DESIGN RISK ASSESSMENT
SCHEME BRENT MICROMOBILITY BAYS
DESIGN STAGE FEASIBILITY
REFERENCE CI/029
REVIEWER Mark Philpotts

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Ref	Design concept/ element	Reason for selection	Activity	Hazard	Risk (consequence)	Receptors	Design measures taken to mitigate this risk	Risk Assessment			Mitigation to carry forward.	Date
								Likelihood	Severity	Risk		
C1	Providing hire cycle parking bays in the public highway.	To provide public hire cycle parking bays.	Undertaking highway works.	Motor traffic.	Collision.	Road workers. Public.	Selected sites are within urban areas with 20mph or 30mph speed limits in areas which already have some type of on-carriageway car parking.	2	3	6	Employ contractors who are competent to working on the public highway with traffic management and method statements appropriate for each site to support installation works.	16/06/24
C2	Providing hire cycle parking bays in the public highway.	To provide public hire cycle parking bays.	Drilling or excavation in the highway for works associated with cycle hire parking bays.	Buried utilities	Utility strike.	Road workers. Public.	Sites have been selected where there are no obvious utility clashes on the surface, but further investigation will be required at the next stage of design.	2	4	8	Employ contractors who are competent to working on the public highway with utility detection and identification and with method statements appropriate for each site to support installation works. Local authority should be able to easily obtain and provide utility plans as the works will be for road purposes.	16/06/24
M1	Providing hire cycle parking bays in the public highway.	To provide public hire cycle parking bays.	Undertaking maintenance works of the completed installations, including replacement.	Motor traffic.	Collision.	Road workers. Public.	Selected sites are within urban areas with 20mph or 30mph speed limits in areas which already have some type of on-carriageway car parking.	2	3	6	Employ contractors who are competent to working on the public highway with traffic management and method statements appropriate for each site to support installation works.	16/06/24
M2	Providing hire cycle parking bays in the public highway.	To provide public hire cycle parking bays.	Undertaking maintenance works of the completed installations, including replacement.	Buried utilities	Utility strike.	Road workers. Public.	Sites have been selected where there are no obvious utility clashes on the surface, but further investigation will be required at the next stage of design.	2	4	8	Employ contractors who are competent to working on the public highway with utility detection and identification and with method statements appropriate for each site to support installation works. Local authority should be able to easily obtain and provide utility plans as the works will be for road purposes.	16/06/24
O1	Cycle hire parking bays in the carriageway.	To keep footways clear of cycles and to provide level access from carriageway to hire cycle parking bays.	Users removing and parking cycles in hire cycle bays.	Motor traffic.	Collision.	Cycle parking bay users.	Sites selected where there is existing kerbside activity where it is reasonable to expect people to be moving within parking bays.	2	3	6	Independent safety review on locations at the next stage of design.	16/06/24
O2	Cycle hire parking bays in the carriageway.	To keep footways clear of cycles and to provide level access from carriageway to hire cycle parking bays.	Driving or cycling along the carriageway.	Cycle parking bays with parked cycles.	Collision.	Drivers and cyclists.	Sites selected are in areas where a collision is likely to be a lower risk or where cycle parking bays are incorporated with existing kerbside activity such as car parking bays. Selected cycle parking bays will also have protection bollards increase conspicuity.	2	3	6	Independent safety review on locations at the next stage of design.	16/06/24
O3	Cycle hire parking bays in the carriageway.	To keep footways clear of cycles and to provide level access from carriageway to hire cycle parking bays.	Pedestrians crossing the road.	Cycle parking bays with parked cycles.	Trips and falls over parked cycles.	Pedestrians, especially those with visual impairments.	Sites selected are away from obvious pedestrian crossing desire lines and especially crossings highlighted with tactile paving for visually impaired pedestrians.	2	3	6	Independent safety review on locations at the next stage of design.	16/06/24
O4	Cycle hire parking bays in the footway.	Where carriageway bays are not possible/ appropriate and where there is sufficient footway space.	Pedestrians walking along the footway.	Cycle parking bays with parked cycles.	Trips and falls over parked cycles.	Pedestrians, especially those with visual impairments.	Sites selected are away from obvious pedestrian desire lines and especially locations with tactile paving for visually impaired pedestrians.	2	3	6	Independent safety review on locations at the next stage of design.	16/06/24
O5	Cycle hire parking bays.	To provide public hire cycle parking bays.	Hire cycle operators restocking cycle hire bays.	Motor traffic.	Collision.	Operatives, drivers and cyclists.	Sites selected where there are opportunities for hire cycle operators to park to load and unload cycles near the cycle hire parking bays, although conditions are likely to change with time of the day and day of the week.	2	3	6	Hire cycle operators to undertake their own risk assessments for each cycle hire bay serviced.	16/06/24

The Design Risk Assessment is a live document and should be reviewed regularly during design development. The design concepts/ elements and associated risks and design mitigation are reflective of the design stage and at the date assessed. Risk scoring is based on HMEP, UKRLG, Highway Infrastructure Asset Management Guidance Document, 2013.
References are given as follows: C = construction, M = maintenance, O = Operational

Low	
Medium	
High	