

## Risk Assessment – Quad Biking (Including Quad Safari)

<b>Baseline</b>	<input checked="" type="checkbox"/>	<b>Site Specific</b>	<input type="checkbox"/>	<b>Vulnerable Person</b>	<input type="checkbox"/>	<b>Temporary</b>	<input type="checkbox"/>
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<b>Produced by:</b>	Leigh Phillips	<b>Date of issue:</b>	05/01/2018	<b>Review date:</b>	01/01/2019
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**Operating Notes:**

- Supervision ratio is 1 activity leader to 15 participants, with 1 additional adult to assist supervision.
- 1 activity leader to 1 active participant. Max 2 ATV’s on a single lane track, 1 ATV on an open track layout.
- Activity Leader to be trained to EASI Level 1 supervisor and receive in-house familiarisation training. Refresher training as directed by session observations. Chief Instructor to be minimum EASI Level 1 supervisor. Technical Advice from EASI via Group Activities Manager
- Guards cover drive trains and hot engine parts so far as possible. Vehicles are subject to daily and weekly checks covering all critical safety features.
- Tracks must be enclosed within a perimeter of interlocking barriers or bound tyres sufficient to contain the impact of a quad bike driven at speed. A refuge with equal protection must be provided for the leader if they supervise the activity from inside the perimeter barrier.
- Track surface should be constructed of any non-solid surface such as grass, woodchip, gravel or earth. 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.
- Track layout should avoid long straights where significant speed can be built up, and sharp corners that are difficult to negotiate.
- Spare fuel is kept in locked flame-proof containers away from the track. Re-fuelling takes place at the beginning of the day away from the track.
- A fire extinguisher, first aid kit and spectator waiting area must all be provided at the track.

**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"> <li>• DO NOT allow anyone on to the track, yourself included, when vehicles are moving</li> <li>• DO NOT walk in front of moving vehicles during test laps or brake tests</li> <li>• Make sure the entrance to the track is guarded, or lap direction prevents vehicles leaving</li> <li>• Take care when moving vehicles that have collided with the barrier or overturned. Seek assistance to avoid back injury</li> </ul>	Low
General Participation – Burns/abrasions from engine parts, entanglement, injuries from riding	Participants	<ul style="list-style-type: none"> <li>• Ensure all participants are wearing long sleeves and trousers and have sturdy footwear</li> <li>• Ensure all participants wear an open face helmet, goggles and gloves</li> <li>• Ensure all participants have long hair tied back and large or prominent jewelry removed</li> <li>• Supervise riders as they climb on and off the bike</li> </ul>	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 or track conditions	Participants	<ul style="list-style-type: none"> <li>• Take riders on a tour of the track at the beginning of the session to highlight areas where special care is needed</li> <li>• Confirm vehicle controls (brakes, accelerator, steering) and correct riding position with each rider at the beginning of each rider’s turn</li> <li>• Complete a full lap while holding the engine kill-cord and conduct a controlled brake test before allowing each participant solo track time</li> <li>• Use flags or hand signals to enforce safe speeds</li> <li>• 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</li> </ul>	Low
Mechanical Failure; Loss of control either in stopping or directionally	Participants	<ul style="list-style-type: none"> <li>• All Quad bikes brakes and steering are checked at the beginning of the day either by an EASI level 1 supervisor or a Centre Mechanic.</li> <li>• All cut out lanyards are checked prior to the session running.</li> </ul>	
Unsupervised access to quads	Participants	<ul style="list-style-type: none"> <li>• Do not leave quads unattended with keys / kill switches or with engines running.</li> </ul>	Very Low
Fueling – ignition of fuel during re-fueling	Leader	<ul style="list-style-type: none"> <li>• Always re-fuel in the open air to prevent vapour build-up</li> <li>• Do not re-fuel the quad bike while the engine is hot. Allow the engine to cool first</li> <li>• Use disposable gloves when handling fuel cans</li> <li>• Petrol can be stored in large ‘Jerri-cans’ but must be transferred to max 5-litre cans for use</li> <li>• Use a petrol can with a spout inserted directly into the fuel tank to minimize spills</li> <li>• Clear up any spills immediately and place used cloths into a flame-proof waste bin</li> <li>• Lock away the petrol cans when you have finished</li> </ul>	Very Low
Quad Safari – Unsafe route selection, inadequate supervision	Participants, Leaders, Spectators	<ul style="list-style-type: none"> <li>• When leading a safari session, only ride in areas that are clear of other people and that give good visibility of access points</li> <li>• Choose terrain that is within the capabilities of the rider. Be particularly careful on gradients that may lead to vehicles tipping</li> <li>• Safari rides must have an activity leader at the front and at the back</li> </ul>	Very Low