

# Veteran Vespa Club

## Health & Safety Risk Assessment

Likelihood	Score
Highly likely to occur	5
Likely to occur	4
Moderate possibility of occurrence	3
Unlikely to occur	2
Highly unlikely to occur	1

Impact	Score
Death	5
Major injury leading to disability	4
Injury requiring hospital treatment	3
Minor injury requiring first aid	2
Superficial injury	1

Event name:	Generic risk assessment	Start date/time:		Risk assessment completed on:	
Event location:		End date/time		Risk assessment completed by:	

Hazard (what could cause harm or loss)	Risk (the probability of loss occurring)	Actions to reduce the risk or impact	Likelihood (Score)	Impact (Score)	Risk level (Likelihood X Impact)
<b>Road Run</b>					
Riding through busy high streets, hazards from people, cars, children etc	Most likely risk from riders riding too close and being distracted causing rear end collision. (multiple occurrences)	All riders are highly experienced and ride with due care. No specific actions other than ensuring riders are aware of the potential for a very busy street and behave accordingly.	2	2	4
Other road users (Cyclists)	Highly likely to come across a group of cyclists, collision has high potential to cause loss	Following normal road rules, giving them plenty of room, overtaking when safe to do so should effectively manage the risks	2	3	6

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7 – 15	Moderate risk – implement suitable control measures
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Other road users (Horses)	Highly likely to come across a group of horse riders, collision is unlikely but animal could be spooked increasing risk of rider being thrown	Following normal road rules, giving them plenty of room, reduce speed to as slow as possible, consider stopping and switching of engines until they have passed, consider an agreed signal to indicate switch off. Cover this in rider briefing	2	3	6
Other road users (Walkers)	likely to come across a group of walkers, They should be walking on opposite side of the road, but always a possibility of meeting a group after a bend	Following normal road rules, giving them plenty of room, reduce speed to as slow as possible, Cover this in rider briefing	2	3	6
Crowded streets	People or riders not paying full attention and been distracted leading to accident	Stress on briefing that riders should take care, don't ride fast or too close to each other	2	3	6
Hump backed bridges	Blind on the opposite side, possibility of unseen vehicles on the far side.	Follow normal road rules, keep speed down, lead vehicle should sound their horn as a warning to other road users	2	2	4

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Wild life (including domestic animals)	Warning signs on country lanes, small risk that they will attempt to cross the road at the same time the ride out passes. But fairly unlikely to be so close to the road during the day	Following normal road rules Take due care to observe wild life	1	4	4
Uneven road surfaces	Uneven surface could possible upset the stability of some machines especially if rider inexperienced	Following normal road rules Take due care to observe warning signs	1	2	2
Dual carriageways	Fast traffic, possible difficulty for older bikes to keep up. High risk of group becoming separated. Greater risk of issues with other road users	Following normal road rules Take due care of other traffic, use a staggered formation on inside lane only	3	5	15
Large busy roundabouts	High risk of separation, possible risk of causing problems to other road users	Consider appointing at least two marshals who know the route to manage groups through this junction	3	5	15

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Road works with traffic control	High risk of separation of group, but low risk of any particular difficulty that could cause other loss	Normal road rules apply, if separated main group should wait further on for catch up	2	2	4
Narrow roads	High risk of meeting on coming traffic where narrow corner has poor visibility	Mention in briefing, ensure riders understand that due care is required at this point	3	4	12
Right turn across oncoming traffic	Possible difficulties getting all riders across the road, risk similar to other junctions	Maintain a marshal to see all riders through	2	2	4
Level crossings (gated)	Low risk of loss as gates will be closed while train passes through, all riders will follow normal road rules	Ensure lead rider stops when barrier or light are shown. If whole party cannot get through riders park up and wait on the other side to regroup when barrier is lifted	2	2	4
Level crossing (un-gated)	Higher risk as relies on rider observation and judgement. Risk of riders trying to cross during warning lights	Ensure lead rider stops when light are shown. If whole party cannot get through riders park up and wait on the other side to regroup when lights indicate safe	4	4	8

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Motorways	High speed traffic, high risk of a group of slow vehicles causing problems, high risk of accident	Avoid using motorway routes	3	4	12
<b>On Site</b>					
Catering activities (Risk of food poisoning or allergic reaction to food stuff not adequately identified)	Possible risk of food poisoning, or allergic reactions, possible liability claim against the VVC	Any high risk foods should be identified, E.g., “this product contains nuts”  Where practicable use external contractors, and ensure they hold a food hygiene certificate	3	3	9

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Riding a scooter on site	Possible injury to riders or others while on a rally site  Liability claim against the VVC if rider shown to be negligent	All riders moving around site must wear a crash helmet and must not exceed 5 mph on any site road.  <b>(Neither BMF nor ACU will cover for actually riding a motorcycle under its own power. Exclusion 2 in both policies)</b>	2	2	4
Falling objects at rally site	Risk of display tent or other structure falling on members.	Tent to be secured by guy ropes or other suitable anchor system. All ropes and pegs subject to annual check  Any damaged ropes or pegs will be replaced	1	2	2
Injury to individuals during supervised rally game	Liability claim against VVC. Possibility of damage to machine or individuals. Most games are low speed so risk of major loss would be low.	Riders ride at their own risk,( neither BMF nor ACU will cover for actually riding a motorcycle under these circumstances). For slalom events ensure only one rider on the course at a time. Avoid events requiring high speed	3	3	9

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Any other Injuries to rally participants on site	Unable to obtain treatment for a casualty, possible liability claim against VVC	Ensure First aider is on site and mobile phones available to call emergency services	2	2	4
Slips trips and falls	Could be an issue in areas such as showers and toilets where floors can be slippery. Also possible in other areas if conditions are wet.	Where areas are known to be wet display a warning sign in a prominent place	3	2	6
<b>Interactions with public sharing the same site</b> (e.g caravan holiday parks)					

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Riding a scooter on site and coming into contact with general public	<p>Risk of accident/injury to riders or others while riding on rally site. People will be walking/driving around the site; particular risk could be associated with unaccompanied children this will increase the overall risk level.</p> <p>Liability claim against the VVC if rider shown to be negligent</p>	<p>All riders moving around site must wear a crash helmet and must not exceed 5 mph on any site road. Must obey any prevailing regulations defined by the site owners. Important to ensure all attendees are aware of these rules.</p> <p><b>(Neither BMF nor ACU will cover for actually riding a motorcycle under its own power. Exclusion 2 in both policies)</b></p>	3	3	9

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