

WIND & WHEELS CLUB

Risk & Impact Assessment for

UPHILL BEACH WIND SPORTS SAILING ZONE

WESTON SUPER MARE

Document control:

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Created:

Approved:

Review: Twelve months from creation date, minimum. Plus any other date as required by the club or the local authority.

Reviewed: Adrian Wells, 2008

Distribution:

- c.c. Secretary of Wind and Wheels**
- c.c. District Council**
- c.c. FED Secretary**
- c.c. FED Insurance Officer**
- c.c. File**

Purpose:

The purpose of this document is to demonstrate that the WIND & WHEELS CLUB have taken more than reasonable steps, to assure that the defined sports/activities can be executed at the given site location, with minimal impact and that any risks identified in respect of the sports/activities at the site have had sufficient mitigation applied to reduce such risks to manageable.

Background:

Historically there has been a limited requirement for a formal risk assessment in respect of Parakarting, speedsailing, Mini Landyachts & land kiteboarding. More recently, and following a tightening up of procedures there is now a formal requirement for the WIND & WHEELS CLUB to provide a full risk assessment in respect of all sports/activities that operate at the Uphill wind sports sailing zone. The Zone is between the segregation posts adjoining the uphill beach car park and the segregation posts at the sand dune toilet block adjacent to the southern most point of the royal sands beach car park.

Introduction:

Class 7 (Speedsails, Land Kiteboards), Class 8 (Parakarts) and mini Landyachts, are often classed as extreme sports, this is not necessarily the case and many of the risks involved can be mitigated or completely removed through the application of safe practice within the sailing zone. This risk assessment is offered to satisfy the requirement for the WIND & WHEELS CLUB to provide a risk assessment prior to gaining full access for their members to the sailing zone at Uphill beach and it is the responsibility of all WIND & WHEELS CLUB members to ensure that any mitigation defined herein is followed without exception prior to, during and after access has been gained.

Authority:

Although there are many groups who propret to represent land yachting in the UK, WIND & WHEELS CLUB is a member of the British Federation of Sand and Land Yacht Clubs [BFSLYC] and takes direction from both BFSLYC and indirectly from the Kite Buggy Association [KBA] via the Parakart Association [PKA]. Each of these, BFSLYC, PKA,

KBA and FISLY are internationally recognised bodies.

BFSLYC: The British Federation of Sand and Land Yacht Clubs (or just 'The Fed') (www.bfslyc.org.uk), represents sand and land yacht clubs in the UK at national and international level. It is a member of the International Federation of Sand and Land Yachts [FISLY] (www.FISLY.org).

The Fed officiates at a series of regattas run at some of the best sailing sites in the country, and (based on regatta results) selects a team to represent the UK in international competition. It also provides third party insurance for its members and maintains links with local and national authorities, for example regional councils and English Nature.

Collectively called sand or land yachts, the Federation caters for several classes, including Classes 2, 3, 5, 7 & 8. These are also known as yachts, parakarts (or kite-buggies), speed sails and other land boards powered by sails or kites (foils).

PKA: The Parakart Association (www.parakartassociation.co.uk) is a member of BFSLYC and represents the UK at the KBA. The PKA organises national regattas for Class 8 and is involved in setting Class 8 standards in the UK.

KBA: The Kite Buggy Association (www.kitebuggy-association.org) is a European group with representation from each of the European member states, which is interested in, and sets Class 8 standards, primarily for racing. The KBA is a member of FISLY.

Activity description:

The sports/activities, which will occur in the sailing zone, are Class 7 (Speedsails, Land Kiteboards), Class 8 (Parakarts), Mini Landyachts. A full definition of the allowed standards for class 7, & 8 are included in the 'INTERNATIONAL FEDERATION OF SAND AND LAND YACHTING' [F.I.S.L.Y.] International sailing and racing rules [I.S.A.R.R.] and as such has not been included here.

Equipment and pilots:

The WIND & WHEELS CLUB offer guidance to its members on the suitability for purpose of all equipment including buggies, kites, sails, boards and mini Landyachts

Parakarts (buggies)

The parakarts generally consist of a seat, a rigid frame and usually 3 wheels, the front wheel(s) generally used for steering.

Kites

The kites are generally ram air Para foil type kites with no internal structure; however, it is possible that kites of sparred or inflatable construction may be used. The structure of the kite is enhanced by the wind and therefore described as soft kites. The line used in the construction of the bridle and the control lines are not to be made of Kevlar or any such material.

Pilots

The pilot is seated in the Parakart and via a non-captive harness system, flies and controls the kite to provide the motive force that propels the craft along. It is not permissible for pilots to be fixed to the kart by any mechanism. (The only exception to this is during a 'freestyle' event).

Speedsails.

Boards have 4 wheels, steer the same as a skateboard, i.e. whichever way you lean that is the way the board will turn. They are about 1.90m in length are a one design class.

The Sail.

The sails are the same as used for windsurfing, which are fixed to the board by a universal joint allowing it to fall to the ground if it is released from your hands.

Pilots.

The Pilot is stood up, on the wheeled board, holding onto a sail similar to a wind surfing sail. He may or may not use a non-captive harness system.

Mini Landyachts.

A three-wheeled vehicle consisting of a rigid frame, with 3 wheels, one at the front, used for steering and two at the back.

The Sail.

The sail is the same as a yacht, it is ridged with a mast, and boom that moves the complete rig remains in place at all times when in use

Pilots.

The pilot sits at the rear of the yacht and controls the sail by use of sheets (ropes) and the yacht may be steered by hands or feet..

Kite powered Landboards.

Boards have 4 wheels that can be of different sizes, steer the same as a skateboard, i.e. whichever way you lean that is the way the board will turn. They may have foot straps for added security

Kites

The kites are generally ram air Para foil type kites with no internal structure; however, it is possible that kites of sparred or inflatable construction may be used. The structure of the kite is enhanced by the wind and therefore described as soft kites. The line used in the construction of the bridle and the control lines are not to be made of Kevlar or any such material.

Pilots

The pilot stands on the board and via a non-captive harness system, flies and controls the kite to provide the motive force that propels the craft along. It is not permissible for pilots to be fixed to the board by any mechanism, other than foot straps.

Restrictions 1:

Standards for the Class 7 (Speedsails, Kite Landboards) and class 8 (Parakarts), together with Mini Landyachts, are covered by the safety requirements for leisure sailing and racing produced by the UK and International Federations. The WIND & WHEELS CLUB abides by these rules and regulations for all sailing activities. Class 3 and 5 Landyacht and any other Landyacht with a class number lower than 7 are not allowed to use the sailing Zone at Uphill Beach.

Restrictions 2:

As set by the local Council.

Location of sailing zone:

THE BEACH AT UPHILL. Under control of District Council.

Safe practices and control measures currently in place:

1. Membership, training and insurance

- 1.1. The WIND & WHEELS CLUB offer training to all its members, through a network of approved trainers.
- 1.2. Mandatory membership of the WIND & WHEELS CLUB, prior to using the sailing zone.
- 1.3. Mandatory 3rd party liability insurance provided by BF
- 1.4. Mandatory Legbands to be displayed at all times. Theses must be worn on the right ankle or (if preferred) right wrist. The band must be worn on the body and not attached to equipment,
- 1.5. Devices that reduce auditory perception should not be used. e.g. Ipod's. However training aids such as two way radio systems are not included in this restriction.

2. Rules and conditions of use

- 2.1. Mandatory wearing of helmets while using wheeled vehicles
- 2.2. Adherence to the FISLY rules of racing and the WIND & WHEELS CLUB code of practice
- 2.3. Mandatory licensing of all race pilots if the fleet includes pilots from other FED clubs (this license is only given after successfully completing an assessment which includes the pilot's ability to race with others and questions on all race rules), This is carried out by qualified instructors within the WIND & WHEELS CLUB.
- 2.4. Races that involve pilots only from WIND & WHEELS CLUB may include non licensed pilots at the discretion of the Race Officer. Non licensed pilots will be identified to other pilots by a marker on the rear axle or wear a luminous marker etc.
- 2.5. Scrutinising of equipment before racing according to approved guidelines

- 2.6. Alterations required as a result of scrutinising to be made before participation in a race
- 2.7. Clearly marked technical area defining a zone where kites and equipment are laid out safely
- 2.8. Exclusion of non-participants from technical area, notwithstanding access by race officials

3. First aid and safety

- 3.1. First aid cover, proportional to the number of competitors and never less than one, and a non-racing member, (pilots notified at the pilots meeting of who the first aiders are, plus the location of the first aid kit)
- 3.2. Race marshals proportional to the number of competitors and never less:
 - 3.2.1. One Race officer
 - 3.2.2. Two Race marshals in the course area
 - 3.2.3. Plus any extras required by the race officer

4. Race administration and marshalling

- 4.1. Displaying a visible unique pilot identification number is mandatory for identification
- 4.2. Race officer with overall event authority and having power to abandon race where necessary
- 4.3. Mandatory briefings for pilots prior to and during the event when necessary
- 4.4. Dedicated two-way radio for communication
- 4.5 Marshals stationed at both ends of sailing zone.
- 4.6 “Caution – Wind powered Craft may be Racing” notices to be posted

5. Public awareness

- 5.1. 4.6 above indicating council installed notices.
- 5.2. Information always available via or directly from the race marshals/safety and/or race officer

6. Environment

- 6.1. Compulsory litter duty in whole area; before, during and after the event
- 6.2. Monitoring and control of noise on entry and exit of the event
- 6.3. Making attendees aware of any special car parking arrangements areas prior to the event

Risk scoring method:

Each item in the list 1 - 5 under the heading ‘Inclusions’ has been assessed for potential hazards using a system that accounts both impact (should the risk eventuate into an incident) and likelihood (a measure of incident probability). The product of these factors gives an overall score, should this score fall outside of the agreed acceptable range then further mitigation must be provided to reduce either the impact or the likelihood of the incident occurring.

Impact score

This score ranges from 1 to 10 on a sliding scale. An impact of 1 is negligible whilst an impact of 10 is the most serious.

Likelihood score

This score ranges from 1 to 10 on a sliding scale. A likelihood of 1 shows that the event will not take place whilst a likelihood of 10 demonstrates that the event will take place.

Overall Score

The over all score has been divided into categories, these are:

Score	Category	Definition
1 – 30	Low	Low risks identifies assessed items that either have no significant impact on the activity or items have been mitigated to reduce the score to a level where a process of continued monitoring is sufficient.
30 – 70	Medium	Most items having a manageable risk or impact will fall inside this category, therefore it is necessary to actively pursue a management process whereby measures are researched, identified and implemented to reduce the score of items in this category. Items found in this band are potential hazards.
70 – 100	High	An item having a score in this category may be further analysed and deemed to be of sufficient

risk to prevent an event taking place. However, it is also possible that the item may have specific and extra mitigation built into it in order to reduce the score. By default it is necessary to include evidence of further mitigation in place to monitor and control items in this category.

The assessment:

A number of categories have been considered in compiling this assessment, under each of the following headings a number of items have been selected for assessment. An impact and probability value has been assigned to each item; these factors have consequently been multiplied to yield a score having a rank. The score and rank denote the seriousness of an incident having a detrimental effect on the item. Every possible type of detrimental event has not been listed, for example, during a collision there is a risk of damage to property, slight injury, concussion, fractured limbs, broken limbs or death. In this instance the impact of a collision between buggies in motion is scored 9 (since most collisions will result in only slight injury), that is the highest score that any incident resulting from a collision may have, however, the likelihood of this taking place is very low and therefore the overall score is low.

A further breakdown of each item can be provided if required.

	Impact	Probability	Score	Rank
Trip hazards				
1.1. Pegs, devices used to secure stationary power kites	1	5	5	Low
1.2. Lines, high quality synthetic line joining the kite to its handles	1	6	6	Low
1.3. Kites & sails generally soft construction these are infrequently the sparred type	1	2	3	Low
1.4. Boards, Yachts or buggies, whilst stationary	2	2	4	Low
1.5. Other equipment, such as spare wheels beech tents and kit bags	2	3	6	Low
Collisions:				
2.1. Kites, while launching or stationary	2	5	10	Low
2.2. Lines, while launching or stationary	3	5	15	Low
2.3. Boards, Yachts or Buggies,(equipment) whilst both in motion or one stationary	9	2	18	Low
2.4. Pilots, either in or on the equipment, approaching or leaving the equipment	9	2	18	Low
2.5. Pilots after an accident or unplanned separation from the equipment	9	3	27	Low
2.6. Obstacles, moveable, such as equipment or other moveable debris	9	2	18	Low
2.7. Obstacles, static, such as groynes, signposts or other static objects	9	3	27	Low
2.8. Buildings, dwellings or other premises nearby	9	1	9	Low
2.9. Vehicles, participants, spectators or other vehicles nearby	9	2	18	Low
Weather				
3.1. Lightning, or other electrostatic forces	9	1	9	Low
3.2. Squalls, unexpected/isolated rain with associated wind increase and direction change	8	1	8	Low
3.3. Updrafts, tornadoes, whirlwind or other unexpected adverse weather conditions	8	1	8	Low
3.4. Fog, mist and haze	7	2	14	Low
Environment				
4.1. Pets, i.e. dogs or other domesticated animals	5	1	5	Low
4.2. Horses and other suchlike animals such as donkeys	5	1	5	Low
4.3. Third party property, such as damage to surrounding dwellings	5	1	5	Low
4.4. Birds and other terrestrial wildlife	5	1	5	Low
4.5. Marine wildlife and the sea	5	1	5	Low
4.6. Noise in the surrounding area	4	4	16	Low
4.7. Pollution to the environment	4	4	16	Low
4.8. Car parking in the area and in connection with the event	3	7	21	Low
4.9. Litter and debris resulting from the event	3	5	15	Low
Aerial risks				
5.1. Power lines	10	1	10	Low
5.2. Communications masts	6	1	6	Low

5.3. Communications lines	6	1	6	Low
5.4. Aeroplanes	10	1	10	Low
5.5. Helicopters	10	1	10	Low
5.6. Other aerial craft	10	1	10	Low

Control measures currently under review:

The following control measures are under review at all times, and will be included in scoring, as and when required.

1. Improved continuous training for instructors
2. Provision and ratio of qualified first aid persons
3. Event marshalling
4. Site inspection
5. Site mapping, including identification of key areas
6. After discussion with The District Council, any such item, that covers local safety requirements.
7. Provision and communication of key site information
8. Raising public awareness
9. Vehicle access to site and surrounding area
10. Further empowerment of race officials
11. Definition of roles and responsibilities of event officials
12. Use of two way radios
13. Use of technical zone
14. Liaison with local land yacht club, local councils and land owner
15. Implementation of statutory no fly zones
16. Disciplinary procedures (as per WIND & WHEELS CLUB disciplinary procedures)

Emergency plan:

In the event of an emergency requiring immediate attention from the emergency services the following steps must be taken, notwithstanding the obligation to prevent any increase in the seriousness of any incident through execution:

1. Firstly, these items should occur simultaneously and upon discovery:
 - 1.1. The race is to be stopped immediately the pilots dropping kites, and or making their way back to the technical zone.
 - 1.2. Raise alarm with appropriate emergency service
 - 1.3. Attendance on site of incident by appropriate event official/s i.e (first aiders) etc.
2. Secondly and simultaneously
 - 2.1. Man all emergency service site access points with helpers having knowledge of incident location
 - 2.2. Clear access to incident area and immediate vicinity
 - 2.3. Provide any assistance to emergency services as required
3. Thirdly, and prior to the end of the event
 - 3.1. Take or assist in statements from all eyewitnesses
 - 3.2. Execute any actions that may be required by request of the emergency services
4. Finally after the event
 - 4.1. All appropriate statements and official paperwork to be compiled by race official and filed with the secretary
 - 4.2. HSE form to be completed

Improvements:

1. The signage in the area is not of a sufficient quantity.

2. The construction of the 'zone posts' will at the present time cause a hazard to the pilots. A change to a flexible construction will help to alleviate the problem.

Approval:

The following approve the content of this specific assessment in principal and do so in the capacity of their role defined hereunder:

Wind & Wheels Representatives

Name	Role	Date	Signature
Adrian Wells	WIND & WHEELS CLUB Secretary		
Matthew Chamberlain	WIND & WHEELS CLUB Chairman		

District Council Representative

Name	Role	Date	Signature
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