



UCC

Coláiste na hOllscoile Corcaigh
University College Cork, Ireland

University College Cork

Campus

Traffic Management Plan incorporating Risk Assessments

Revision	Date	Prepared By	Reviewed By	Approved By
Issue 1	Dec 2014	Padraig Coakley		
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1. Introduction

1.1 Purpose Of This Document

Following a detailed risk assessment in relation to general traffic movements within UCC, this **Traffic Management Plan** has been prepared to summarise the systems, rules and measures which UCC have put in place to manage the movements of general traffic in the main UCC campus and on satellite campus sites.

The outputs of the risk assessments are attached as **Appendix A** of the Plan.

The Plan addresses the general traffic movements which are normally present within the UCC campus areas under its operation as a busy and dynamic third-level educational institution.

In the context of the Plan, ‘traffic’ movements refer to the movements of pedestrians, cyclists and vehicles within the campus under the normal daily operation of the college. This includes normal pedestrian movements on the main campus associated with events such as weddings, open-days, conferring’s etc., but not to unusual vehicular movements associated with these events (e.g. floats).

One-off or irregular events which would give rise to atypical vehicular movements, (e.g. Rag Week) or significant programmes of work (e.g. maintenance works, infrastructural works, emergency works, etc.) are not considered in detail in this Plan. These events, by virtue of their nature, are normally subject to their own independent Traffic Management Plans, Risk Assessments and elements of control within the campus.

2. The Traffic Management Plan in relation to the UCC Overall Safety Management System

2.1 UCC Safety Management System

UCC has in place a safety management system which has been prepared in accordance with the Safety, Health and Welfare at Work Act, 2005 and other relevant health and safety legislation.

The Traffic Management Plan should be read in conjunction with other relevant UCC safety documentation.

2.2 UCC Emergency Plan and Access for Emergency Vehicles

UCC has in place emergency planning, and the documents relating to these issues are maintained by the relevant authorities within UCC.

A drawing has been prepared for the main campus titled **UCC Emergency Access Routes**, and is attached in **Appendix B**.

A drawing has been prepared for the Western Campus titled **Brookfield and WGB Emergency Access Routes**, and is also attached in **Appendix B**.

A drawing has been prepared for the main campus titled *UCC Campus Map Assembly Areas*, and is attached in **Appendix C**.

A drawing has been prepared for the Western Campus titled *Brookfield& WGB Assembly Areas*, and is attached in **Appendix C**.

3. Responsibilities for Managing the UCC Traffic Management Plan

3.1 UCC Traffic Management Plan

The UCC Traffic Management Plan has been assembled under the direction of the UCC Building and Estates Office.

The **General Services Officer** is responsible for the following duties in relation to the Traffic Management Plan:

- Reviewing the plan at suitable intervals and updating it as required due to changing circumstances or developments on the campus.
- Monitoring the efficacy of the plan and keeping a watching brief on the movements of normal operational traffic throughout the campus in terms of efficiency and safety.

3.2 Western Campus

For the Western Campus the Facilities Manager (Eamonn Connaughton at the time of preparation) has carried out the Risk Assessment for the area (see Appendix A) and is generally responsible for:

- Reviewing the movements of traffic in the area at suitable intervals and updating the risk assessment as required due to changing circumstances or developments on the campus.
- Monitoring the efficacy of the mitigation measures set out in the Risk Assessment and keeping a watching brief on the movements of normal operational traffic throughout the Western Campus in terms of efficiency and safety.

4. Hazard identification and Risk Assessments in relation to Traffic Movements on the Campus

4.1 Methodology for Hazard Identification and Risk Assessment

Risk Assessments have been carried out in relation to the movements of traffic on the campus. These Risk assessments are attached in **Appendix A**.

The Risk Assessments have been carried out in relation to general normal traffic movements within the UCC campus, incorporating the following:

- staff, students and visitors entering the campus by car to park in one of the campus car parks

- typical regular delivery vehicles on the campus to deliver materials to various locations (e.g. shops, restaurants, laboratories etc.)
- persons cycling on the campus grounds
- pedestrians and wheelchair users moving within the campus grounds.

The Risk Assessments for the main campus have been prepared based on site inspections carried out in April-June 2014, review of UCC site rules and procedures and liaison with relevant supervisory staff within UCC. An updated risk assessment for Zone F and Zone G of the main campus have been carried out based on a site inspection carried out in February 2020 to coincide with the opening of the New Hub.

The Risk Assessments for UCC sites remote from the main campus have been prepared based on site inspections carried out in November/December 2015.

The Risk Assessments for the Western Campus have been prepared February 2017 by Eamonn Connaughton.

The Risk Assessments have taken into account the nature of the campus, i.e. the campus is part of a busy and dynamic third level educational facility which is well-established in terms of layout and operation, and is managed and controlled to a high level by a competent team of administrators and supervisors.

The Risk Assessments have been carried out on a zonal basis for the main campus, using the zones identified on the ***UCC Main Campus Traffic Management Plan Drawing*** attached in **Appendix D**.

A drawing titled the ***Brookfield and WGB Traffic Management Plan Drawing*** is also attached in **Appendix D**.

For other sites remote from the main campus, each site was risk assessed as an individual site. The risk assessments are grouped as follows:

- Risk Assessments – Introductory Notes
- Risk Assessments – All Zones (general conditions and points applicable to all zones)
- Risk Assessments (main campus 2014 with the exception of Zone F and Zone G)
 - Zone E – Kane West and Boiler House
 - Zone F – College Road Entrance/Electrical Eng (current Revision 5 in April 2020)
 - Zone G – Kane West/New Hub/North Wing/West Lodge (current Revision 5 in April 2020)
 - Zone H – Main Quadrangle
 - Zone I – Main Restaurant/Boole Basement/Civil Eng North
 - Zone J – Civil Eng/Boole Entrance
 - Zone K – O’Rahilly/Boole Library
 - Zone L – Student Centre/Honan Chapel

- Zone M – Main Avenue
- Zone N – Geography
- Zone O – Art Gallery/Lower Grounds
- Risk Assessments (additional main campus and satellite sites, 2015/2016)
 - Zone A - Castlewhite
 - Zone B – Perrott’s Inch Car Park
 - Zone C – Aras na Laoi Car Park
 - Zone D – Bioscience/Pharmacy/FSTB
 - Beaufort Building, Ringaskiddy
 - College Road Car Park
 - Connolly Building
 - Environmental Research Institute (ERI)
 - Lee Maltings
 - Mardyke Sports Complex
 - Pouladuff Road Car Park
 - Roseleigh-Laurels
 - St. Vincent’s School of Music
 - North Mall
 - Western Campus (Initial RA developed in October 2013, current Revision 4 in May 2017)

The Risk Assessments are attached in **Appendix A**.

Risk assessments should be reviewed on a regular basis in accordance with UCC safety procedures and the relevant health and safety legislation.

4.2 Non-standard, Irregular or Construction-related Traffic Movements in UCC

From time to time on campus, special events or activities may take place which fall outside the normal day-to-day operations of the college. For the purposes of this Plan, these include:

- Construction Projects
- Concert on the Quad
- Special deliveries involving large loads
- Special events associated with rag-week or concerts or other similar non-standard activities which may involve unusual vehicular movements.

The Risk Assessments attached in Appendix A do not attempt to address the hazards and risks associated with these activities because each of these activities is a discrete operation in itself whose details cannot be foreseen at the time of writing. These events are subject to detailed planning and organisation, and it is appropriate the risk assessments specific to the actual event would be carried out by the responsible parties.

Construction projects are subject to control and management in accordance with the requirements of the Safety, Health and Welfare at Work (Construction) Regulations, 2013 and any other health and safety legislation relevant to the project. It is anticipated that any traffic movements carried out associated within these projects will be subject to detailed project-specific risk assessments which would be carried out by the responsible party under the Construction Regulations.

Traffic movements associated with other special events should also be subject to risk assessment to a suitable level based on the particular characteristics of the event, such as:

- Time and date of the event
- Duration
- Particular characteristics of the event (e.g. types of traffic movements foreseen, numbers of vehicles/pedestrians involved, any large vehicles involved, any tight or restricted zones which might present constraints to a large vehicle, movements on steep slopes (if relevant) and any other variables in relation to traffic movement safety which may apply.

For these activities the risk assessment should be carried out by a competent person under the direction of the event organiser.

5. Traffic Movements on Campus and Associated Rules

5.1 Campus Layout

For the purpose of this Traffic Management Plan and Risk Assessment, the main campus area is defined as the portion of the UCC campus bounded to the east by O'Donovan's Road, to the south by College Road, to the north by the River Lee, and to the west by the Bon Secours Boundary Wall.

A drawing has been prepared by UCC titled ***UCC Main campus Traffic Management Plan Drawing*** attached in **Appendix D**.

Also attached in **Appendix E** is the ***UCC Campus Map*** which shows the location of the following remote sites:

- College Road Car Park
- Connolly Building
- Environmental Research Institute (ERI) (indicative location)
- Lee Maltings
- Mardyke Sports Complex

- Roseleigh-Laurels
- Western Campus

The other sites are located as follows:

- Pouladuff Road Car Park – on Pouladuff Road near the junction with the Tramore Road
- St. Vincent’s School of Music – Sundays Well Road next to St. Vincent’s Church
- Beaufort Marine Institute – Ringaskiddy, Co. cork

Rules for traffic entry and movements within the campus are contained on the UCC website link - <http://www.ucc.ie/en/about/visitors/parking/> and are summarised below.

5.2 Types of Traffic Movements on the Site

Within UCC, there are numerous types of traffic movements which occur on a typical day. There are three main types of movements which are of relevance in the context of this assessment – pedestrian/wheelchair, cyclist and vehicle movements.

5.2.1 Pedestrian/Wheelchair Movements

Pedestrian movement includes movement made by persons with visual, mobility, or other forms of impairment as well as general pedestrian movements. It is also worth noting the prevalence of pedestrian movement within the main campus in the evening and night-time hours.

The access/egress points to the main campus area, located around the perimeter of the campus, vary in nature from pedestrian only to mixed-use (all traffic types).

Within the campus, there is a 15kph speed limit for vehicles, and pedestrians have priority at all times. This pedestrian priority policy is signed at some of the entry points into the main campus.

The ***UCC Main Campus Traffic Management Plan Drawing*** (Appendix D) shows the locations of pedestrian access/egress points around the main campus extremities.

The ***Brookfield and WGB Traffic Management Plan Drawing*** (Appendix D) shows the locations of pedestrian access/egress points around the Western Campus extremities.

Pedestrians have access to almost all areas in the campus except where signage indicates otherwise such as at the Lewis Glucksman gallery delivery vehicle route, and the delivery vehicle route at the Lee Holme Building, where the restricted road width up to the delivery area would pose a safety risk for pedestrians – this area is clearly signed to advise pedestrians not to enter.

Aside from these specific locations, the remainder of the campus is accessible to pedestrians; there are therefore several locations where pedestrians share the available road space with vehicles and cyclists. These areas are predominantly the routes to and from areas within the main car parking areas, at the main entrance for vehicles on College Road, the vehicle exit point at Gaol Cross and the entrance to the car park at the Western Campus.

There are no specific rules aimed at pedestrians. Pedestrians are expected to behave in a reasonable manner, take appropriate levels of care when walking on the campus, especially when walking in areas of mixed traffic use, and to generally take a common-sense approach to making their way through the campus.

5.2.2 Cyclist Movements

In general terms cyclists are expected to use vehicular entrances, though it is physically possible for them to use pedestrian entrances where there are no steps. The access points for traffic into the main and Western campuses are shown on the ***UCC Main Campus Traffic Management Plan Drawings*** in Appendix D.

Within the campus, cyclists are permitted to cycle in shared spaces, although they are required to be cognisant of pedestrians, who have priority at all times within the main campus. In addition, there is a small-scale small internal bicycle sharing scheme in operation within the campus, whereby 16 (soon to be increased to 20) bicycles are available for staff and postgraduate students to use within the campus (these bicycles can be cycled around the campus and parked at any of the bicycle parking locations).

There are a number Cycle Parking locations within the campus indicated on mapping available on the UCC website and elsewhere. Other locations which are not intended to act as cycle parking (e.g. along specific railings, etc.) are signed as such.

As with pedestrians, there are almost no exclusion areas within the main campus, and the excluded zones are marked with signs accordingly.

Cyclists are expected to comply with the rules of the road when on campus roads. The speed limit of 15kph applies to cyclists, as does the rule regarding pedestrian priority.

Cyclists are expected to exercise due care and caution on the campus, especially in relation to pedestrians in areas of mixed traffic use.

The following rules for cycling are in place on the UCC campus:

- Cycling on campus is allowed on paved paths and at slow speed.
- Priority must be given to pedestrians, cyclists must dismount where necessary.
- Bicycles must only be parked at designated bicycle racks.
- All bicycles parked on campus are parked on owners' risk.
- UCC reserves the right to remove bicycles that are parked in places other than designated bicycle racks (e.g. locked to railings, gates, lamp posts etc.). In such cases, UCC is not liable for any damages to the bicycle or its lock. The same applies for abandoned bicycles. For collection of removed bicycles, General Services are to be contacted.
- Cycling Is not permitted on the pedestrian bridge between WGB and BHSC.

The ***UCC Bicycle Parking Locations*** are shown in the drawing in **Appendix F**.

5.2.3 Vehicle Movements

The most significant of the vehicular movements to and from the campus is that associated with staff and visitor parking, which occurs for the main campus at the vehicular access point on College Road (and to a lesser extent at Gaol Walk and on O'Donovan's Road). There are a number of locations within the main campus which facilitate staff and visitor parking.

Vehicular movements also occur across almost all of the other remote sites including the Western Campus, the North Mall campus, the Mardyke and many others.

The ***UCC Main Campus Traffic Management Plan Drawing*** (Appendix D) shows the locations of vehicular access/egress points around the main campus extremities.

The ***Brookfield and WGB Traffic Management Plan Drawing*** (Appendix D) shows the locations of vehicular access/egress points around the Western Campus.

Within the main and Western campuses, vehicles are confined to using the designated roadways as shown on the drawings in Appendix D.

UCC Car Parks and Deliveries

UCC's buildings are located in suburban and city centre areas of Cork City. Site and planning restrictions mean that UCC cannot provide sufficient car parking for all those who would like to drive to work/study or to visit the College. As a result, those wishing to access the University are strongly urged to use non-car modes of travel. UCC is well served by public transport and attempts are being made to improve cycle and pedestrian facilities.

- Those driving and parking on campus should always show consideration for pedestrians who have priority and to be aware that persons with disabilities use the campus.
- Anybody parking in the environs of UCC should park in legitimate spaces only and respect the needs of local residents.
- There is a maximum speed limit of 15 km/h (c 10 mph) on the campus and in the car parks.
- The College car parks are open as follows: 8.00am - 10.30pm. Overnight parking is not allowed. Access to the main campus car parks - rear of the Science building (left hand side, Physics car park), Aras na Laoi and Donovan's Road (Geography), do not require a swipe card after 6.00pm. This facilitates night students and will help relieve congestion in the parking surrounding areas.
- Electric Vehicle parking is provided to the north of the Electrical Engineering Building and is accessed through the College Road entrance.
- Due to the construction of the New Hub Building, the amount of parking provided in the area between the Kane Building and the Main Quadrangle has been reduced. Shared vehicle and pedestrian spaces have been provided. Vehicles will enter the campus from College Road using their swipe card and follow the new one-way system to the parking at the north of the Main Quadrangle. These vehicles will then exit under the arch onto Gaol Walk. Vehicles are not permitted to go against the one-

way system. This is controlled by a new barrier at the north-eastern corner of the New Hub which prevents vehicles from returning against the one-way system.

- A new barrier-controlled entrance is provided inside the existing barrier off College Road. This barrier will close at 08:15 and prevent vehicles accessing parking to the north of the Main Quadrangle. Vehicles will not have access to this parking after 08:15. Vehicles can exit the campus throughout the day under the arch onto Gaol Walk.
- The area in the vicinity of the Electrical Engineering Building, between both barriers will act as visitor parking and set-down area. Vehicles will not be allowed further into the campus.
- Access for vehicle parking within the majority of UCC's sites is restricted to staff with a valid swipe card, to the disabled, and to pre-authorised visitors. A swipe card does not guarantee a car parking space. Entry is not permitted to key holders without keys (if you forget your key please do not approach a barrier and attempt to access campus).
- Parking is only permitted in the marked spaces in all parking areas (between two white lines). In car parks with counting facilities when these spaces are full, no further vehicles will be permitted entry. This is essential for compliance with the Fire Regulations, to facilitate access to the buildings and allow free movement of pedestrians.
- The marked disabled parking spaces are strictly reserved for vehicles with disabled stickers.
- All vehicles are parked at the owner's risk and the College does not accept liability for any loss, consequential loss, or damage.
- UCC reserves the right to remove or clamp any vehicles which obstruct access for emergency vehicles or if not parked in a marked space. A charge of €80 will apply for removal of wheel clamp (payable to clamping contractor). Towing charge may also apply. No liability is accepted for any damage resulting from the removal of any vehicle by UCC.
- UCC will operate a penalty system whereby those who disregard the "Parking Conditions" will receive one warning and thereafter any offence will lead to their swipe card being disallowed for a period of one month. Persistent offenders will have their swipe card disabled for longer periods or withdrawn altogether.
- Access to WGB and BHSC is permitted after 5 pm without a Staff card to accommodate night classes.

Disabled Parking

Access Cards permitting access to all parking areas are provided for both staff and students (where appropriate) in accordance with current UCC procedures.

A number of marked spaces are reserved solely for the use of the disabled. Cars parked in these spaces must display windscreen stickers.

Disabled visitors are permitted to access campus whenever possible on request to the vehicular entrance to the main campus.

Contractor Parking

Parking for contractor's staff is generally not available within UCC. Access for a limited number of vehicles will be allowed to deliver materials, etc. The Safety and Health Plan for Capital Projects should adequately address deliveries, parking etc. to ensure the safety of UCC personnel.

Information Regarding General Deliveries

There are restrictions on truck movements on campus. In order to minimise risk, it is necessary to have all truck deliveries completed and off the main campus before 8am. Truck deliveries arriving on main campus after 7.45am will be turned away. Vans will continue to be given access during the day, however, we would ask that where possible these deliveries be completed by 8am also.

Short term parking for delivery vehicles is at the discretion of the security staff at the main campus Security Centre who can be contacted at each entrance barrier. Deliveries must not obstruct access. The Security Centre (Ext. 2266) should be contacted before large delivery vehicles access the campus.

Almost all deliveries to the main campus come through the main entrance at College Road, the most frequent being to the restaurants, cafes and shops, along with book deliveries and post.

Key delivery drop-off points include:

- Main Restaurant & Old Bar – delivery area is at the rear, inside the College Road access junction.
- Campus Postal Hub located opposite the New Hub, down the ramp.
- Deliveries to Glucksman Gallery – in & out via O'Donovan's Road, cutting across the main avenue. The opening of the gates to allow the delivery vehicle access results in the main avenue being closed off temporarily for pedestrians and cyclists while the delivery vehicle passes across the avenue.
- Deliveries to Student Centre/New Bar – in & out via direct point on O'Donovan's Road (Lee Holme).
- Deliveries to Science Building (Kane) – in & out via Gaol Walk access.
- Deliveries to Boole Library – in & out from secondary College Road entrance with a bollard normally blocking vehicular traffic. This bollard is removed when required by UCC B&E staff when deliveries are coming through here.
- Deliveries to kitchen area on the east side of Main Quadrangle – bollards are taken up by UCC B&E staff to facilitate these deliveries.
- Brookfield Building – back of building.

All deliveries to the Western Gateway Building are required to be completed before 8.30 am.

There are no current time constraints on deliveries to the Brookfield site.

The drop-off and collection of children at the Crèche (on the Brookfield site) is addressed in detail in the associated Risk assessment in Appendix A.

Information regarding Maintenance/Service Vehicles

There are refuse collection areas at the recycling station near the Disability Services Building, and large recycling/refuse area between the Kane Building and the Windle Building. An internal service vehicle routes within the main campus throughout the day collecting waste material from the various buildings, and returning it to either of these two recycling facilities for compaction and collection purposes.

Refuse collection vehicles enter the main campus on College Road to access the waste storage area adjacent to the Kane Building, while refuse collection vehicles typically park on College Road outside the access near the Disability Services building to collect refuse stored in the waste collection area here.

There a number of UCC internal vehicles which transport internal standard post to and from the main Postal Hub building throughout the day. Note that specific deliveries, such as parcels or registered letters, are delivered by An Post or other couriers directly, and do not therefore interact with the Postal Hub building or the internal UCC postal distribution/collection system.

Maintenance contractors are permitted to park in the Western Campus by prior local arrangement.

5.3 Mobility and Safety Assessment Report

In 2013 a mobility and safety assessment of the main campus was carried out, and a **Mobility and Safety Assessment Report** was prepared which outlined a series of locations where specific potential traffic conflicts were identified and setting out recommendations to mitigate those potential issues. A second Mobility and Safety Assessment Report, focussing on the Áras na Laoi site, was commissioned by UCC in 2015.

The reports provided information under the following headings:

- Existing Campus Arrangement
- Review of Recent incident History on the Campus
- Areas of Conflict Identified
- Future Infrastructural Works associated with the Main Campus
- Proposed Improvements

The section on proposed improvements set out a number of recommended actions by UCC. UCC has implemented a number of the recommended actions to date and is engaged in a process of implementing the remaining recommended actions over time.

In January 2017 Arup completed a **Review and Close-out Report** for the two previous assessments mentioned above.

Some of the Risk Assessments contained in **Appendix A** below reference the recommended or completed actions from the Mobility and Safety Assessment Reports where these are relevant to the mitigation of the respective risk.

5.4 Improvements to Vehicular/Pedestrian Movement in recent years prior to 2013

The following significant improvements to the College Campus have been implemented over recent years up to 2013, and are included here for information:

1. Widening of college road (City Council in conjunction with UCC)
2. New pedestrian pathway to North Mall (City Council/UCC)
3. Gaol Walk traffic calming/raised platform (City Council in conjunction with UCC)
4. Donovan's road traffic calming/raised platform (City Council in conjunction with UCC)
5. Pedestrian walkway/ramps/railings etc. at College Road entrance
6. Raised crossing point by College bar
7. Dedicated pedestrian walking at Western Avenue
8. New pathway/pedestrian crossing points at Áras na Laoi
9. Áras na Laoi courtyard (pathways, reduced parking etc.)
10. Internal Gateway (new pedestrian pathway)
11. Honan Square (new pedestrian zone from Student Centre to Library)
12. Improved pedestrian crossing on Western Road
13. Main Avenue delivery route/gates to Glucksman Gallery
14. Dedicated delivery entrance to Student Centre

5.5 Improvements to Vehicular/Pedestrian Movement in recent years 2013-2016

The following significant improvements to the College Campus have been implemented over recent years 2013-2016, and are included here for information:

- The control of deliveries to the campus has been tightened
- All delivery vans are excluded from passing through the main quadrangle
- The Park & Ride Bus does not enter the main campus anymore – this has eliminated the associated reversing movements of the bus on campus
- The corner on the Áras na Laoi site near the entrance to the undercroft was upgraded (following a study and new design by Arup)
- The main entrance at College Road has been upgraded
- Pencil bollards have been installed inside the main entrance
- The number of vehicles crossing on the south the main quadrangle has been reduced
- Waste Management delivery arrangements have been upgraded
- A railing at the Geography Building has been made demountable to allow better MEWP and vehicular access

- Reversing by the Park & Ride bus has been eliminated at the Pouladuff Road car park
- Road markings have been upgraded in the North Mall campus
- Dedicated pedestrian crossings have been installed at the North Mall campus
- A dedicated delivery area was added to the WGB
- Dedicated set-down spaces (6 no.) were assigned to the Creche in the Western Campus
- A dedicated parking area was assigned to cater for clinics in the Brookfield and Infancy Unit

2017 Measures

A review of pedestrian safety at the Western Gateway Building is underway (by Arup) and improvement measures are expected to be implemented arising from this in due course.

2020 Measures

- Introduction of a new vehicle barrier to the north of the existing vehicle barrier at the entrance from College Road (in the vicinity of the Main Restaurant), this will prohibit vehicles entering from here to the carpark to the north of the Main Quadrangle after 8:15am;
- Removal of parking spaces in front of the Kane Building and in front of the Windle Building (now New Hub);
- Introduction of a one-way vehicle route from College Road through to the Car Park to the north of the Main Quadrangle. Vehicles will then exit this car park onto Gaol Walk, under the arch. This one-way route for vehicles is designated as a shared space;
- Introduction of a new vehicle barrier at the northern end of the shared space between the Quadrangle and the New Hub to prevent vehicles travelling against the one-way system;
- Introduction of a pedestrian route from the Kane Building to the Main Quadrangle/Boole through an opening in the New Hub;
- Introduction of large pedestrian areas to the east and west of the New Hub;
- A dedicated turning circle inside the first barrier at the entrance off College Road is being provided to remove the need for reversing in this area;

Appendix A

Risk Assessments

Risk Assessments - Introductory Notes:

1. The Risk Assessments are carried out in relation to general normal traffic movements within the main UCC campus, incorporating the following:
 - a. general movement of staff, students and visitors entering the campus by car to park in one of the campus car parks
 - b. general regular delivery vehicles on the campus to deliver materials to various locations (e.g. shops, restaurants, laboratories etc.)
 - c. persons cycling on the campus grounds
 - d. pedestrians and wheelchair users moving within the campus grounds
2. The Risk Assessments have been carried out based on site inspections (snapshot in time), review of UCC site rules and procedures and liaison with relevant supervisory staff within UCC.
3. The Risk Assessments have taken into account the nature of the campus, i.e. the campus is part of a busy and dynamic third level educational facility which is well-established in terms of layout and operation, and is managed and controlled to a high level by a competent team of administrators and supervisors.
4. The Risk Assessments have been prepared to be appended to the **UCC Traffic Management Plan** and should be read in conjunction with that Plan.
5. The Risk Assessments on the main campus have been carried out on a zonal basis, using the zones identified on the UCC Main Campus Traffic Management Plan Drawing available on the UCC website. All zones located on the main campus are covered (i.e. bounded by College Road, Donovan's Road, River Lee and Gaol Walk). These zones and also satellite sites comprise:

Zone A - Castlewhite	Zone J – Civil Eng/Boole Entrance	Environmental Research Institute (ERI)
Zone B – Perrott's Inch Car Park	Zone K – O'Rahilly/Boole Library	Lee Maltings
Zone C – Aras na Laoi Car Park	Zone L – Student Centre/Honan Chapel	Mardyke Sports Complex
Zone D – Bioscience/Pharmacy/FSTB	Zone M – Main Avenue	Pouladuff Road Car Park
Zone E – Kane West and Boiler House	Zone N – Geography	Roseleigh-Laurels
Zone F – College Road Entrance/Electrical Eng	Zone O – Art Gallery/Lower Grounds	St. Vincent's School of Music
Zone G – Kane West/New Hub/North Wing/West Lodge	Beaufort Building, Ringaskiddy	Western Campus
Zone H – Main Quadrangle	College Road Car Park	
Zone I – Main Rest/Boole Basement/Civil Eng north	Connolly Building	

6. The Risk Assessments do not consider the activities of vehicles or personnel being used in construction projects or any activities on the site for which specific method statements or work permits would be required under UCC SOPs or Site Rules. For any such construction projects/work activities it is expected that separate Method Statements will be prepared by the relevant parties which will include task-specific Risk Assessments as appropriate.
7. The Risk Assessments do not consider activities or traffic movements relating to special events such as rag-week, symposiums, sports events, graduation ceremonies, weddings or other non-normal daily activities on the college grounds.

Risk Assessment Matrix

The Risk Assessment Matrix used is the standard UCC Risk Assessment matrix presented below. In general terms, the Risk Assessment addresses the following requirements of the General Principles of Prevention:

1. The avoidance of risks.
2. The evaluation of unavoidable risks.
3. The combating of risks at source.
4. The adaptation of work to the individual, especially as regards the design of places of work, the choice of work equipment and the choice of systems of work, with a view, in particular, to alleviating monotonous work and work at a predetermined work rate and to reducing the effect of this work on health.
5. The adaptation of the place of work to technical progress.
6. The replacement of dangerous articles, substances or systems of work by safe or less dangerous articles, substances or systems of work.
7. The giving of priority to collective protective measures over individual protective measures.
8. The development of an adequate prevention policy in relation to safety, health and welfare at work, which takes account of technology, organisation of work, working conditions, social factors and the influence of factors related to the working environment.
9. The giving of appropriate training and instructions to employees.

The process of Risk Assessment is as follows:

- a. the hazard is identified and the risk is assessed prior to implementation of the existing controls.
- b. the existing controls are described.
- c. the risk is assessed taking into account the existing controls, and any further proposed controls are suggested, based on the resultant residual risk rating.

Likelihood (L) Categories	Severity (S) Categories	Risk (R) Matrix	SEVERITY						Risk Acceptability	
5 Certain or Near Certain	5 Multiple Fatalities			5	4	3	2	1	High (H)	Unacceptable, must reduce. Communicate Residual Risk if applicable.
4 Very Likely	4 Permanent Total Disability, Single Fatality		L	High	High	High	Medium	Low	Medium (M)	Tolerable, assuming risk has been reduced as far as "Reasonably Practicable". Communicate Residual Risk
3 Likely	3 Major Injury, Lost Time Injury		I	High	High	Medium	Medium	Low		
2 Somewhat Likely	2 Minor Injury, Restricted Workday Case		K	High	High	Medium	Low	Low	Low (L)	Tolerable. Communicate Residual Risk.
1 Unlikely	1 Slight Injury, First Aid		E	High	Medium	Medium	Low	Low		
			L	Medium	Low	Low	Low	Low		
			I							
			K							
			E							
			L							

All Zones - General Conditions and Points Noted which are applicable to all zones. (Note: these points will not be repeated in the information provided further below for specific Zones. The information provided further below will deal only with site-specific conditions which are present in those Zones not covered in the general conditions).

The following general conditions and points are noted in relation to the campus:

- Traffic types on the site include motorised vehicles, cyclists, pedestrians and wheelchair users.
- The pathways provided for pedestrians and wheelchair users are of a suitable general nature, within the constraints of the naturally sloping topography of the overall site.
- Suitable roadways are provided for the movements of motorised vehicles through the site, including suitable directional information, road markings, signage etc.
- The vehicular speed limit on site is maximum 15kph. The site roads are generally narrow.
- Vehicular traffic (cars, trucks etc.) are restricted from entering many paved areas of the campus (under normal operations) by means of bollards, gates or other means. Access by general vehicular traffic onto the site is by means of the College Road Entrance, which has a manned security checkpoint. There is limited other vehicular access allowed on the site, for authorised vehicles only.
- There are designated delivery points allocated for each building on the site. The buildings which require most frequent deliveries are the shops, restaurants and bars located on the campus.
- There is adequate lighting on the site for the movements of traffic on the site in the hours of darkness.
- There are numerous car parks and bicycle parking facilities on the campus.

Completed By: Arup
Approved By:
Date carried out: Apr 14

Hazard/Risk	Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
	L	S	RR		L	S	RR	
Contact of motorised vehicles (cars, delivery trucks, motorcycles, emergency vehicles etc.) with each other, with cyclists or pedestrians.	3	4	High	Speed limit established– Max 15kph. Drivers and cyclists are expected to drive carefully and obey the rules of the road. Drivers are generally aware that they are entering a busy campus environment with extensive movements of personnel across the campus. Pedestrians have the right of way at all times, regardless of the location on site. Drivers are required to drive competently and carefully in the campus environment. Clear vehicle routes are in place – • areas where no vehicular access is allowed have been identified • traffic signage is in place (speed limits, directional arrows, etc.) • hatching on ground has been provided where necessary, • mirrors are in place for blind corners Rules are in place regarding the early delivery of materials to the campus – to avoid/reduce interaction with pedestrians. Suitable pedestrian crossing and pedestrian routes are provided across the campus.	1	4	Low	Regular on-going monitoring by Traffic Management Plan owners (B&E Personnel) to monitor on-going situation vis a vis these risks and the efficacy of existing control measures. Enhancement to signage on the site as set out in the UCC Campus Mobility and Safety Assessment Report. This includes the recommendations in relation to speed limit signs and pedestrian priority signs.

				Avoidance of vehicles reversing on site is in place where possible – one-way systems are in place. Commercial loads / large loads managed on an event basis by UCC contact – provision of method statement by supplier. The site rules contained in the Traffic Management Plan are posted on the UCC website and are circulated to all suppliers and contractors to UCC before their arrival on site. The provision of adequate lighting to allow movement of vehicles and pedestrians in a safe way. Maintenance of roadways is carried out to ensure a high standard of surface and road markings is achieved. Pedestrians are expected to pay attention to where they are walking, use the designated walking areas and generally take care to avoid stepping in front of vehicles.				
Loading & off-loading of materials/deliveries	3	4	High	There are rules in place in relation to the delivery of materials to the campus.	1	3	Low	Regular on-going monitoring by Traffic Management Plan owners (B&E Personnel) to monitor on-going situation vis a vis these risks and the efficacy of existing control measures.
Traffic encountering Students / Staff / Members of the public with limited visibility or hearing.	2	4	Med	Speed limit established– Max 15kph. Drivers and cyclists are expected to drive carefully and obey the rules of the road. Drivers are generally aware that they are entering a busy campus environment with extensive movements of personnel across the campus. Pedestrians have the right of way at all times, regardless of the location on site. Drivers are required to drive competently and carefully in the campus environment. Pedestrians are expected to take into account the presence of vehicles.	1	4	Low	Regular on-going monitoring by Traffic Management Plan owners (B&E Personnel) to monitor on-going situation vis a vis these risks and the efficacy of existing control measures.
Contact of bicycles with other bicycles of pedestrians.	3	3	Med	Pedestrians will have the right of way at all times, regardless of the location on site. Cyclists are required to obey the rules of the road and take care at all times when cycling in any areas on the campus.	2	3	Med	Regular on-going monitoring by Traffic Management Plan owners (B&E Personnel) to monitor on-going situation vis a vis these risks and the efficacy of existing control measures.
Risks of pedestrians falling, tripping or otherwise losing their footing.	2	3	Med	In general terms the footpaths and walking areas are considered generally fit for purpose on the campus; however they are of an inconsistent nature in terms of surface quality, width and the provision of pedestrian crossing facilities. There are steep hills in the campus – all users to take appropriate care.	1	3	Low	Regular on-going monitoring by Traffic Management Plan owners (B&E Personnel) to monitor on-going situation vis a vis these risks and the efficacy of existing control measures.

				In frosty or icy weather, measures are to be considered by UCC to deal with icy footpaths or pavements within the campus.				risks and the efficacy of existing control measures. Implement the recommendations regarding the footpaths in the main campus as set out in the UCC Campus Mobility and Safety Assessment Report .
Access routes for Wheelchair users having unsuitably steep sections or lacking dropped kerbs, leading to accidents involving wheelchair users	2	3	Med	In general terms the access routes for wheelchair users are considered generally fit for purpose on the campus, however there are sections of an inconsistent nature in terms of local steepness (e.g. near Geography Building) or lack of dropped kerbs (path from main avenue to riverside walk, lower end)	1	3	Low	Implement the recommendations regarding the footpaths in the main campus as set out in the UCC Campus Mobility and Safety Assessment Report .
Risk of pedestrians slipping on icy surfaces. Risk of bicycles crashing due to icy surfaces. Risk of vehicular accidents due to snow or ice.	3	3	Med	There is a policy in place whereby salt or grit is spread over icy areas by B&E staff when weather conditions dictate it necessary	1	3	Low	Regular on-going monitoring by Traffic Management Plan owners (B&E Personnel) to monitor on-going situation vis a vis these risks and the efficacy of existing control measures.

Zone E Kane West and Boiler House

This zone features all types of traffic – cars, deliveries, motorcycles, bicycles, pedestrians and wheelchair users.

This zone covers the movement of traffic through the entrance on Gaol Walk, the car park on the west and north side of the Kane building and the movement of pedestrians and cyclists through the entrance and around this general zone.

The entrance itself is somewhat restricted in its turning radii and visibility, especially in relation to the car parking on the north of the entrance.

There is a pedestrian gate alongside the vehicular gate (south side), however this is closed and locked – therefore the vehicular entrance is shared by all traffic types.

There is a pedestrian crossing across Gaol Walk from the Food Science building which leads to the vehicular entrance (north side).

The roadway leading down to the boiler house is not subject to significant levels of student traffic. Deliveries of chemicals are brought to this area. There is two-way traffic on the full length of the route.

At the boiler house area, there is an emergency access entry directly out onto Gaol Cross, which is not used for normal operations.



Gaol Walk Entrance



Boiler House Area



**Completed By: Arup
Date carried out: Apr 14**

**Revised March 2017
taking into account
UCC Campus Mobility
& Safety Assessment
Review and Close-out
Report**



Hazard/Risk	Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
	3	4	High		2	4	Med	
Contact of motorised vehicles (cars, delivery trucks, motorcycles, emergency vehicles etc.) with each other, with cyclists or pedestrians at the vehicular entrance gate.				There is a table-top treatment to the junction which encourages care in traffic passing the junction and using the junction to turn into or out of the college. There is a pedestrian crossing marked on the table-top treatment to facilitate the crossing or students from the Food Science side of the road.				UCC have developed proposals to amend the access arrangements via Gaol Walk to the Campus (the area to the west of the Kane building), which will comprise improvements to the existing access gate from Gaol Walk to improve vehicular access, and the creation of a new dedicated pedestrian access through the boundary wall and railings along Gaol Walk, which will separate out pedestrian and vehicle movements at this location. Regular on-going monitoring by Traffic Management Plan owners (B&E Personnel) to monitor on-going situation vis a vis these risks and the efficacy of existing control measures.

Hazard/Risk	Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
	3	4	High		2	4	Low	
General layout of car park and location of safety barrier on the north side of the entrance – traffic movements are restricted, in particular by existing bridge column.				There is a barrier in place for traffic exiting from the car parking area on the north side of this zone – this serves to slow down traffic exiting the zone. Car parking spaces are designated with road markings. Only staff or frequent visitors are allocated parking in this area.				Consider modification to the layout of this area as per the options contained in the UCC Campus Mobility and Safety Assessment Report. Regular on-going monitoring by Traffic Management Plan owners (B&E Personnel) to monitor on-going situation vis a vis these risks and the efficacy of existing control measures.

Zone F College Road Entrance/Electrical Engineering This zone features all types of traffic – cars, deliveries, motorcycles, bicycles, pedestrians and wheelchair users. This zone covers the movement of traffic through the main entrance on College Road, movements into the Electrical Eng Building, west to its electric vehicle parking that can be used by all staff and north towards the barrier giving access to car parking on the north side of the Aula Maxima. The main entrance accommodates a significant number of vehicles on a daily basis. All daily deliveries to the main campus are via this route. The traffic route is two-way. There are separate pedestrian entrances and walkways, as well as designated pedestrian crossings across the trafficked routes.		College Road Entrance ← Electric Vehicle Parking → Completed By: Arup Date carried out: Apr 14 Revised March 2017 taking into account UCC Campus Mobility & Safety Assessment Review and Close-out Report Further revised April 2020 taking into account completion of New Hub Building	
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Hazard/Risk	Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
	L	S	RR		L	S	RR	
Undesirable movements of traffic vehicles entering through the entrance, dropping off people and performing 3-point turns to exit. Risk of traffic accident.	2	4	Med	Existing controls include the installation of traffic cones through the centre line of the entrance, preventing 3-point turn.	1	4	Low	A series of pencil bollards has been implemented in this area which prohibits u-turning movements and discourages non-essential traffic from entering the College Road access. In addition, as part of the proposed Hub development, a new mini-roundabout is proposed adjacent to the security hut, which will enable u-turn manoeuvres to be carried out in a safe manner. These measures will collectively help to reduce the level of unnecessary vehicle activity at the College

Hazard/Risk	Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
	L	S	RR		L	S	RR	
								Road entrance and to facilitate safer u-turning manoeuvres within the Campus. Regular on-going monitoring by Traffic Management Plan owners (B&E Personnel) to monitor on-going situation vis a vis these risks and the efficacy of existing control measures. Consider enhanced signage at entrance for better warning to offending motorists.
Entry into this area by unauthorised vehicles such as buses carrying visiting secondary school children etc. – difficult to manage the safe exit of these large vehicles	2	4	Med	Relying on co-ordination in advance of parties travelling by bus, and efforts by them to read UCC website for instructions regarding non-entry of buses etc.	1	4	Low	Regular on-going monitoring by Traffic Management Plan owners (B&E Personnel) to monitor on-going situation vis a vis these risks and the efficacy of existing control measures. Consider enhanced signage at entrance for better warning to bus drivers not familiar with the site rules.
Car parking and Electrical Car Parking area north of the Electrical Engineering Building – very tight space with little room for turning cars to exit the space	2	4	Med	A number of bollards are in place, along with car parking line markings.	2	4	Med	A new vehicle turning circle is being introduced to remove the need for vehicles to carry out a three-point turn in an area with lots of pedestrian activity.

Zone G Kane West/New Hub/North Wing/West Lodge

This zone features all types of traffic – cars, deliveries, motorcycles, bicycles, pedestrians and wheelchair users.

This zone includes the movement of traffic through the gates (exit only) onto Gaol Walk, the New Hub and the parking area north of the Aula Maxima. Traffic can reach these areas having entered through the main gates on College Road.

Traffic movements include vehicles for deliveries to the main restaurant and Quad. The entrance point from Zone F (at the new Barrier at the back of the Main Rest) is narrow and is suitable for one-way traffic only.

Between the New Hub and the Quad operates on a one-way system.

The exit ramp from this zone to Gaol Walk has a steep gradient. There is a strip for pedestrians walking on this roadway, designated by painted line markings.

There is two-way traffic on the remainder of the route to the east of the car park.

The main UCC postal sorting is carried out in a building in the West Wing, accessed from a ramp on the west of the building.



Gaol Cross Exit



Postal Sorting Office Location



Completed By: Arup
Date carried out: Apr 14

Revised March 2017
taking into account UCC
Campus Mobility &
Safety Assessment
Review and Close-out
Report

Further revised April
2020 taking into account
completion of New Hub
Building



Hazard/Risk	Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
	L	S	RR		L	S	RR	
Narrow roadway between the Hub and Old College bar – possibility of collision between vehicles especially at the west end of this short run.	2	3	Med	There are pedestrian crossings at either side of this section of roadway. This section of roadway has been widened as part of the construction of the new Hub. An alternative pedestrian route is provided parallel to this roadway, through the Hub for pedestrians and is accessed from both pedestrian crossings.	1	4	Low	Traffic will no longer be allowed use this route following 8:15am apart from exceptional circumstances. Vehicles will be allowed to travel the route prior to 8:15am to access the parking to the North of the Main Quadrangle. Road markings and signage will be used to denote this area as a shared space. This route will become one-way and remove the possibility of head-on collisions between vehicles on this route. As part of the New Hub building, this narrow section of roadway has been removed. Furthermore, the removal of significant numbers of parking spaces as part of the Hub development will

Hazard/Risk	Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
	L	S	RR		L	S	RR	
								further reduce traffic flow. Traffic will still be permitted to route from the College Road entrance, through this area and to the parking at the Quadrangle, but this will be via the eastern side of the Hub building, which minimises the interaction between vehicles and pedestrians further. In addition, as outlined above, a barrier will be installed to the north of the loading bays at the rear of the Main restaurant, which will restrict traffic movements further after 8:15am. Regular on-going monitoring by Traffic Management Plan owners (B&E Personnel) to monitor on-going situation vis a vis these risks and the efficacy of existing control measures.
A new vehicle barrier is proposed to be constructed at the northern end of the shared space between the Hub and the Main Quadrangle. Pedestrians could walk under the barrier while it is up and come into contact with the barrier as is lowers.	3	3	Med	At the time of the site visit, the barrier had yet to be installed so the length of the barrier is unknown. It is recommended that a short barrier be utilised and a bollard installed together with markings and signage identifying a segregated pedestrian route around the barrier, similar in nature to the control measures at the barrier from College Road.	1	3	Low	Careful selection of barrier length and bollard location will be required to ensure safe operation. The barrier should be lightweight and slow closing to minimise the severity of potential injuries to pedestrians should they come in contact with a closing barrier.
Risk of collision between vehicle and pedestrian on the road towards the exit at Gaol Walk	2	4	Med	There is no raised footpath for pedestrians walking on this roadway but a strip has been allocated to pedestrians on this roadway, designated by painted line markings. The location is permitted for exit only by vehicles and a barrier is in place to enforce this. The existing arch at the exit onto Gaol Cross also restricts the extent of vehicle passage permitted due to the height and width restrictions present.	1	4	Low	The majority of delivery vehicles will no longer require to route to this part of the campus as part of the Hub development. The proposed amendments to access and routing will promote the use of College Road as the principal access and egress point for delivery vehicles. The stone arch will be retained at Gaol Cross, however this will be appropriately signed and controlled so as to ensure that delivery vehicles which are not suited to the arch geometry will be re-directed to College Road. However, there have been no proposals developed to provide a dedicated footpath to Perrott's Inch Car Park from the Main Quadrangle – this issue therefore remains outstanding. It is recommended therefore that UCC Buildings & Estates seek to progress this matter.

Hazard/Risk	Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
	L	S	RR		L	S	RR	
								Regular on-going monitoring by Traffic Management Plan owners (B&E Personnel) to monitor on-going situation vis a vis these risks and the efficacy of existing control measures.
Issue related to vehicular movements for vehicles delivering to the UCC postal sorting office in the West Wing. It appears that reversing movements may be required to turn the car.	2	4	Med	The slip road down to the sorting office area is used by UCC vehicles only. At present, delivery vehicles from An Post are instructed to reverse down the ramp for collection and delivery of postal bags to the Campus. Internal UCC postal vehicles are advised to exercise utmost caution regarding the presence of other vehicles and pedestrians and cyclists as they use the ramp leading to the Postal Hub. It is also intended to fit internal UCC postal distribution vehicles with audible reversing warning capabilities.	1	2	Low	The postal hub will remain in its current location, but additional controls will be implemented at this location as part of the Hub development. The other barrier controls to be implemented at the College Road entrance will restrict nonessential delivery traffic to the inner Campus after 8:15 AM daily. Regular on-going monitoring by Traffic Management Plan owners (B&E Personnel) to monitor on-going situation vis a vis these risks and the efficacy of existing control measures.
Clash between delivery vehicles dropping at the main restaurant delivery point and other vehicles/bicycles/pedestrians etc.	2	4	Med	The delivery area is subject to a set-down time limit, which minimises the undue presence of delivery vehicles in this area. In addition, the southernmost portion of the delivery is controlled by bollards which prevent further intrusion into pedestrian and cyclists desire lines.	1	4	Low	As part of the Hub development, barrier control is being implemented before delivery vehicles can access these three loading spaces. Furthermore, the removal of significant parking areas as part of the Hub development will reduce through traffic significantly at this location, while non-essential deliveries will be required to be undertaken prior to 8:15 AM. Delivery spaces will also be provided in the parking area adjacent to the Electrical Engineering Building, which will provide an alternative location for delivery vehicles.
Clash between vehicles accessing the parking to the north of the Main Quadrangle and pedestrians on the shared space	3	3	Med	Bollards are in place between the pedestrian space and the shared space, this will inform pedestrians that they are entering an area with vehicles. Vehicles will not ordinarily be permitted to access the car park after 08:15, there should be limited pedestrians in this area prior to 08:15.	2	3	Medium	Signage should be provided to inform both motorists and pedestrians that they are on a shared space. Surface marking and a different surface treatment could be applied to the carriageway to highlight that it is a shared space.

Zone H Main Quadrangle

This zone features only the following types of traffic – bicycles, pedestrians and wheelchair users.
This area incorporates the area of lawns and pathways contained within the main quadrangle. The area is generally closed off the motorised traffic.



Main Quad



West Side of Quad



**Completed By: Arup
Date carried out: Apr 14**



Hazard/Risk	Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
	L	S	RR		L	S	RR	
No specific hazards/risks identified for this zone, over and above those identified for all zones as noted above								

Zone I Main Rest/Boole Basement/Civil Eng North/Shared Area of Boole Library

This zone features only the following types of traffic – bicycles, pedestrians and wheelchair users. There is no motorised traffic allowed in this zone. This zone is a heavily pedestrianized zone. There are a number of changes in levels which require the use of steps, stairs and ramps to allow pedestrians and wheelchair users move through the area.



Looking towards College Road Entrance



Near Buildings & Estates Office



Completed By: Arup
Date carried out: Apr 14



Hazard/Risk	Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
	L	S	RR		L	S	RR	
No specific hazards/risks identified for this zone, over and above those identified for all zones as noted above								

Zone J Civil Engineering/Boole Entrance This zone features only the following types of traffic – bicycles, pedestrians and wheelchair users. There is no motorised traffic allowed in this zone. The zone comprises the pedestrian access gate at the top of the Boole steps and footpath around the Civil Engineering building. The Boole Entrance features an overhead canopy, under which passengers for the Park and Ride Shuttle Bus wait. There is no facility for bicycles to enter through this entrance.		College Road Entrance ← Near Civil Eng. Building → Completed By: Arup Date carried out: Apr 14	
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Hazard/Risk	Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
	L	S	RR		L	S	RR	
No specific hazards/risks identified for this zone, over and above those identified for all zones as noted above								

Zone K O'Rahilly/Boole Library

This zone includes an entrance which has the facility to be used by motorised vehicles when required, but which is normally closed to traffic by removable bollards.

When the entrance is closed to motorised cars/trucks, the zone features the following types of traffic – motorcycles, bicycles, pedestrians and wheelchair users.

Within this zone there is a waste sorting facility and access for a waste collection truck.

This is a heavy pedestrian usage zone.



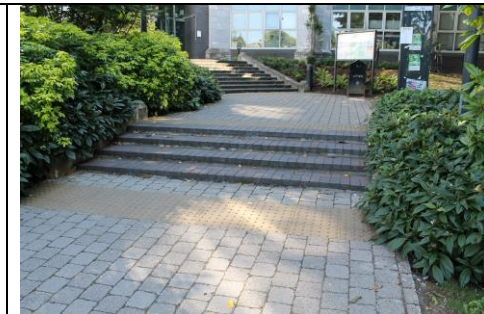
Waste Collection Area



O'Rahilly Building Entrance



**Completed By: Arup
Date carried out: Apr 14**



Hazard/Risk	Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
	L	S	RR		L	S	RR	
Waste collection area between Boole and O'Rahilly Building – risk of clash between waste collection vehicles and pedestrians/cyclists etc.	2	4	Med	The waste area is gated, and lies outside of pedestrian and cyclist desire lines. In addition, a turning area has been provided outside of these desire lines to ensure that the UCC waste collection vehicle can safely perform turning manoeuvres. Waste collection vehicles are not permitted to enter the Main Campus. Instead, these vehicles park on College Road, outside the campus. Waste bins are then wheeled out for collection. This process occurs in the early AM hours, before this location is heavily trafficked by pedestrians or cyclists. The internal UCC waste collection vehicle is parked in the waste storage area in the morning and evening periods only – during the day, this vehicle is in circulation within the main campus collecting waste material from the various buildings and depositing said material at the waste depots for compaction and storage prior to collection.	1	4	Low	Regular on-going monitoring by Traffic Management Plan owners (B&E Personnel) to monitor on-going situation vis a vis these risks and the efficacy of existing control measures.

Zone L Student Centre/Honan

This zone is generally restricted to usage by cyclists, pedestrians and wheelchair users.
There is one vehicular entrance from Donovan's road (located north of the Honan) which features a security barrier. This entrance allows authorised UCC vehicles only into a restricted small paved area between the Honan and the Lee Holme building.
This zone incorporates the UCC Amphitheatre, Area Surrounding Aras Na Mac Léinn, Pedestrian routes in President's Garden, Access around Honan Chapel and Access way to O'Donovan's Road North of ORB.
This is a heavy pedestrian usage zone.



President's Garden



**Delivery Set-down area
Near Honan**



**Completed By: Arup
Date carried out: Apr 14**



Hazard/Risk	Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
	L	S	RR		L	S	RR	
No specific hazards/risks identified for this zone, over and above those identified for all zones as noted above								

Zone M Main Avenue The entrance at the bottom of the main avenue allows pedestrian and cyclists enter from the Western Road. In general there are no motorised vehicles in this zone except UCC vehicles which enter through a gate on Donovan's Road to gain access to the Glucksman complex. In order to achieve this, it is necessary for the UCC vehicles to cross the main avenue using a set of gates which operate in a similar manner to a railway crossing. This main avenue is the main pedestrian route for students and staff walking to the City Centre. There are 4 pedestrian junctions off this route. The avenue has a significant gradient heading towards the UCC gates on the Western Road. There is access for pedestrians to green areas next to the River lee from the avenue, by means of pedestrian gates in the existing iron railing fences. This is a heavy pedestrian usage zone.		Crossing Point on Main Avenue  Pedestrian Gate at Grassed Area  Completed By: Arup Date carried out: Apr 14	
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Hazard/Risk	Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
	L	S	RR		L	S	RR	
Delivery vehicles to the Glucksman cross the main avenue, risk of collision with pedestrians/cyclists on the main avenue	3	4	High	A gated crossing is in place, requiring pedestrians/cyclists on the avenue to wait while delivery truck crosses	1	4	Low	Regular monitoring by B&E Personnel, Security and Department heads for compliance with this risk assessment and TMP.
Trip hazard on junction between main avenue and the riverside walk – no dropped kerb in place	2	3	Med	None	2	3	Med	Consider installation of dropped kerb in this area, especially to facilitate wheelchair users. Regular monitoring by B&E Personnel, Security and Department heads for compliance with this risk assessment and TMP.
Access to riverbank through pedestrian gate on the west side of the avenue near the main UCC gates. Empty beer cans suggest access for anti-social behaviour – risk of falling into the river here	2	4	Med	Pedestrian gate is in place. Security perform regular checks on this location to ensure that it is not occupied.	2	4	Med	Consider cutting back shrubs and trees to widen path directly next to the river, and to discourage use for anti-social behaviour etc. Also consider locking gate to minimise unnecessary access to this area. Regular monitoring by B&E Personnel, Security and Department heads for compliance with this risk assessment and TMP.

Hazard/Risk	Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
	L	S	RR		L	S	RR	
Deliveries to Kitchen area, inside region which is closed off by bollards. Further access to the remainder of the campus is not restricted by any further control. Delivery vehicles reverse out of the gap in the bollards, which is generally left open at all times.	2	3	Med	Presence of bollards restrict speeds of vehicles reversing. Delivery vehicles using this area are advised to refrain from travelling further south into the Main Campus area.	2	3	Med	Consider re-installation of missing bollard at this location, and permanently closing access to this area for deliveries – instead, delivery vehicles should be instructed to park outside the bollarded area, where there is sufficient space. In addition, consider a further set of internal bollards along the southern route into the Main Campus, to ensure that vehicles which are permitted access to not continue further into the Main Campus into heavily pedestrianised areas. Regular on-going monitoring by Traffic Management Plan owners (B&E Personnel) to monitor on-going situation vis a vis these risks and the efficacy of existing control measures.

Zone N Geography This zone comprises the car park and footpaths around the Geography Building. The car park has its own entrance (with barriers) and accommodates cars, deliveries and motorcycles. There is a separate entrance for bicycles, pedestrians and wheelchair users.		Steep Ramp near Geography Bldg  Crossing Point on Main Avenue  Completed By: Arup Date carried out: Apr 14 Revised March 2017 taking into account UCC Campus Mobility & Safety Assessment Review and Close-out Report	
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Hazard/Risk	Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
	L	S	RR		L	S	RR	
Footpath/wheelchair ramp has steep section near geography Building which would make it difficult for wheelchair user to make progress locally. Risk of topple.	2	3	Med	None	2	3	Med	Access issues associated with the existing Geography building are impacted by excessive gradients in the transition from the adjacent car park area to the building, and an overly-circuitous route between the Geography building and the Main Campus for wheelchair users. It is proposed therefore to implement an external lift, adjacent to the existing steps, which will significantly enhance accessibility for mobility-impaired persons. The lift installation will be supplemented by a number of new access ramps (to Part M standards) to further facilitate access. It is estimated that these works will occur in late 2017 or in 2018. Regular monitoring by B&E Personnel, Security and Department heads for compliance with this risk assessment and TMP

Zone O Art Gallery/Lower Grounds

This zone comprises the paths located at the lower grounds next to the River lee and around the Glucksman Gallery. It is not normally used for motorised traffic, except for UCC vehicles driving to the gallery, using the designated pathway described in Zone M. In general the pathways here are not heavily used by pedestrians compared to other areas of the campus, but they may be used by quite a few members of the public visiting the gallery, including during the summer.



Kerb at Path to Glucksman



Main Path to Glucksman



Completed By: Arup
Date carried out: Apr 14



Hazard/Risk	Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
	L	S	RR		L	S	RR	
No specific hazards/risks identified for this zone, over and above those identified for all zones as noted above								

Zone A Brighton Villas and surrounds

This zone comprises the paths and roadways located adjacent to Brighton Villas, Bloomfield Terrace and Lucan Place, situated between the Western road and the Castlewhite apartments. The roadway between Brighton Villas and Castlewhite is shared by traffic from both areas. The parking spaces are allocated to UCC staff only, controlled by an entrance barrier activated by swipe cards. Summer residents at Castlewhite also have access to parking. There is a pedestrian/cycling thoroughfare which enters the site from the Western Road, which is used by pedestrians and cyclists to access the Aras na Laoi section of campus by means of the pedestrian bridge over the river.



**Road and paths
between Brighton Villas
and Castlewhite**



**Vehicular gate onto
Public footpath north of
Brighton Villas**



**Completed By: Arup
Date carried out: Feb 16**



Hazard/Risk	Photos	Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Interaction between pedestrians and vehicles entering/exiting the vehicular entrance. The pedestrian pathway at the entrance is marked by road-paint. This is partially worn and could be refreshed.		2	4	Med	There are barriers in place which slow down and control traffic entering and leaving the site. There are designated walking areas, marked with paint on the ground. Vehicular traffic volumes are low. The pedestrian pathway on the north side of the entrance is separated by bollards. 	1	4	Low	Paint markings are worn at the entrance area and should be refreshed at the entrance and throughout the zone where required.

Hazard/Risk	Photos	Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Unauthorised parking arises on the site which may interfere with movements of emergency vehicles.	 	2	4	Med	This issue is managed on site by Building and Estates staff who monitor parking and if necessary issue parking tickets and/or initiate clamping.	1	4	Low	Continued monitoring of this issue to be implemented as required.
Gate leading out to Western road. Used occasionally. Risk of interaction between vehicles and passing pedestrians.	 	1	4	Low	This is an infrequent occurrence. When traffic uses these gates, due care is employed by drivers when driving vehicles through the gates.	1	4	Low	Ongoing care required by drivers through these gates.
Unprotected edge in yard behind office in Brighton Villas.		1	4	Low	There is a fall of approximately 500 mm at the edge of the paved area behind the office in Brighton Villas. The area is not heavily trafficked.	1	4	Low	Consider installing guard rail.

Zone B Perrott's Inch car park

The Perrott's Inch car park is a well-established and busy car park located off Gaol Walk near the main campus. It has a high turnover of student parking. Payment is by cash machine on the site.

The site is fully contained within boundary fences and lockable gates. There is a security barrier for control of the entry and exit of traffic.

Besides the main vehicular entrance, there are pedestrian entrances next to the vehicular entrance.

The traffic flow is two-way at the entrance but there is a one-way loop around a central island inside the car park.



Pay station.



Main parking area



Completed By: Arup
Date carried out: Feb 16



Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
The main traffic entrance has vehicular and pedestrian separation, but there is an occasional problem with parking on the double lines outside the entrance, leading to hazards associated with pedestrian movements	 	1	4	Low	Double yellow lines are in place. Parking controls are in place in relation to issue of parking tickets etc.	1	3	Low	Ongoing vigilance to be practiced in relation to unauthorised parking at entrance.
Line markings very worn in one-way loop section – leading to the potential hazard of traffic going the wrong direction in the 1-way system		1	3	Low	None	1	3	Low	Consider refreshing line markings

Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Line markings are very worn and need refreshing. Hazards include incorrect parking, potentially affecting pedestrian movements.	 	1	3	Low	None	1	3	Low	Consider refreshing line markings
The wooden barrier at the side along the river is damaged and needs repair. Hazard of falls into the river	 	1	4	Low	There is planting which designates the edge of the parking bay.	1	4	Low	Consider repairing/replacing damaged barriers

Zone C Aras na Laoi

Zone C (Aras na Laoi) is as shown on the campus traffic management plan drawing.
The zone comprises the roads and car parks north and south of the Aran a Laoi building.
The main entrance is from the public road along Gaol Walk, and is controlled by barriers.
There is a separate pedestrian access gate at the entrance.
The car park is for staff only (swipe controlled).



Sign inside entrance



Bin storage area in car park



Completed By: Arup
Date carried out: Feb 16

Updated March 17
taking into account
works planned on site



Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Pedestrian crossing is not to standard – one end leads directly into traffic zone. Hazards associated with pedestrian movements in this area.		1	4	Low	Low speed zone and good levels of visibility present.	1	4	Low	Consider adjustment to pedestrian crossing layout. Consider options already set out in the UCC Campus Mobility and Safety Assessment Report (2016)
Pedestrian crossing island (non-standard) – subject to a separate study by Arup with recommendations for modifications.		1	4	Low	Low speed zone and good levels of visibility present.	1	4	Low	Consider adjustment to pedestrian crossing layout. Consider options already set out in the UCC Campus Mobility and Safety Assessment Report (2016) .

Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Hazards at Junction at undercroft – lack of visibility in this area for pedestrians and traffic. Bicycle parking in undercroft.	 	2	4	Med	None	2	4	Med	Consider modification to traffic infrastructure in this area. Consider options already set out in the UCC Campus Mobility and Safety Assessment Report .
Hazards associated with tight parking areas in an area frequented by pedestrians as well. (damaged sign indicating tightness for parking movements)		1	4	Low	Low speed zone and good levels of visibility present.	1	4	Low	Consider adjustment to parking layout.
Wheelie bins – possible interaction between trucks and pedestrians/traffic.		1	4	Low	Low speed zone and good levels of visibility present.	1	4	Low	Consider wheelie bin layout in the context of the bin truck movements in the car park.

Zone D Pharmacy & Biosciences

Zone D (Pharmacy & Biosciences areas) is as shown on the campus traffic management plan drawing. The area encompasses roads and paths adjacent to the Biosciences, Food Science and Technology and Pharmacy buildings. The zone is connected to Zone C which includes Aras na Laoi and the associated car park. The main entrance into Zone D is through gates on College Road. There are suitable levels of bicycle parking present. There are gas bottle stores located west of the Biosciences building (adjacent to the road).



Road leading to exit on
College Road –



Car parking behind
Food Science building.
Some unauthorised
parking noted.



Completed By: Arup
Date carried out: Feb 16



Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Tight corner at northwest corner of Biosciences Institute. Hazards related to traffic turning around the corner in both directions at the same time.		1	4	Low	None	1	4	Low	Consider options already set out in the UCC Campus Mobility and Safety Assessment Report (2016) .
Delivery van reversing out of Biosciences Institute – lack of visibility for driver near sharp bend mentioned above. Risk of traffic accident.		1	4	Low	None	1	4	Low	Delivery drivers are to avoid this manoeuvre, i.e. reversing out of drop-off area in Biosciences Institute. To be monitored by B&E supervisory staff.

Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Entry-way at Biosciences Institute blocked by wheelie bins. Hazard of blocking escape routes, swinging doors.		1	4	Low	Wheelie bins to be stored in such a way as not to block the doorway.	1	4	Low	Ongoing monitoring and control of storage of wheelie bins.
Car parking behind Food Science building. Some unauthorised parking noted. Deliveries in this area as well.		1	3	Low	Unauthorised parking is monitored and controlled by B&E supervisory staff. There is a clamping policy in place.	1	3	Low	Ongoing monitoring and control of unauthorised parking.
Gas bottle stores behind Food Science building – unauthorised parking in this area.									
Unauthorised parking									
Laneway between Bioscience and Food Science buildings. Hazards associated with steep ramp, particularly relating to wheelchair users.		1	3	Low	None	1	3	Low	Consider options already set out in the UCC Campus Mobility and Safety Assessment Report (2016) .

Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Steep ramp between Pharmacy and Food Science buildings. Difficult for wheelchair users to use.		1	3	Low	None	1	3	Low	Consider options already set out in the UCC Campus Mobility and Safety Assessment Report (2016) .
Footpaths covered in leaves outside Food Science building – hazard of potential slips. Regular cleaning required.	 	1	3	Low	Cleaning of leaves is regularly carried out by groundskeeping staff.	1	3	Low	Continued cleaning of leaves and maintenance of footpaths to be implemented by groundskeeping staff.

Beaufort Building

The Beaufort Building is a new facility located in Ringaskiddy. The site is fully contained within boundary fences and gates. There is no security barrier or control on the entry for traffic.

The facility is newly constructed and the traffic infrastructure, i.e. roads, parking areas, footpaths, line markings, signage etc. are to a high standard and in fresh condition.

The site is attended mostly by students and staff, with very few visits by members of the public, except occasional visitors by arrangement.

The student body attending here tend to be here all day, i.e. there is not a "tidal flow" of students similar to that which is found on the main campus.



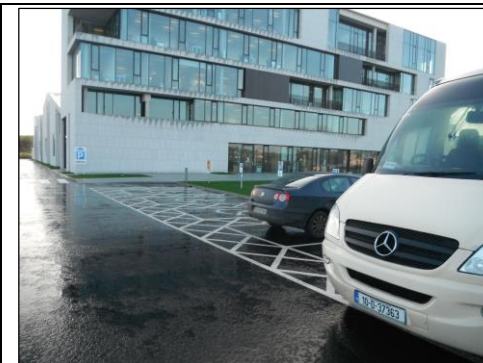
Bicycle parking at back of building



Visitor parking at front of building



**Completed By: Arup
Date carried out: Feb 16**



Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
No signage at facility entrance. No speed limit signage. Risk of lack of knowledge/awareness by drivers.		1	4	Low	There is a separate pedestrian entrance and an associated footpath from the outside.	1	4	Low	An information sign is being made and will be installed inside the entrance in due course. This will incorporate a speed limit sign.
Hazards associated with traffic at the drop-off area for delivery of equipment/materials to the tank area and the boat shed, e.g. clash with pedestrians/delivery trucks.	 	1	4	Low	There is a drop-off area for delivery of equipment/materials to the tank area and the boat shed. Deliveries are infrequent and by arrangement. There are very few pedestrian movements in this area.	1	4	Low	Suitable procedures and measures to be employed to manage delivery and unloading of large equipment of materials, on a case by case basis.

Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
There is a sharp right-angled turn on the roadway towards the parking area, located at the south-east corner of the building.	 	1	4	Low	There are warning signs in place.	1	4	Low	Due care and attention required by drivers as they travel around this bend.
Wheelie-bin storage area – risk of interaction between bin-trucks and cars/pedestrians.		1	4	Low	There is quite a bit of room for the wheelie-bins to manoeuvre when emptying the bins. There are very few pedestrian movements in this area.	1	4	Low	Due care and attention required by bin-truck drivers when collecting waste.

College Road car park

The College Road car park is a well-established and busy car park located off the college road near the main campus. It has a high turnover of student parking. Payment is by cash machine on the site.

The site is fully contained within boundary fences and lockable gates and is open full-time. There is a security barrier for control of the entry and exit of traffic.

Besides the main vehicular entrance, there are pedestrian entrances next to the vehicular entrance, at the college end of the car park (onto the College Road) and also in the south-western corner of the site. The parking bay road markings are clear and in good condition.



Typical parking bay layout



Barriers inside main vehicular entrance



Completed By: Arup
Date carried out: Feb 16



Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Risk of interaction between vehicles and pedestrians entering/leaving car park at main entrance.		1	4	Low	Main traffic entrance has vehicular and pedestrian separation.	1	4	Low	None
Pedestrian hazards at the steps at the pedestrian exit at the south west corner of the site. Pedestrian crossing on the roadway outside the entrance at the south west corner.	 	1	4	Low	Adequate line marking and visibility present on site.	1	4	Low	None

Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Hazards associated with unauthorised bicycle parking – risk of falls/trips	 	1	4	Low	This is monitored by Building Estates staff and addressed by means of warning/parking controls on an ongoing basis	1	4	Low	None

Connolly Building

The Connolly Building is located on the Dyke Parade, adjacent to the Granary Theatre. The building is primarily occupied by the Archaeology department. The vehicular entrance is from Dyke Parade, with a separated pedestrian gate.

There is also a pedestrian entrance from the Western Road to the south. Parking is authorised in the area for UCC staff only and disabled parking. The entrance barrier operates on swipe cards. Parking bays are marked clearly in the main parking area.

There is additional informal parking taking place behind the Granary Theatre where the parking bays are not marked on the ground. There is adequate bicycle parking available.



Main entrance from Dyke Parade with separate pedestrian gate.

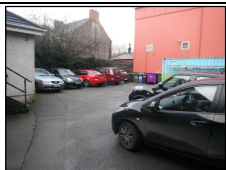


Informal parking behind Granary Theatre – no line marking present.



**Completed By: Arup
Date carried out: Feb 16**

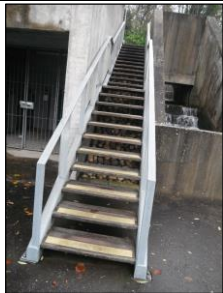


Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Hazards associated with parking in the informal area behind the Granary theatre, reached by driving through archway – -lack of line marking leading to overparking -wheelie bins present and overall area is quite tight for cars to manoeuvre - Wheelie bins are stored in this area as shown.		2	4	Med	Wheelie bins are wheeled out through the archway when being emptied by refuse collection trucks in the main yard.	2	4	Med	Consider introducing line marking and/or restricting the number of cars.

Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Hazards associated with use of the gate to the Dyke Parade beside the Granary Theatre. This is used by the Theatre when materials or sets are being delivered to the Theatre.		1	4	Low	There is very infrequent use of this gate. Deliveries/removals are managed by Theatre staff.	1	4	Low	Continued care and planning to be employed when deliveries are made through this gate.

ERI The ERI campus is remote from the main campus on the Lee Road. There is a separate vehicular and pedestrian entrance. It is reported that in frosty weather the footpaths can be icy. Salt or grit treatment is required at these times. The building is designed to cater for approximately 100 occupants. Most attendees (students and staff) are there all day and are very familiar with the normal operations of the site – there is not the type of tidal flow of students/staff that is seen at the main campus. There is a charging point for electric cars outside the building. There are lockable gates at the main entrance. There are no security barriers or swipe entry system for vehicles.		Main entrance, with separate footpath for pedestrians leading to ERI building entrance.  Car Park with plenty of spaces. Some students park here and walk to main campus.  Completed By: Arup Date carried out: Feb 16	
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Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Hazards related to accidental entry to the site by pedestrians using the separate pedestrian entrance. Sometime members of the public unintentionally enter the site due to the footpath layout outside the site. No action required.	 	1	3	Low	There is a sign which notifies pedestrians that the footpath leads into the ERI facility.	1	3	Low	None.

Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Hazards related to icy or slippery steps leading to the lower ground level outside the front of the building.		2	4	Med	New grips has been installed on the steps. Salting and gritting is carried out when paths and steps are icy in frosty weather.	1	4	Low	Ensure icy paths are salted/gritted in a timely manner when required.
Car parking area – students have been observed parking at the east end of the car park and walking up the grassy bank and off site through the vehicular exit towards the main campus. Risk of slipping on grassy bank		1	3	Low	None	1	3	Low	Consider installing steps to the pedestrian exit path to prevent falls.

Lee Maltings

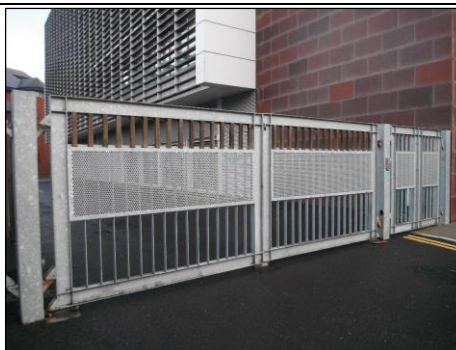
The Lee Maltings Campus is occupied by the Tyndall Institute and is located on the Dyke Parade. The main pedestrian into the Tyndall Institute reception is also the Dyke Parade side. Entry of all personnel is controlled by swipe/security.

The main delivery entrance to the facility is from Dyke Parade and there is also a pedestrian/bicycle entrance to the site from this side, with a separate gate.

There is very limited parking on the site, for specific personnel only, from the Prospect Row side.

There is very little vehicular movement within the facility, limited to the delivery zone and the small car park.

There is an inner courtyard in the facility which is accessible to pedestrians only.



**Main delivery entrance
for materials, chemicals
etc. to laboratories**



**Security barrier at the
small car park
accessible from
Prospect Row.**



**Completed By: Arup
Date carried out: Feb 16**



Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Hazards related to interface of delivery vehicles and pedestrians/workers/cyclists. There are gas bottle stores, waste bin stores and other storage areas adjacent to the delivery area. Delivery area with gas bottle stores.	 	1	4	Low	There is a turning "T" at the end of the delivery area for delivery vehicles. Personnel walking in the area near the delivery area are familiar with the site (there is no passing-through student traffic through this facility).	1	4	Low	None

Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Hazards associated with the secondary delivery area (small goods) to the Tyndall on eastern side, from Prospect Row.		1	3	Low	Only minor deliveries (small goods) are delivered through this entrance – likelihood of collision involving vehicle is low.	1	3	Low	None

Mardyke

The Mardyke Sports Grounds are located between the Mardyke Walk and the River Lee.

The Mardyke Arena (which is on the site) is under the management and control of a private company. The Arena contains a swimming pool, gymnasium, climbing wall and other facilities and operates on a private membership basis, as well as catering for UCC students.

The rest of the grounds, which contains a running track, sports pitches, the UCC sports pavilion and maintenance sheds is managed and operated by the UCC Department of Sports and Physical Activity.

The main vehicular entrance is from the Western Road near Wellington Bridge. There is no separate pedestrian entrance there.

The entry of cars into the grounds is normally controlled at the main entrance by an attendant who is employed by the Mardyke Arena.

There is a portakabin to the side as well, for use by the entrance attendant.

The car parking on the site is under the management and control of the Mardyke Arena. The gate is open from 7 am to 11 pm on weekdays, shorter periods at the weekend. The opening and closing of gates is done by an external security company under the control of the Mardyke Arena.

When there is a UCC sports event planned, UCC contact the Arena to arrange for parking spaces to be reserved (approx. eight to ten) for referees etc. No buses are allowed to enter the site.

UCC is responsible for the upkeep of the car parking.

UCC events in site can include matches in rugby, soccer, GAA and hockey. Athletic events take place on the running track. Informal 5-a-side leagues or similar take place on the all-weather pitches. None of the players for these events are authorised to park on the site.

In addition to the sporting events on the UCC grounds, social events are regularly held at the Sports Pavilion, such as dinners, conferences etc.

Grounds maintenance is carried out by UCC staff using equipment stored in sheds behind the Pavilion. External contractors also come to site to carry out grounds maintenance.

The access for tractors and other machines to travel around the Pavilion buildings is restricted by cars parked on the west side of the Pavilion.

Members of the public sometimes use the site to walk their dogs or otherwise stroll through the site.

A protocol is being prepared to set out the clear responsibilities for the Mardyke Arena and the UCC Department of Sports and Physical Activity in relation to managing traffic and the traffic infrastructure on the site.

The risk assessments shown below are based on site visits during periods when there were no sports matches or large sports events taking place on the site or in the Mardyke Arena. Specific risk assessments should be separately carried out for such matches, large sporting events or occasions when large numbers of sportspersons and/or supporters are on site, also taking into account activities in the Mardyke Arena. The risk assessment has been updated in March 2017 taking into account proposed works on the site by UCC.



Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
No separate pedestrian entrance – pedestrians mixing with traffic at entrance. No dedicated footpath from entrance towards internal areas of grounds. Hazard of traffic		2	4	Med	Entry steward in place at entrance – this slows down traffic to a certain extent	1	4	Low	UCC are in the process of developing plans and solutions to provide a separate pedestrian entrance and pathway from this point into the Mardyke Arena and the Pavillion.

Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
accident involving a pedestrian and a vehicle.									
Sign inside vehicular entrance is out of date as it mentions parking tickets and pay stations (which are not in place). Hazards related to confusion on the part of drivers.		1	3	Low	None	1	3	Low	UCC are in the process of developing plans and solutions to provide more suitable safety signage in this area and across all trafficked areas, including speed limit and other safety notices.
Entry attendant sitting in the open air on a table in the middle of the road. Hazards associated with poor working conditions, cold, danger from traffic etc.		2	4	Med	There is a portocabin adjacent which the attendant can shelter in.	2	4	Med	The Mardyke Sports Arena is considering the installation of an electrically operated security barrier at this location. Alternatively, consider providing better conditions/facilities for the attendant to operate in.
Unauthorised parking outside UCC Sports Pavilion. This is restricting potential movements of grounds maintenance vehicles or (in the event of an emergency) emergency vehicles.		1	3	Low	Unauthorised parking is controlled by the Mardyke Arena attendant	1	3	Low	Ongoing monitoring and control of unauthorised parking to be implemented.
Road markings to prevent car parking and to designate a pedestrian crossing zone from the rugby pitch to the UCC Sports Pavilion. There is no actual pedestrian crossing marked beyond what is shown.		2	4	Med	None	2	4	Med	UCC are in the process of developing plans and solutions to provide a formal raised pedestrian crossing here. During rugby matches when large crowds gather outside the Pavillion, crowds to be marshalled to keep roadway clear for traffic going to the Mardyke Arena. Enhanced traffic safety measures including new signage and speed bumps are being designed for installation in this area.

Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Narrow road leading from vehicular entrance to Mardyke Arena parking. The road is restricted on one side by the rugby pitch and the other by the running track. There is room for only one car at a time and no provision for pedestrians. Hazard for pedestrians in relation to vehicle movements.	  	2	4	Med	There are road markings to designate "Yield" points for traffic, which may slow speeds down somewhat.	1	4	Low	UCC are in the process of developing plans and solutions to provide designated pedestrian walkway along this section of road.
Car parked very near wheelie bins – hazards relating to traffic movements near personnel loading or emptying bins.		2	4	Med	None	2	4	Med	Consider locating bins away from parking spaces.
Maintenance and equipment sheds located on the north east side of the UCC Sports Pavilion. Hazards associated with movements of tractors etc. on the site.		1	4	Low	Maintenance operations are controlled and managed by UCC	1	4	Low	All maintenance activities to be risk assessed and all necessary training and safety mitigation measures implemented by UCC.

Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Walking path at north side of hurling pitch – very slippery when wet. Risk of falls.		1	3	Low	None	1	3	Low	Consider measures to make path less slippery.
Cable stays from Daly Bridge – rusty barbed wire attached to prevent climbing. Hazard of cuts, accidents involving children (for example).		1	3	Low	None	1	3	Low	Consider measures to provide safer system of protecting the cables.
Road to staff car park on northeast side of Mardyke Arena. There are two car parking spaces on the right hand side of this road which restrict the width of the road for pedestrians.	 	1	4	Low	None	1	4	Low	Consider implementing measures to provide designated pedestrian walkway along this section of road.
Staff car park on north side of Mardyke Arena. Skip ("Plastic Waste") in car park. Hazards associated with bin collection by bin truck.		1	4	Low	None	1	4	Low	Consider implementing measures to ensure bin truck does not pose a risk to cars/pedestrians.

Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Fire hydrant in parking zone. Risk of not being able to access hydrant if a car is parked over it during a fire.		2	4	Med	None	2	4	Med	Consider moving hydrant or ensuring that it is always accessible.

Pouladuff Road car park

The Pouladuff Road car park is used as a "Park and Ride" site for UCC. There is a shuttle bus running to and from the main campus from the car park on a scheduled basis.

The site is fully contained within boundary fences and lockable gates. There is a sign inside the fence at the entrance but it is not very visible from the outside, and does not indicate a **Park and Ride**.

Some sections of the car park are well paved and line-marked. Other sections are unpaved and there are sections with rough or slippery surfaces.

There are UCC offices on site with some parking reserved for UCC staff.

There is a bus shelter for students to wait at for the bus.



Sign inside site fence.



Bus parking bay with shelter canopy (currently bus reverses into position)



Completed By: Arup
Date carried out: Feb 16

Updated March 17 to take into account works done on the site



Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Hazards associated with bus reversing into position beside the bus shelter canopy. Lack of visibility for bus driver when reversing.	 	2	4	Med	The practice of reversing the bus on site has been eliminated by revisions to the site bus route and bus stop location.	1	4	Low	Consider installation of bespoke road markings, bus-stop signs and warning signs for bus users.

Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Hazards associated with areas with poor paving, rough ground, slippery conditions (muddy), trip hazards, and no line markings. Hazards include slips, trips and falls	  	2	3	Med	No current specific mitigation present.	2	3	Med	Consider upgrading the quality of the paving of the relevant areas, removing trip hazards and installing line markings.
Hazards associated with blocked gulleys. Such as ponding – leading to increased risk of slips, trips or falls or pedestrians not walking in normal pathways in the car park	 	2	3	Med	No current specific mitigation present.	2	3	Med	Consider upgrading the quality of the paving of the relevant areas, removing trip hazards and installing line markings.

Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Hazards associated with presence of stay cable for electrical pole – trip hazard and traffic hazard.		2	3	Med	Some warning tape wrapped around stay-cable (in poor condition)	2	3	Med	Consider more permanent and prominent warning system or perhaps bollards near stay cable to prevent drivers or pedestrians colliding with it.
Hazards associated with presence of Debris dumped in car park		2	3	Med	None noted	2	3	Med	Consider clear out of all debris or earth-mounds from the site, as part of paving upgrade.

Roseleigh and Laurels Buildings

The Roseleigh and Laurels Buildings are located on the Western Road. There is limited parking available at the site and there is a tendency for staff to park in unauthorised areas.

The entrance and exits are controlled by barriers.

The entry and exit system is one way, with a separate entrance and exit.



Main traffic entrance has vehicular and pedestrian separation



Main traffic exit has separate vehicle and pedestrian access



Completed By: Arup
Date carried out: Feb 16



Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
No specific hazards/risks identified for this zone, over and above those identified for all zones as noted above									

St. Vincent's Music campus

The St. Vincent's Music campus is located on the Sundays Well Road. The department is located next to St. Vincent's Church. Parking at the church is for church parking only. The entrance is controlled by a barrier, swipe access only. Parking is for staff only with delivery entry using intercom at the entry barrier. Intercom pole is damaged at entrance. There are a number of damaged guardrails along the edge of the car park. There are a number of old or damaged planters on the site, which could be removed/replaced. The car parking areas are not lined.



Main entrance barrier (looking out)



Parking area (no line markings)



Completed By: Arup
Date carried out: Feb 16



Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Hazards associated with vehicular entrance into car park with barrier. No separation for pedestrians.		2	3	Med	There is a warning sign noting that the area is a pedestrian priority zone, and speed limit of 10 mph. The volumes of vehicular traffic are very low. There are two other pedestrian access ways available, one through a blue door (see photo) and another from the church yard.	1	3	Low	Ensure that the blue pedestrian door is open for use to discourage pedestrians from entering through the vehicular entrance. Upgrade the warning sign to provide more information, e.g. - Pedestrians please use other gate - Speed limit 15 kmph
Alternative pedestrian entrance (blue door)	 								

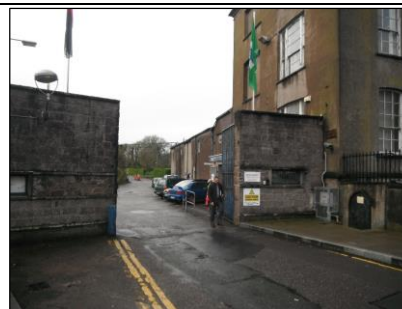
Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Hazards associated with damaged concrete at base of swipe pole, e.g. pole may fall over, swipe system may stop working.	  	2	3	Med	Some interim remedial measures have been put in place, i.e. steel band.	2	3	Med	Consider putting in place permanent repair to damaged concrete.
Hazards associated with barbed wire on top of gate. The gate itself does not look in robust condition.	 	1	3	Low	None	1	3	Low	Consider removal of barbed wire from gate. Consider the condition of the gate and if it needs upgrading. Consider removal of "P" parking sign at gate (obsolete)?

Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Hazards associated with damaged planters on site – debris coming loose, slips., trips and falls etc.	 	1	3	Low	None	1	3	Low	Consider removal of damaged planters.
Hazards associated with no line markings in the parking areas, e.g. uncontrolled parking, undesignated parking areas.	 	1	3	Low	The number of cars parking on the site is low.	1	3	Low	Consider installation of line markings in the parking areas.

Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Hazards associated with damaged railing (railing provides edge protection to car park). The railings are still providing edge protection, but are not in good condition. 		1	4	Low	None	1	4	Low	Consider repair of damaged/rusted guardrails.

North Mall

The North Mall campus is remote from the main campus. The entrance is jointly controlled by UCC and the Mercy Hospital. There is a security guard at the entrance paid for jointly by UCC and the Mercy hospital. There is pay-and-display parking in the area directly inside the main entrance, operated by UCC. The Mercy hospital has two car-parking areas on the site, these areas are the responsibility of the Mercy hospital. These car parks were not inspected in detail. The main UCC controlled area is inside a traffic barrier which is located approx.40 meters inside the main gate. All areas inside the barrier are under the control of UCC. Inside the barrier, the road is initially a two-way system but turns into a one-way loop around the Enterprise Centre Building and Butler Building. Other UCC buildings inside the barrier include the Cooperage. Visitors to the UCC section of the site include staff, students, deliveries and members of the public. The former Irish Distillery Building is outside the barrier and is used by both UCC and the Mercy Hospital to store material. In general terms it can be stated that the condition of the traffic infrastructure, i.e. roads, parking areas, footpaths, line markings, signage etc. are not as high in quality as on the main campus. There are security cameras on the site around the UCC buildings.



Main entrance – no separate vehicular entrance



Information sign inside front entrance



**Completed By: Arup
Date carried out: Feb 16**

**Updated March 17
taking account of
proposed works by
UCC on the site**



Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Hazards related to no separate pedestrian entrance – pedestrians mixing with traffic at entrance.	 	2	4	Med	Security guard located inside the main entrance, operating security barrier, reviews all traffic entering the site. Warning sign for pedestrians present on entrance wall.	1	4	Low	UCC are in the process of developing traffic separation measures in this area, to be implemented in 2017. Trim/remove the vegetation in front of the UCC information sign inside the entrance (see photograph above).

Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Unprotected edge next to stream, near Cooperage building. Potential for personnel, especially children, to slip through existing steelwork and fall over edge.		2	4	Med	Edge partially protected by existing steelwork.	2	4	Med	Handrail required to protect edge.
Hazards associated with areas of large ponding in the car park west of Cooperage, e.g. slips/trips/falls.		1	3	Low	None	1	3	Low	Consider re-paving these areas to ensure adequate drainage.
Hazards associated with damaged handrails on ramp, at back of old distillery building, west of Cooperage. Similar issue on south side of old distillery building.		1	4	Low	Area and building is not trafficked significantly by UCC staff or students (however, it is accessible).	1	4	Low	Consider repairing all edge protection/handrail or cordoning off area.

Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Hazards associated with unpaved parking areas outside Cooperage - no line markings – potholes, rough ground. Hazards include slips/trips/falls and poor parking leading to cluttered parking area.		1	3	Low	None	1	3	Low	Consider installing hard paving and line marking in the car park area
Hazards at road crossing on path from Cooperage to Enterprise Centre Building – leads out onto main road – poor pedestrian visibility – uncontrolled pedestrian crossing – no warning signs – poor road marking.		2	4	Med	Speed limit 15 km/hour.	2	4	Med	Consider cutting back vegetation to increase visibility for both motorists and pedestrians in this area. UCC are in the process of installing a raised formal pedestrian crossing in this area in 2017.
Hazards associated with worn road markings, one-way system not clear enough to new visitors, insufficient signage to designate one-way system, sign is possibly ambiguous in terms of pointing drivers in the right direction.		2	4	Med	Speed limit 15 km/hour.	2	4	Med	UCC are implementing a programme of fresh line markings in the site.

Hazard/Risk		Risk Rating Before			Existing Controls	Risk Rating After			Comments and Further Actions
		L	S	RR		L	S	RR	
Hazards at road crossing where path from main campus enters the site on path– leads out onto main road – poor pedestrian visibility – uncontrolled pedestrian crossing – no warning signs – poor road marking.		2	4	Med	Speed limit 15 km/hour.	2	4	Med	UCC are in the process of installing a raised formal pedestrian crossing in this area in 2017.



UCC Western Campus Risk Assessment

For

Movement of Vehicles.

Patsy Cahly Comments
14/06/17

RISK ASSESSMENT Overview

The Western Campus comprises: -

- Brookfield Health Sciences Complex (BHSC) (15,000 m2).
- Creche Cois Laoi (800 m2).
- Western Gateway building. (WGB) (28,000m2)

This campus is managed by a local Facilities Management team under the auspices of the Director of Buildings and Estates.

Facilities Manager	Eamonn Connaughton
General Services Supervisor	Teresa O' Callaghan
Facilities Engineer	Peter O' Hanlon
Mechanical/Electrical Foreman	Adrian Downey
Grounds/Buildings Foreman	Donal O' Riordan

Each building has unique demands and requirements from a vehicle movement prospective.

- BHSC is the Medical, Therapies, Nursing and Midwifery College with 1,610 lecture seats, simulation and training rooms. There are daily public clinics in both the therapies and the Infant unit. High building occupancy is approximately 2,500 students and 150 staff.
- Creche Cois Laoi has ~25 staff members and has capacity for 80 children.
- WGB has a combination of SEFS and Medical disciplines, 1660 lecture seats, 24 computer labs with a capacity of 810, 4 medical undergraduate laboratories and 20 research Laboratories, Mortuary, Biological Services Unit and 10 incubator companies. High building occupancy is approximately 3.500 students and 300 staff.



Likelihood (L) Categories	Severity (S) Categories	Risk (R) Matrix	SEVERITY	Risk Acceptability	
5 Certain or Near Certain	5 Multiple Fatalities			High (H)	Unacceptable, must reduce. Communicate Residual Risk if applicable.
4 Very Likely	4 Permanent Total Disability, Single Fatality			Medium (M)	Tolerable, assuming risk has been reduced as far as "Reasonably Practicable". Communicate Residual Risk
3 Likely	3 Major Injury, Lost Time Injury			Low (L)	Tolerable. Communicate Residual Risk.
2 Somewhat Likely	2 Minor Injury, Restricted Workday Case				
1 Unlikely	1 Slight Injury, First Aid				

Risk Assessment: Movement of vehicles				Date: May 2017				Completed By: E.Connaughton			
Work Activity: General parking, deliveries and contractor activities				Location: Brookfield Heath Sciences Complex				Approved By:			
Hazard/Risk	Risk Rating Before			Controls				Risk Rating After			Proposed Controls
	L	S	RR					L	S	RR	
Task: General Car park safety Hazard: Collision with pedestrians Who is at risk: UCC Staff & students	2	3	Med	Main car park is located at rear of the building away from pedestrian areas. All deliveries are diverted to the rear of the building away from pedestrian areas. Speed limit of 15 km/hr on UCC grounds. Car park is lined out, managed by on site general services team and barrier system. Reserved parking system in place for clinics and visitors. CCTV system in place to assist management.				1	2	Low	Implementation and constant monitoring by FM team and SSOs.
Task: Contractor vehicle movement activities. Hazard: Collision with pedestrians	4	4	High	A permit to work is required for all contractor activities.				2	3	Med	Implementation and constant monitoring by FM team and SSOs.

Contractor activities are not covered by ~~the~~ the Traffic Management Plan & Risk Assessment document prepared by Group. Refer to P.Loahly email 14/6/17.

Coláiste na hOllscoile Corcaigh, Éire
University College Cork, Ireland

Risk Assessment: Movement of vehicles				Date: May 2017					Completed By: E.Connaughton	
Work Activity: Drop of & collection and contractor activities.				Location: Creche Cois Laoi					Approved By:	
Hazard/Risk	Risk Rating Before			Controls	Risk Rating After			Proposed Controls		
	L	S	RR		L	S	RR			
Task: Car park safety Hazard: Collision with pedestrians Who is at risk: UCC Staff & students & crèche children.	4	4	High	Dedicated marked spaces x 6 for drop off and collection from crèche. SSO presence during in-term peak times (8:30am – 9:30am and 5pm – 6pm). CCTV system in place to assist management. <i>is the likelihood "very likely" without the controls? in most other mixed use zones the likelihood has been rated at 3 - "likely".</i>	2	3	Med	Implementation and constant monitoring by FM staff and SSOs.		
Task: Contractor vehicle movement activities. Hazard: Collision with pedestrians	4	4	High	A permit to work is required for all contractor activities.	2	3	Med	Implementation and constant monitoring by FM staff and SSOs.		

Contractor activities not covered in the TMP & RB as noted previously

UCC Western Campus
Risk Assessment



Risk Assessment: Movement of vehicles				Date: May 2017					Completed By: E.Connaughton
Work Activity: General parking, deliveries and contractor activities				Location: Western Gateway Building					Approved By:
Hazard/Risk	Risk Rating Before			Controls		Risk Rating After			Proposed Controls
	L	S	RR			L	S	RR	
Task: General Car park safety Hazard: Collision with pedestrians Who is at risk: UCC Staff & students.	4	4	High	All large truck deliveries before 08:30am or after 5:30pm. Delivery bay provided & extended to eliminate necessity to reverse. Speed limit of 15 km/hr on UCC grounds. SSO presence during peak in-term morning time (8:30am – 9:30am) and on Saturdays as required for junior classes. CCTV system in place to assist management. Pedestrian route way marked out. Car park is managed by on site general services team and entry barrier system.		3	3	Med	Implementation and constant monitoring by FM team and SSOs. The river link walkway to main campus will substantially reduce pedestrian traffic across the carpark and through the main gate.
Task: Contractor Vehicle movement activities Hazard: Collision with pedestrians	4	4	High	A permit to work is required for all contractor activities.		2	3	Med	Implementation and constant monitoring by FM team and SSOs.

Contractor activities not included.



Coláiste na hOllscoile Corcaigh, Éire
University College Cork, Ireland

Coláiste na hOllscoile Corcaigh, Éire
University College Cork, Ireland

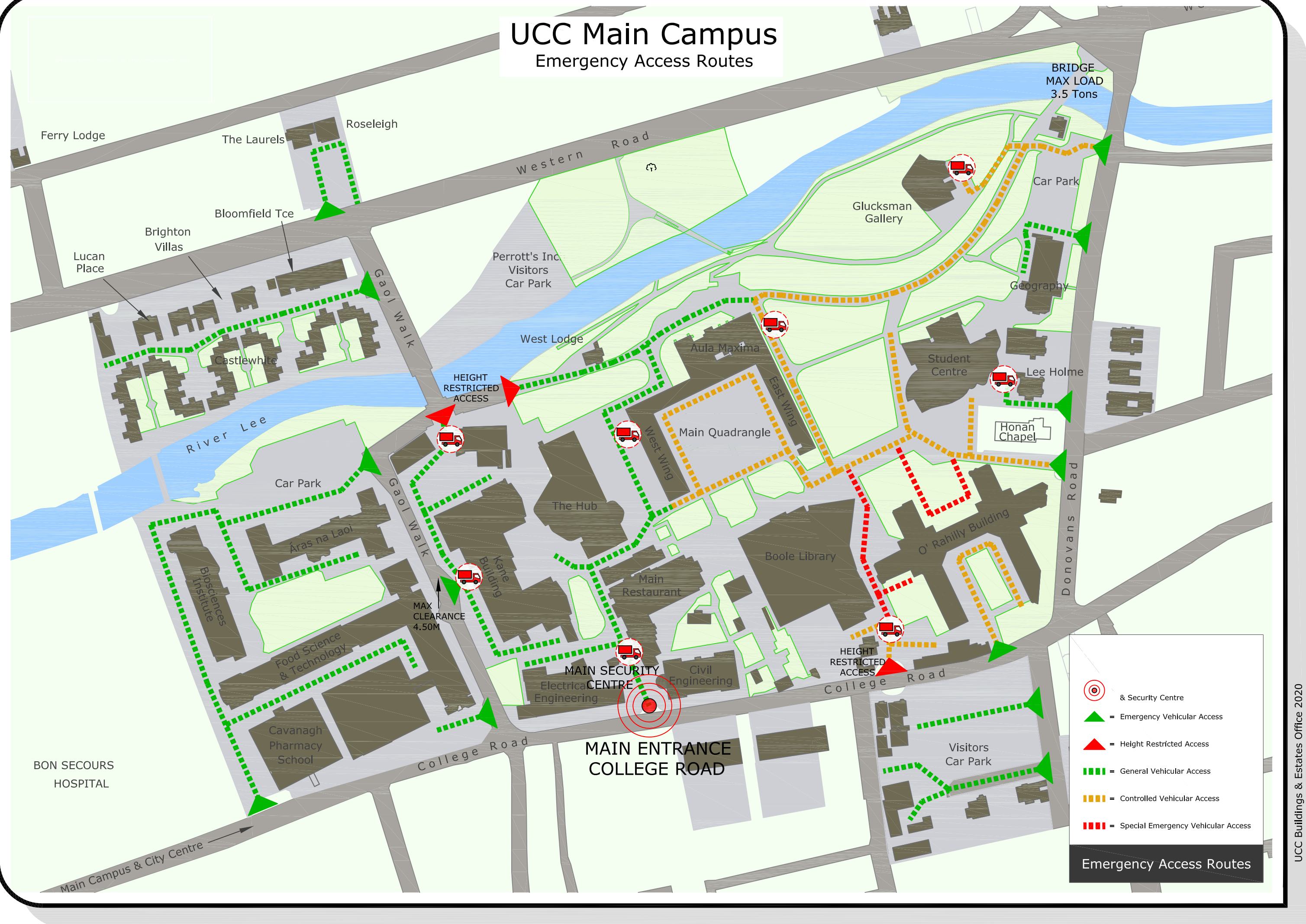
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Appendix B

UCC Emergency Access Routes

UCC Main Campus

Emergency Access Routes



& Security Centre

= Emergency Vehicular Access

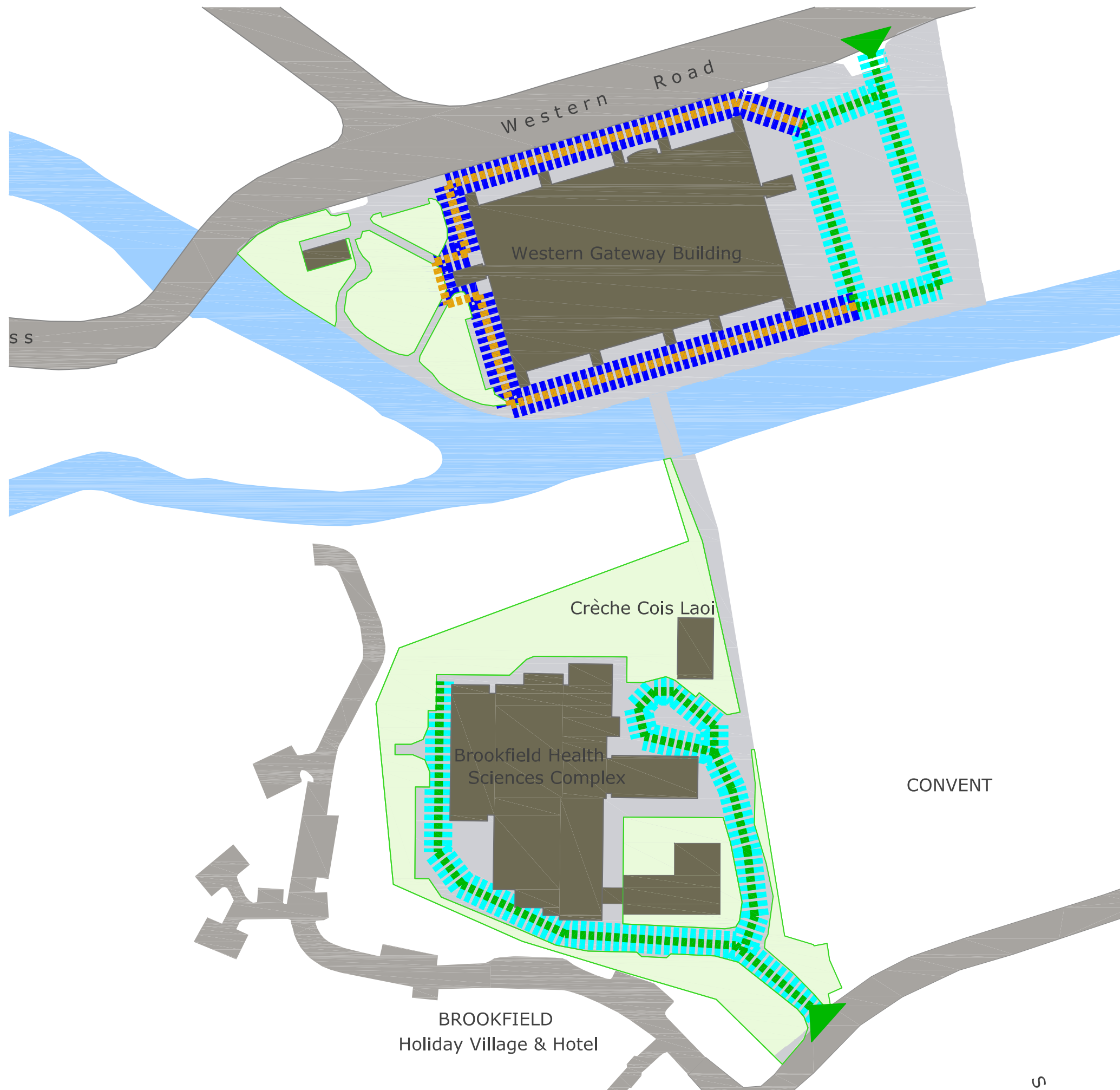
= Height Restricted Access

= General Vehicular Access

= Controlled Vehicular Access

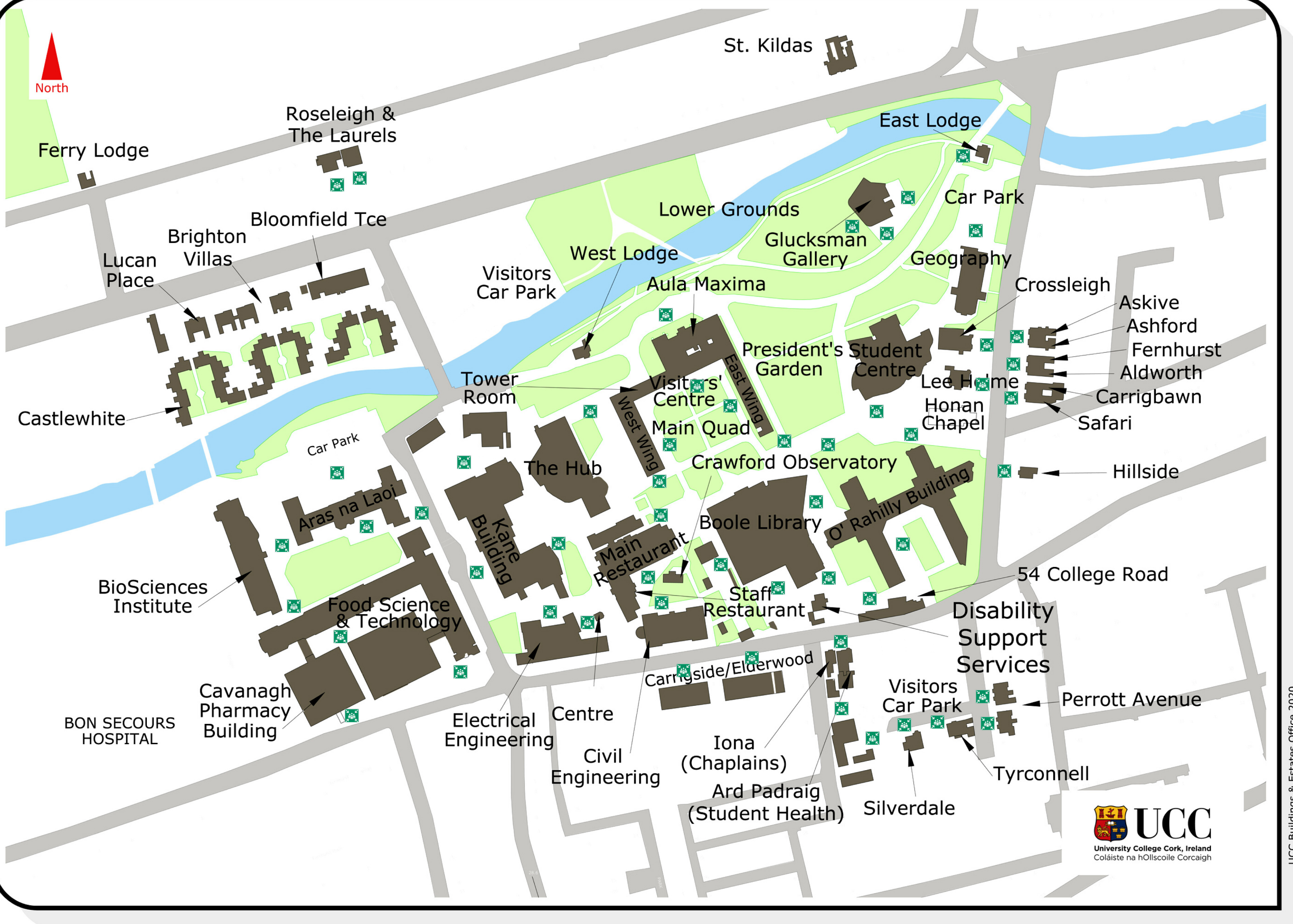
= Special Emergency Vehicular Access

Emergency Access Routes



Appendix C

UCC Emergency Assembly Points





Brookfield & WGB

Assembly Areas



Victoria Cross

Western Road

Western Gateway Building

Castlewhite

Crèche Cois Laoi

Brookfield Health
Sciences Complex

BON SECOURS
HOSPITAL

CONVENT

BROOKFIELD
Holiday Village & Hotel

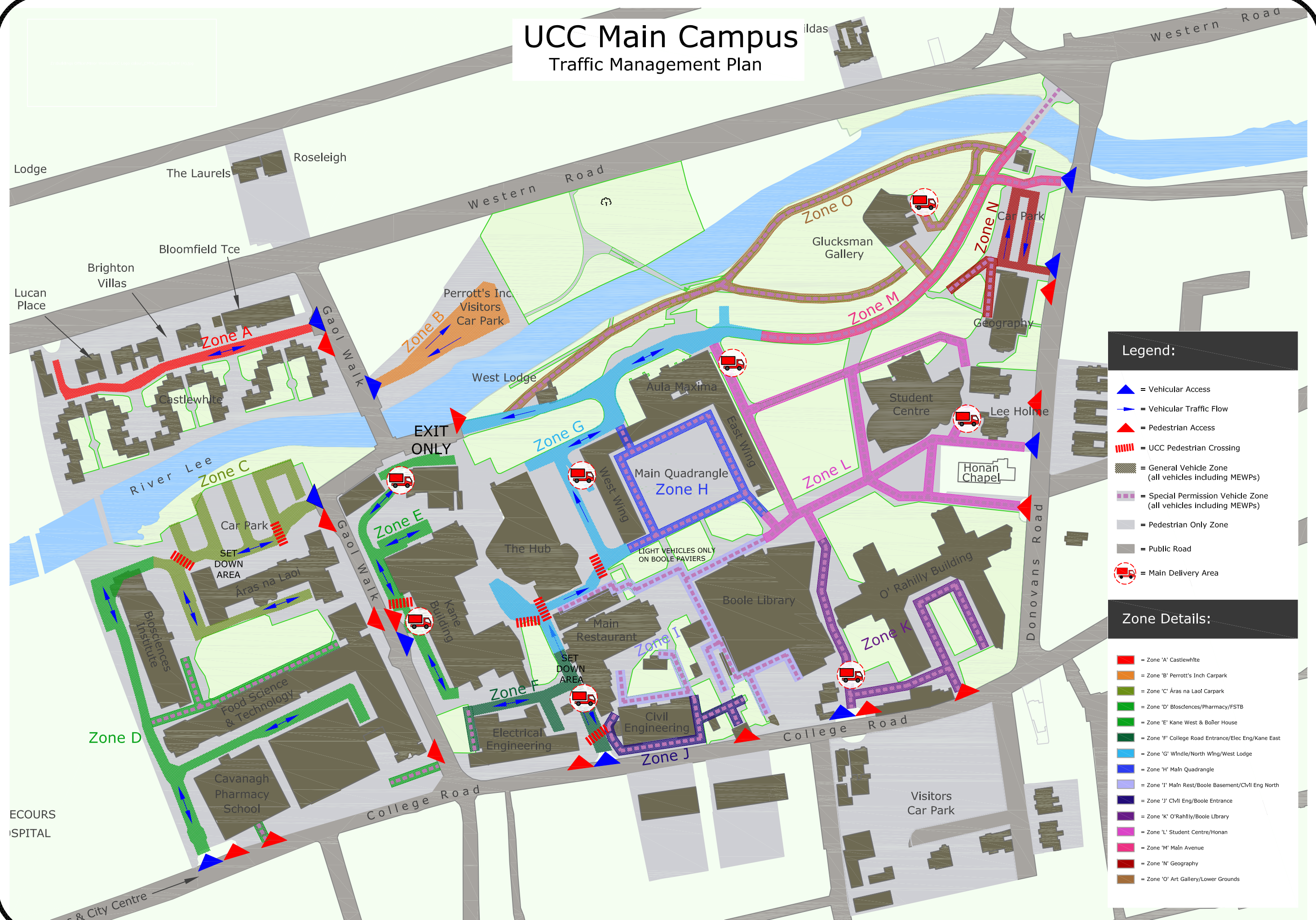
to Curraheen Sports Grounds, CIT & CUH

Appendix D

UCC Campus Traffic Management Plan Drawing

UCC Main Campus

Traffic Management Plan

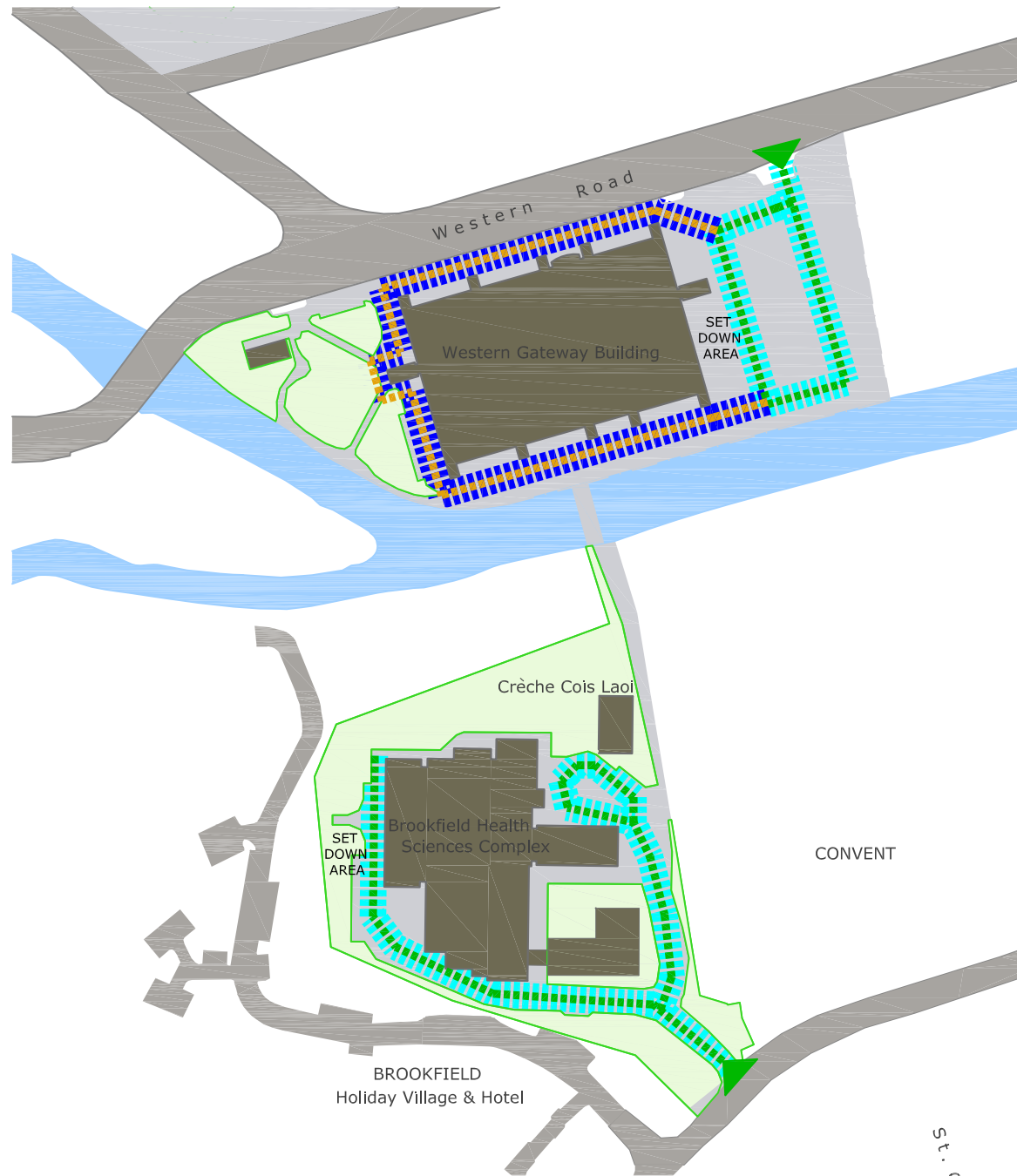


Legend:

- = Vehicular Access
- = Vehicular Traffic Flow
- = Pedestrian Access
- = UCC Pedestrian Crossing
- = General Vehicle Zone (all vehicles including MEWPs)
- = Special Permission Vehicle Zone (all vehicles including MEWPs)
- = Pedestrian Only Zone
- = Public Road
- = Main Delivery Area

Zone Details:

- = Zone 'A' Castlewhite
- = Zone 'B' Perrott's Inch Carpark
- = Zone 'C' Áras na Laoi Carpark
- = Zone 'D' Biosciences/Pharmacy/FSTB
- = Zone 'E' Kane West & Boiler House
- = Zone 'F' College Road Entrance/Elec Eng/Kane East
- = Zone 'G' Windle/North Wing/West Lodge
- = Zone 'H' Main Quadrangle
- = Zone 'I' Main Rest/Boole Basement/Civil Eng North
- = Zone 'J' Civil Eng/Boole Entrance
- = Zone 'K' O'Rahilly/Boole Library
- = Zone 'L' Student Centre/Honan
- = Zone 'M' Main Avenue
- = Zone 'N' Geography
- = Zone 'O' Art Gallery/Lower Grounds

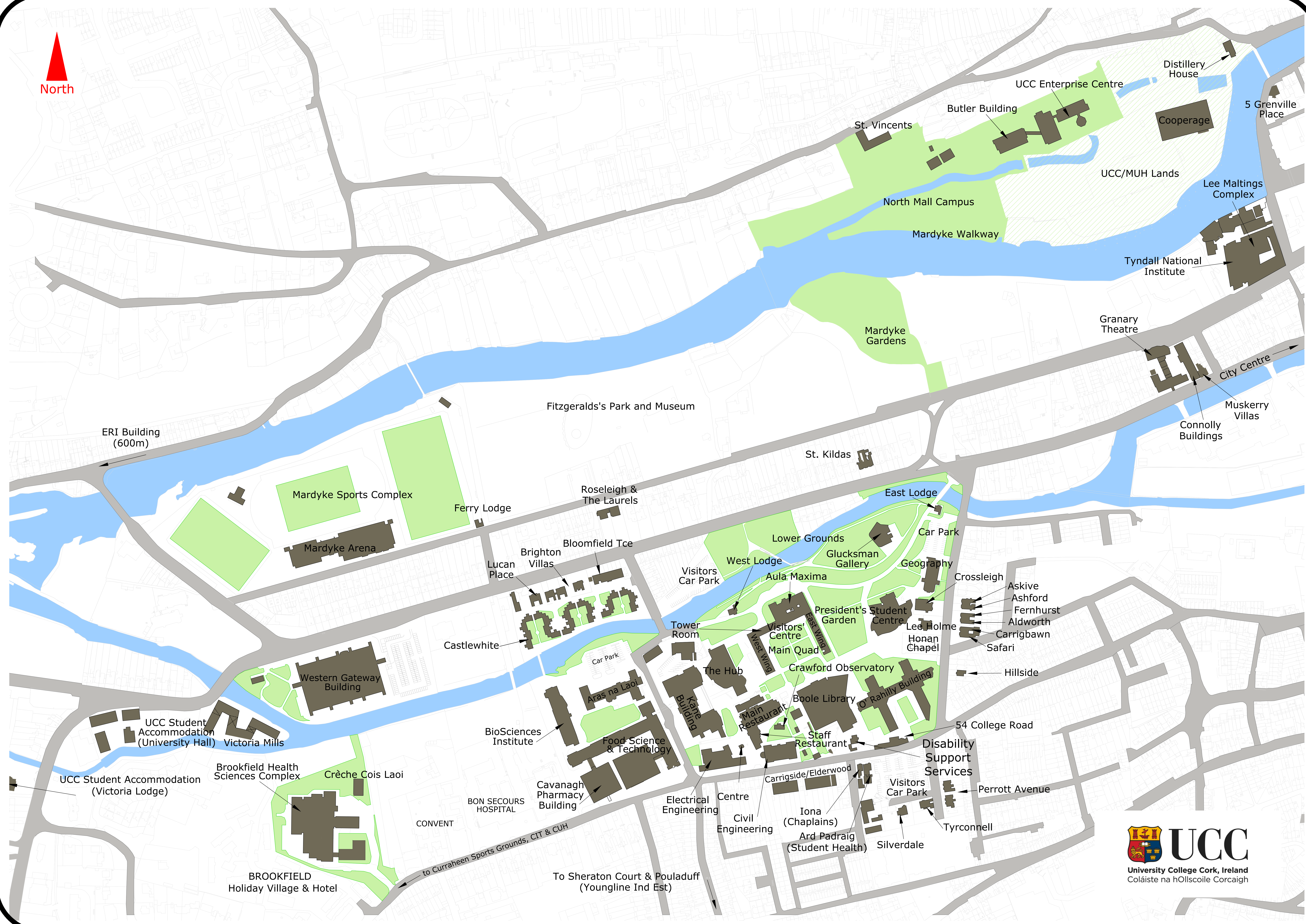
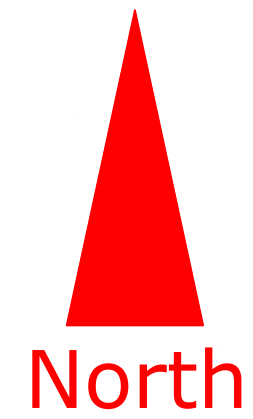


Legend:

- ▲ = Vehicular Access
- = Vehicular Traffic Flow
- ▲ = Pedestrian Access
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- = General Vehicle Zone (all vehicles including MEWPs)
- = Special Permission Vehicle Zone (all vehicles including MEWPs)
- = Pedestrian Only Zone
- = Public Road
- = Main Delivery Area

Appendix E

UCC Campus Map



Appendix F

UCC Campus Bicycle Parking Map

