



General Risk Assessment

Form RA1

(Refer to Notes for Guidance before completing this form)

School Assessment No:	
Title of Activity:	Movements within and around Edinburgh bioQuarter campus on foot, bicycle or motor vehicle.
Location(s) of Work:	Chancellor's Building, QMRI, Child Life & Health within RCYPH, ACRC, CRM, IRR, UofE-occupied areas of NINE, Edinburgh bioQuarter and around the construction site for the Usher building
Brief Description of Work: Movement of people in and around Edinburgh bioQuarter campus on foot, by bicycle or in motor vehicles. A separate risk assessment exists for car parking.	

Hazard Identification: Identify all the hazards; evaluate the risks (low / medium / high); describe all existing control measures and identify any further measures required. Specific hazards should be assessed on a separate risk assessment form and cross-referenced with this document. Specific assessments are available for hazardous substances, biological agents, display screen equipment, manual handling operations and fieldwork. See <http://www.ed.ac.uk/schools-departments/health-safety/risk-assessments-checklists/risk-assessments> for details.

Hazard(s)	Present Risk Evaluation L/M/H	Control Measures (i.e., alternative work methods / mechanical aids / engineering controls, etc.)	Risk Evaluation after control L/M/H
There are numerous potential conflict points on the roads, cycle-path and pavements networks serving Little	M	Pedestrians are very strongly encouraged to make full and proper use of pedestrian crossings and other safety-related features for the protection of pavement and road users; this features prominently in induction and continuation training, and regularly in Safety Bulletins and/or "all staff" emails, and also in	L/M

<p>France, which are very heavily used by various forms of vehicles including buses, heavy goods vehicles, construction-related mobile plant, emergency services vehicles driving at speed, etc.</p>		<p>the business of numerous H&S committees; these have included, for example, the undesirability of texting while walking and crossing roads, <i>etc.</i> The circumstances of reported near-misses and actual accidents are communicated by email to everyone listed on any of the various email distribution lists maintained by CM&VM on the campus and shared also with colleagues in NHSL, Roslin Cell Therapies, SNBTS, <i>etc.</i> Where appropriate reports are submitted also to UofE's AIR system and/or discussed at site-wide H&S committees that include representatives of UofE. NHSL, Equans, Consort <i>etc</i> (at which the University is represented by a high level of management). Where vulnerabilities are identified and/or an occurrence so indicates, contact may also be made with organisations such as Lothian Buses, City of Edinburgh Council, <i>etc.</i> Use may be made of barriers to constrain pedestrians into avoiding proceeding along "desire lines" that could imperil them, channelling them instead towards pedestrian crossings, <i>etc.</i> Staff and students are strongly encouraged (during induction training, <i>etc</i>) to report all accidents and near-miss occurrences. Whereas campus managers have certain responsibilities within the campus boundaries, certain matters, particularly relating to roads and pedestrian safety beyond the campus boundaries, are the clear responsibility of local authorities (conspicuously the City of Edinburgh Council), and these are contacted as and when circumstances seem so to dictate, particularly when it is believed that there are implications for the safety of people travelling to and from the campus. Use may be made of colleagues with the University's Estates department who have special responsibilities for</p>	
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<p>Personal Security</p>	<p>M</p>	<p>transport-related matters.</p> <p>Where individuals feel personally unsafe or uncomfortable moving around the campus (<i>e.g.</i> where lighting has failed on pathways between UofE premises and where their car may have been parked, or where numbers of people are loitering suspiciously either within car parks or on footpaths etc), it is desirable that they aim to walk together with colleagues or, where it is possible for such support to be made available, to be accompanied (upon request) by a member of UofE's security team based on the campus. Failed lighting should be reported to campus managers, but routine patrols of the campus by Security Officers etc include surveys of lighting, and street light columns have reporting numbers listed on labels attached to the column. All occurrences of concern or actual harassment should be reported as quickly as possible to UofE Security. People walking to/from their vehicles should take care to avoid displaying car keys, and be careful regarding other personal possessions to avoid attracting unwanted attention to these.</p>	<p>L/M</p>
<p>Construction phase of IRR</p>	<p>M</p>	<p>Special arrangements have been created and maintained relating to the construction phase of the IRR building (commenced September 2017; completion expected 2012) and the Usher building, including diverted pedestrian routes to and from CRM, ACRC and NINE and special management of vehicle traffic destined for or originating from IRR and the Usher building. Pedestrians, cyclists and vehicle operators (UofE staff <i>etc</i> and building contractors <i>etc</i>) will be expected to comply with signage, diversions <i>etc</i>, but also to be</p>	<p>L/M</p>

Severe Weather	M	<p>alert to changing circumstances and conditions, including impacts on road surfaces <i>etc.</i></p> <p>Where road, cycle path and walkway conditions are made hazardous by snow and ice, extra care is required of individuals moving around the campus, and particular attention may be drawn to higher-risk areas by circulation of emails, <i>etc.</i></p> <p>Information will be circulated, and decisions regarding early closure of buildings be taken by senior managers. Requests for extra de-icing measures should be made through senior managers.</p>	L/M
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**Continue on separate sheet if necessary*

Engineering Controls: *Tick relevant boxes*

Guarding		Extraction (LEV)		Interlocks		Enclosure	
Other relevant information (incl. testing frequency if appropriate):							

Personal Protective Equipment (PPE): Identify all necessary PPE.

Eye / Face		Hand /Arm		Feet / Legs		Respiratory	
Body (clothing)		Hearing		Other (Specify)			
Specify the grade(s) of PPE to be worn:							
Specify when during the activity the item(s) of PPE must be worn:							

Non-disposable items of PPE must be inspected regularly and records retained for inspection

Persons at Risk: Identify all those who may be at risk.

Academic staff	X	Technical staff	X	P'Grad students	X	U'Grad students	X
Maintenance staff	X	Office staff	X	Cleaning staff	X	Emergency personnel	
Contractors	X	Visitors	X	Others			

Additional Information: Identify any additional information relevant to the activity, including supervision, training requirements, special emergency procedures, requirement for health surveillance etc.

References to roads safety feature significantly in induction training provided as soon as reasonably possible after new workers arrive on-site, and this features also routinely and regularly in the business of various health and safety committees on the campus.

Assessment carried out by:

Name:	Sharon Hannah Bioquarter Campus Operations Manager	Date:	02 nd May 2022 (6 th Annual review)
Signature:		Review Date:	01 st May 2023