

Risk Assessment – Side by Side Buggies (SBS)

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|--------------|-------------------------------------|---------------|--------------------------|-------------------|--------------------------|----------------|--------------------------|---------|----------------------|----------------|------------|
| Baseline | <input checked="" type="checkbox"/> | Site Specific | <input type="checkbox"/> | Vulnerable Person | <input type="checkbox"/> | Temporary | <input type="checkbox"/> | Version | 2020.1.0 | Date of issue: | 20/01/2020 |
| Produced by: | Leigh Phillips | | Reviewed by: | Leigh Phillips | | Authorised by: | Steve Anderson | | Date of next review: | 20/01/2021 | |

Operating Notes:

- **Supervision ratio**
 - 1 activity leader to 1 vehicle in use
 - Maximum 2 vehicles on a range.
 - Maximum group size 15
- **Activity Leader** to be trained to EASI SBS Level 2 Supervisor and receive in-house familiarisation training.
- **Driver to and from the track** to be EASI SBS Driver qualified.
- **Chief Instructor** to be minimum EASI SBS Level 2 Supervisor
- Refresher training as directed by session observations. Technical Advice from EASI via Group Activities Manager
- Vehicles are subject to daily and weekly checks covering all critical safety features.
- Guards cover drive trains and hot engine parts so far as possible.
- Tracks must be enclosed within a perimeter of interlocking barriers or bound tyres. The height of the barrier must be at least the height of the vehicles tyres.
- Track surface can be of a solid (tarmac or similar) or slip surface (gravel, grass, woodchip, etc.). They must avoid any unnecessary potholes, ruts or ramps and be free of debris. Repairs should be made to defects or the tracks re-routed to avoid the damage.
- Spare fuel is kept in locked flame-proof containers away from the track. Re-fueling takes place at the beginning of the day away from the track.
- A fire extinguisher, first aid kit, rough handling gloves, rake and rake stand and form of communications must be available within easy reach of the track. For a site with multiple tracks, these items can be contained in a location central to all tracks.

Risk – Benefit Statement: There is a low risk of moderate injury such as sprains/strains or minor fractures. Motorsports can be a difficult activity for young people to access yet it offers excitement and opportunities to develop risk awareness and self-control, so this risk is tolerable.

| Hazard Description and activities giving rise to risk | Who may be harmed | Control Measures | Risk Rating |
|--|-------------------|--|-------------|
| General Participation – Collisions between vehicles, barriers and spectators | All | <ul style="list-style-type: none"> • DO NOT allow any participants on the range when vehicles are moving • DO NOT walk in front of moving vehicles during test laps, brake tests or maneuvers • Wear a High Vis vest and maintain line of sight of SBS's when providing coaching on the range • Make sure the entrance to the track is guarded, or lap direction prevents vehicles leaving • If there are 2 SBS's on the range, ensure both vehicles are stopped if one collides with barriers • Do not try to pull vehicles backwards if they have collided with barriers. Coach participants to use the reverse gear or ask participants to dismount and return to the safety shed; you can then reverse the SBS. • Work with the other Supervisor to avoid directing participants into paths of travel which could lead to a head on collision | Low |
| General Participation – Burns/abrasions from engine parts, entanglement, injuries from driving | Participants | <ul style="list-style-type: none"> • Ensure all participants are wearing long sleeves and trousers and have sturdy footwear • Ensure all participants wear an open face helmet, eye protection and gloves • All moving engine parts are covered by fairing • Ensure all participants have long hair tied back and large or prominent jewelry removed • Supervise riders as they embark and disembark with the engine switched off | Low |

| Hazard Description and activities giving rise to risk | Who may be harmed | Control Measures | Risk Rating |
|---|-------------------|--|-------------|
| General Participation – Loss of control due to high speed, range conditions or novice driving error | Participants | <ul style="list-style-type: none"> • Wear the remote cut out around your shoulder/neck at all times and be familiar with its operation. • Activity Leader to be familiar with the characteristics of the cut out process and ensure vehicles are cut out at the earliest possible opportunity to allow the vehicle chance to come to a natural stop. Participants should be prevented from becoming out of control. • Confirm vehicle controls (brakes, accelerator, steering) and correct driving position with each driver at the beginning of each drivers turn • Use hand signals to enforce safe speeds • Check the condition of the track and barrier at the start of the activity and continue to monitor throughout the session (ruts, ice, surface water, damage, etc.) Make repairs to the barrier/track surface as necessary during the session • The remote cut out allows young drivers under the age of 10 as the Supervisor has control of the stop button at all times during the session. A driver under 10 can drive the SBS as long as they can still manipulate all the controls. • All collisions with barriers are to be reported as a near miss using the companies reporting procedure. | Low |
| Drivers under the age of 10 | Participants | <p>The normal required age for driving the SBS vehicle is 10 years old. On occasion there may be participants within a year 5 group who have not yet reached their 10th birthday. Under these circumstances and due to the remote cut out switch under 10's may drive if:</p> <ul style="list-style-type: none"> ◦ Drivers under the age of 10 are permitted to drive the SBS vehicle as long as they can comfortably reach and manipulate all controls as required. ◦ Only slow moving skills based tasks should be set. ◦ SBS vehicles are not suitable for Year 4 groups or younger. | Low |
| Mechanical Failure; Loss of control either in stopping or directionally | Participants | <ul style="list-style-type: none"> • All SBS's brakes and steering are checked at the beginning of and during the session by the L2 Supervisor. • The cut out remote is checked at the start of and during the session for correct operation. Batteries are replaced a minimum of every 2 months regardless of use. | Low |
| Unsupervised access to SBS's | Participants | <ul style="list-style-type: none"> • The keys and remote cut out are always removed and never left with the SBS unattended | Very Low |

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|---|-------------------|--|-------------|
| Fueling – ignition of fuel during re-fueling | Leader | <ul style="list-style-type: none"> • Always re-fuel in the open air to prevent vapour build-up • Do not re-fuel the SBS while the engine is hot. Allow the engine to cool first • Use disposable gloves when handling fuel cans • Petrol can be stored in large 'Jerri-cans' but must be transferred to max 5-litre cans for use • Use a petrol can with a spout inserted directly into the fuel tank to minimize spills • Clear up any spills immediately and place used cloths into a flame-proof waste bin • Lock away the petrol cans when you have finished | Very Low |
| Driving to and from the track | All | <ul style="list-style-type: none"> • Driver to be EASI SBS Driver qualified. • Driver to wear all PPE as any participant would • Driving route to be detailed on the Site Specific Risk Assessment • Driving to be kept at low speed • SBS hazard lights to be used when driving off the designated tracks • Where pedestrians are present the driver must have another member of staff walk in front of the SBS to ensure nobody can walk out in front of the vehicle • Where there are large numbers of pedestrians the SBS must be stopped and turned off until the group can be moved to a safe distance • When driving alone the remote cut off must be worn by the driver or securely attached to the static receptor. | Low |