

# Risk Assessment

## PoP Aberdeen 29 April 2018

Event	PEDAL ON PARLIAMENT ABERDEEN (ABERDEEN CYCLE FORUM)	ABC Reference No:
<b>Background &amp; other information relevant to this event</b>	<p>Pedal on Parliament is a well established cycle event in Edinburgh, now in its sixth year. We hold a satellite event in Aberdeen (2018 is the 4<sup>th</sup> year) which will follow a route from Hazlehead Park to Marischal College via Hazlehead Avenue, Queens Road, Albyn Place, Union St, Broad St. The advertised start point for 2018 is Albyn Place ("short route") with Hazlehead as a secondary 'feeder' start point for those desiring a longer ride ("long route"). Total distance is 3.25 miles (long route) and the estimated time to cover this is at a leisurely pace is around 20 – 30 minutes. The route is predominately slightly downhill.</p> <p>The ride is to take place on open roads, with no special provisions in terms of traffic management. Therefore cyclists should take part only if they are confident and fully capable of cycling in city centre traffic. In 2018 another change is that the ride is taking place on a Sunday (as opposed to a Saturday) so traffic levels should be marginally less.</p> <p>In 2015, Police advised us that they were against any such event as a matter of policy and so have declined to offer any assistance or cooperation in terms of traffic management. Aberdeen City Council have previously advised that no traffic management is possible without a Temporary Traffic Restriction Order (TTRO) at prohibitive cost which would make the ride impossible (costs in excess of £10 per expected participant).</p>	
<b>Identified hazards</b>	<ol style="list-style-type: none"> <li>1. Conflict with other traffic (especially at junctions)</li> <li>2. Aggressive behaviour from drivers whose journey may be slowed by a large number of cycles.</li> <li>3. Road surface (potholes or other surface defects, parked cars or other obstacles).</li> <li>4. Riding in close proximity to other cyclists.</li> <li>5. Tiredness, other discomforts or welfare issues.</li> <li>6. Weather conditions (rain, wind, sun, or cold)</li> </ol>	
<b>Who Might be Harmed and How</b>	<ul style="list-style-type: none"> <li>• Cyclist participants</li> <li>• Other members of the public / road users</li> </ul>	
<b>Control measures for identified hazards with risk-rating</b>	<ol style="list-style-type: none"> <li>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 some points on Union St and Albyn Place. The long route crosses 4 busy roundabouts including at Anderson Drive and Queens Cross. Dismounting and using pedestrian crossings at these points is possible for less confident cyclists. Union St is also likely to be busy with traffic including buses. Emergency services and bus operators to be notified in advance that the ride will take place.</li> <li>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.</li> <li>3. A marked cycle lane is in place for parts of the route but it is incomplete and in many places (as on other city centre roads) there are 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 city centre and do not require any special measures.</li> <li>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 other hazards may be less visible.</li> <li>5. The length and gradient of the route mean that it is not demanding for anyone of reasonable fitness who is accustomed to cycling. Participants will be advised of the location of toilets (at Hazlehead Park) and that no refreshments will be provided. Both Hazlehead Park and the city centre (at end of route) have food outlets.</li> <li>6. Participants will be advised in advance of the distance and conditions and to be prepared for various weather conditions.</li> </ol>	<b>S X L = R</b>  4 x 1 = 4  2 x 1 = 2  3 x 1 = 3  2 x 1 = 2  1 x 1 = 1  1 x 1 = 1
<b>Emergency/Contingency Arrangements (where risk rating is 6 or more)</b>	N/A	
<b>Further action (if applicable)</b>	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.	
<b>Assessment By / Date</b>	Assessed by Gavin Clark and agreed by Jyll Skinner (ret'd ACF Chair)	

**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.