-type: none"> 1. Conflict with other traffic (especially at junctions) 2. Aggressive behaviour from drivers whose journey may be slowed by a large number of cycles. 3. Road surface or street furniture (potholes or other surface defects, parked cars or other obstacles). 4. Riding in close proximity to other cyclists. 5. Tiredness, other discomforts or welfare issues. 6. Weather conditions (rain, wind, or sun) 	
Who Might be Harmed and How	<ul style="list-style-type: none"> • Cyclist participants • Other members of the public / road users 	
Control measures for identified hazards with risk-rating	<ol style="list-style-type: none"> 1. The ride will be advertised as being on open roads with no traffic management so that only confident and capable cyclists should take part. Warning signs ("Caution – cyclists" or similar wording) to be erected at roundabout and other junctions. A detailed route description will be available. Emergency services to be notified in advance that the ride will take place. 2. The riders will be asked to obey traffic laws and not to cause unnecessary disruption to other traffic. Nevertheless aggressive or verbally abusive behaviour is possible from drivers if they perceive that they are being held up. Riders should whenever possible not engage with any such persons. 3. A marked advisory cycle lane is in place for parts of the route there may be potholes and other surface defects, and parked cars, which can present a hazard to cyclists. The road surface hazards on this route are typical of Aberdeen and do not require any special measures. 4. Riders unfamiliar with riding in a group should be aware of the additional hazards such as a) colliding with another cyclist ("touching wheels") or the need to avoid sudden braking, or b) the fact that road surface defects or street furniture on the shared-use path may be less visible. 5. The length of the route means that it is not demanding for anyone of reasonable fitness who is accustomed to cycling. 6. Participants will be advised in advance of the distance and conditions and to be prepared for various weather conditions. 	<p>S X L = R</p> <p>4 x 1 = 4</p> <p>2 x 1 = 2</p> <p>3 x 1 = 3</p> <p>2 x 1 = 2</p> <p>1 x 1 = 1</p> <p>1 x 1 = 1</p>
Emergency/Contingency Arrangements (where risk rating is 6 or more)	N/A	
Further action (if applicable)	<p>There will be 2 First Aiders present who will carry First Aid kits. One to ride at the rear. In the event of a serious injury, call the emergency services via 999. Police can be contacted via 101 (non-emergency). Mobile phone numbers for 2 ACF reps will be noted here on versions of this document available on the day.</p>	
Assessment By / Date	Assessed by Gavin Clark (ACF Secretary) and agreed by ACF sub-group.	

Advice and Instructions on calculating the Risk Rating (S x L = R) are attached.

RISK RATING

Risk Rating

This is the numerical value derived from multiplying the Hazard Severity by the Likelihood of an incident occurring.

This calculation will enable SNH staff to quantify the risk potential either actual or perceived, having first examined, reviewed and assessed existing controls; information available; training records; and or best practices demonstrated.

Hazard Severity (S) - Explanation

Hazard is the potential to cause actual harm, which can vary in severity of outcome. The effect of a hazard for the purposes of this General Risk Assessment will be rated as:

S4	A fatal injury or illness is likely.
S3	A major injury or serious illness is likely e.g. fractures or loss of consciousness.
S2	Situations where persons are likely to be off work for more than three days or where there may be recurring injury or ill-health.
S1	All other outcomes, including where persons may incur injuries resulting in periods of absence from work for up to three days.

Likelihood of Incident Occurring (L) - Explanation

This is the consideration of how likely an incident is to occur, and will be rated:

L4	High - Where it is certain that an incident will occur.
L3	Medium - Where it is probable that an incident will occur.
L2	Low - Where an incident is possible.
L1	Very Low – Where an incident is unlikely.

Calculating a Risk Rating (R)

This matrix shows how the Risk Rating is then calculated:

	L1	L2	L3	L4
S1	1	2	3	4
S2	2	4	6	8
S3	3	6	9	12
S4	4	8	12	16

The aim is to reduce the Risk Rating as low as is reasonably practicable - a score of 3 or less is usually regarded as acceptable and scores of 12 or above are clearly unacceptable. Where the risk rating is greater than 3, consider again if all possible controls have been utilised. If not, then the organiser needs to decide whether the activity should go ahead or not by analysing and comparing the benefits of carrying out activity against the actual or potential costs associated with the increased risk. Where risk ratings are 6 or above, emergency/contingency arrangements need to be included in the section of the risk assessment detailed for this purpose.