

# RISK ASSESSMENT

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|   |   |  |  |                              |
|---|---|--|--|------------------------------|
| To:   | Governing Body  | Centre   | Police Authority                         | Police/Safety Advisory Group |
| To:   | SCOTTISH CYCLING  | ABERDEEN DISTRICT                              | GRAMPIAN                                 | NA                           |
| Type of event:  |   | <input type="checkbox"/> ROAD RACE             | <input type="checkbox"/> ROAD RACE STAGE |                              |
| <input type="checkbox"/> MOUNTAIN BIKE CROSS COUNTRY/DOWNHILL   |   | <input type="checkbox"/> CIRCUIT RACE MEETING  |  |                              |
| <input type="checkbox"/> CYCLING FOR ALL/CYCLO /RELIABILITY RIDE  |   | <input checked="" type="checkbox"/> TIME TRIAL |  |                              |
| Name of event:  | EVENING LEAGUE 10 TT (GARLOGIE/ECHT COURSE)                   |  |  |                              |
| Promoting Club:   | DEESIDE THISTLE CC  |  |  |                              |
| Date of event:  | 07/05/13  | Sponsor(s)                                     | DTCC                                     |                              |
| Local Authority(ies):   | ABERDEENSHIRE   |  |  |                              |
| Time of start:  | 18:46 hrs   | Estimated time of finish:                      | 21:00 hrs                                |                              |
| Organiser/Promoter:   | Forename:   | KEVIN  | Surname:                                 | STEWART                      |
| Address:  |   |  |  |                              |
| Address:  |   |  |  |                              |
| Address:  |   |  |  |                              |
| Postcode:   |   | E- mail:                                       | helpersel@deeside.org                    |                              |
| Telephone:  | H   |  | W  | M 07803 119979               |
| Safety Officer:   | Forename:   | TBC  | Surname:                                 |                              |
| Address:  |   |  |  |                              |
| Address:  |   |  |  |                              |
| Address:  |   |  |  |                              |
| Postcode:   |   | E- mail:                                       |  |                              |
| Telephone:  | H   |  | W  | M                            |
| Route <input type="checkbox"/> Circuit <input type="checkbox"/> Venue <input checked="" type="checkbox"/> Name: | AB10/3  | Estimated number of participants:              | 50                                       |                              |
| Start Area location:  | B9119 - 1 MILE EAST GARLOGIE VILLAGE (Gate entrance to field) |  |  |                              |
| Finish Area location:   | B9119 - APPROX 0.1 MILES WEST OF START (BT pole)              |  |  |                              |
| Senior Official(s) on the day:  | Refer to event duty rota                                      |  |  |                              |
| Person(s) conducting Risk Assessment:   | KEVIN STEWART   |  |  |                              |
| Date of original Risk Assessment:   | 17/03/2013  | Date of last review:                           | -  |                              |

The First Aider/Paramedic will be trained to the required standard.  
All event marshals will be trained and briefed

Signed – Event  
Organiser/Promoter

Date:

**Notes for guidance for the completion of this Risk Assessment:**

- HAZARD** means the potential to cause harm.  
**RISK** means the degree of likelihood that a hazard will cause harm.  
**PERSONS AT RISK** who may be affected by a risk, i.e. the number of people who might be exposed to the hazard  
**RISK** therefore reflects both the likelihood that harm will occur and it's severity.  
**RISK ASSESSMENT** is controlling the level of risk; it might be summarised as follows:

**LOOK...EVALUATE...ACT...REVIEW**

**Generic Risk Assessment Codes**

| <b>Generic Risk Assessment Codes</b>                                  |  |
|---|--|
| <b>COLUMN A</b>   | <b>COLUMN C</b>  |
| Hazard Risk rating level<br>H = HIGH<br><br>M = MEDIUM<br><br>L = LOW | Measures to reduce risk to low.<br>Items 1-8 to be included in ALL events, and the whole course  |
|   | <b>1 Code of Practice advanced signing on approach to course</b><br><b>2 Code of Practice safety signs every mile</b><br><b>3 Safety briefing to all competitors</b><br><b>4 Safety briefing to all marshals</b><br><b>5 Compliance with traffic law by Competitors/Officials/Marshals</b><br><b>6 All marshals to wear Hi-Vis clothing</b><br><b>7 Advanced liaison with interested parties</b><br><b>8 Event vehicles to be identifiable</b> |
| <b>COLUMN B</b>   |  |
| PERSONS AT RISK   | 9 Road closure   |
| A. COMPETITORS  | 10 Additional approach signs   |
| B. SPECTATORS   | 11 Junction to be marshalled by: <input type="text"/> Number of marshals   |
| C. ORGANISERS/<br>MARSHALS  | 12 Traffic signals to be manually controlled   |
| D. ON COMING<br>TRAFFIC   | 13 Traffic signals to be marshalled  |
| E. PASSING TRAFFIC  | 14 Motorcycle Police escort  |
| F. CROSSING<br>FROM RIGHT   | 15 Motorcycle safety marshal   |
| G. CROSSING<br>FROM LEFT  | 16 Pedestrian crossings to be marshalled   |
| H. OTHERS –<br>SPECIFY  | 17 Marshals to have method of communication  |
|   | 18 Officials to be identifiable  |
|   | 19 Not open during event   |
|   | 20 Establish time of other events and review   |
|   | 21 Protective barriers in front of spectators  |
|   | 22 Physical protection (e.g. straw bales)  |
|   | 23 Signposted for competitors  |
|   | 24 Protected by traffic coning   |
|   | 25 Protect access/egress for emergency vehicles  |
|   | 26 Uniformed Police/ Traffic Warden  |
|   | 27 Marshal with authority to stop traffic (when legislation allows)  |
|   | 28 Specify: <input type="text"/>   |
|   | 29 Specify: <input type="text"/>   |
|   | 30 Specify: <input type="text"/>   |

**EXAMPLE**

| Whole event codes (1-8) 1,2,3,4,5,6 |                               |                  |             | A                 | B                           | C   |
|-------------------------------------|-------------------------------|------------------|-------------|-------------------|-----------------------------|---|
| ID NO.                              | Miles/kms from start location | Detail of hazard |             | Risk rating level | Persons at risk from hazard | Additional measures to reduce risk to LOW |
| 1                                   | 2.3                           | ↑                | Cross roads | M                 | A                           | 11,23                                     |

**GENERIC RISK ASSESSMENT**

Due to the interaction/mixing of traffic and sporting events on the highway, there is a possibility that accidents may occur due to the driver/rider or participant error, and such incidents may result in serious personal injury.

| Course identification:   |                                      | AB10/N S DEESIDE |                     | A                       | B                           | C              | D  |
|--------------------------|--------------------------------------|------------------|---------------------|-------------------------|-----------------------------|----------------|--|
| Whole event codes (1-8): |                                      |                  |                     | H/M/L                   | A to H                      | 9 to 30 (only) | Additional measures to reduce risk to LOW, with name of person or official function who will reduce the risk to low (if applic.) |
| ID NO                    | Miles/kms from start and/or location | Symbol           | Desc.               | Risk rating level H/M/L | Persons at risk from hazard |                |  |
| 1                        | 0 Miles                              |                  | Start-gate to field | L                       | A                           | 10, 18         | Timekeeper, Starter  |
| 2                        | 0.1                                  |                  | Rt T Jnct to B9126  | L                       | A                           | 10             | riders to watch for exiting traffic  |
| 3                        | 0.9                                  |                  | Lt T Jnct to B9125  | M                       | A                           | 10, 11         | 1 marshal  |
| 4                        | 1.7                                  |                  | C/Rds Jnct          | L                       | A                           | -              | very low volume traffic  |
| 5                        | 3.6                                  |                  | B977 Echt C/Rds     | H                       | A                           | 10, 11         | 2 marshals   |
| 6                        | 5.1                                  |                  | Turn - farm C/Rds   | L                       | A                           | 10, 11, 23     | 1 marshal  |
| 7                        | 6.4                                  |                  | B977 Echt C/Rds     | H                       | A                           | 10, 11         | 2 marshals   |
| 8                        | 8                                    |                  | Lt T Jnct           | L                       | A                           | -              | very low volume traffic  |
| 9                        | 8.4                                  |                  | C/Rds Jnct          | L                       | A                           | -              | very low volume traffic  |
| 10                       | 9.1                                  |                  | Rt T Jnct to B9125  | M                       | A                           | 10, 11         | 1 marshal  |
| 11                       | 9.2                                  |                  | Lt Jnct to hall     | L                       | A                           | -              | riders to watch for exiting traffic  |
| 12                       | 9.7                                  |                  | Lt T Jnct to B9126  | M                       | A                           | 10             | riders to watch for exiting traffic  |
| 13                       | 10                                   |                  | Finish - BT pole    | L                       | A                           | 10             | 23 (t/keeper in car)   |
| 14                       |                                      |                  |                     |                         |                             |                |  |
| 15                       |                                      |                  |                     |                         |                             |                |  |
| 16                       |                                      |                  |                     |                         |                             |                |  |
| 17                       |                                      |                  |                     |                         |                             |                |  |
| 18                       |                                      |                  |                     |                         |                             |                |  |
| 19                       |                                      |                  |                     |                         |                             |                |  |
| 20                       |                                      |                  |                     |                         |                             |                |  |

|    |  |  |  |  |  |  |  |
|----|--|--|--|--|--|--|--|
| 21 |  |  |  |  |  |  |  |
| 22 |  |  |  |  |  |  |  |
| 23 |  |  |  |  |  |  |  |
| 24 |  |  |  |  |  |  |  |

**SPECIFIC RISK ASSESSMENT**

To be used in case of any additional risk that is identified before event.

| Route <input type="checkbox"/> Circuit <input type="checkbox"/> Venue <input type="checkbox"/> |          |                  |                 |             |
|--|----------|------------------|-----------------|-------------|
| Date of event:   |          |                  |                 |             |
| No.  | Location | Detail of hazard | Persons at risk | Risk rating |
|  |          |                  |                 |             |
|  |          |                  |                 |             |
|  |          |                  |                 |             |
| <b>New control measures to reduce the above risk to low:</b>                                   |          |                  |                 |             |
|  |          |                  |                 |             |
|  |          |                  |                 |             |
|  |          |                  |                 |             |

| No.  | Location | Detail of hazard | Persons at risk | Risk rating |
|--|----------|------------------|-----------------|-------------|
|  |          |                  |                 |             |
|  |          |                  |                 |             |
|  |          |                  |                 |             |
| <b>New control measures to reduce the above risk to low:</b> |          |                  |                 |             |
|  |          |                  |                 |             |
|  |          |                  |                 |             |
|  |          |                  |                 |             |

| No.  | Location | Detail of hazard | Persons at risk | Risk rating |
|--|----------|------------------|-----------------|-------------|
|  |          |                  |                 |             |
|  |          |                  |                 |             |
|  |          |                  |                 |             |
| <b>New control measures to reduce the above risk to low:</b> |          |                  |                 |             |
|  |          |                  |                 |             |

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