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| <b>Site: Gransden Lodge Airfield</b>                      | <b>Date: 25/09/2020</b> | <b>Last Reviewed: 01/04/2021</b> |
| <b>Risk Assessment: Cambridge University Gliding Club</b> |                         |                                  |

Risk assessment for the activities undertaken as part of a membership with the Cambridge University Gliding Club that are NOT related to flying and equipment. All flying and equipment risks are outlined in a separate document, written by the British Gliding Association (BGA).

| Significant hazards            | What could go wrong        | Risk level<br>(High, Medium or Low) | Existing control measures  | Further actions |
|--------------------------------|----------------------------|-------------------------------------|--|-----------------|
| COVID-19 general biosecurity   | Transmission of SARS-CoV-2 | Low                                 | <p>No member who is:</p> <ol style="list-style-type: none"> <li>(1) Tested positive for COVID-19 prior to a full recovery and a subsequent negative test</li> <li>(2) Suffering from COVID-19 symptoms</li> <li>(3) Supposed to be self-isolating</li> <li>(4) Supposed to be shielding</li> <li>(5) Suffering from vaccine side effects</li> </ol> <p>May take part in the club's activities in person.</p>   |                 |
| Car transport to/from airfield | Car accidents              | low                                 | <p>(suspended, subject to Covid-19 section on page 2)</p> <p><del>Only licensed and insured drivers are able to provide transport for members of the club.</del></p> <p><del>Licensed taxis may also be used.</del></p> <p><del>In the case of private cars being used, drivers are required to produce their license and insurance certificate for inspection by any member of the committee. This is to be done for any new member wishing to provide transport prior to doing so.</del></p> <p><del>Private drivers are required not to drive passengers if they find wearing a face covering interferes with safe driving (e.g. by causing spectacles to mist up).</del></p> |                 |

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|  | Students left at airfield                            | low | <p>All facilities are checked before the club is locked up in the evening.</p> <p>Airfield staff who live on site permanently will be able to provide assistance.</p>   |   |
|  | Covid-19; Maintaining social distancing              | low | <p>Travel to participate in gliding is not considered an exempt reason under the COVID restrictions.</p> <p>Sharing transport in a private vehicle or taxi is not allowed unless the group belongs to one household or one support bubble, in which case the following (and other suspended content in red) continues to apply.</p> <p>(otherwise suspended)</p> <p><del>If a taxi is being used, members are required to adhere to the rules set out by the taxi company, the limitation of passenger numbers for the type of vehicle in particular, as well as requirements from the driver. A group leader, nominated before the journey (the person who books the taxi and pays), has the responsibility to check such rules in force at the time.</del></p> <p><del>If a private vehicle is being used, a maximum of four persons are allowed in the vehicle at any time and the back row middle seat must not be occupied. The driver is required to apply all means of ventilation where it is safe and practical to do so: windows are to be lowered fully should the weather permits, and full mechanical ventilation if the windows cannot be lowered.</del></p> <p><del>All occupants of a vehicle must wear a face covering at all times.</del></p> <p><del>Under no circumstance may more than 6 persons be present in a vehicle, even if the vehicle is designed to accommodate such occupancy.</del></p> | Government guidelines must be checked regularly as they are subject to change |
|  | Vehicle unroadworthy or otherwise unsuitable for use | low | <p>The CUGC Vehicle Safety Protocol, which sets out the minimum acceptable technical standard for any vehicle to be used for club purposes (higher than MOT standard), is in place to require the</p>   |   |

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|                              |  |        | drivers to self-declare vehicle roadworthiness and for the safety officer to carry out random inspections to ensure compliance.   |   |
|                              | Danger of driver fatigue resulting from long distance drives to an expedition site | medium | (suspended)<br><del>Members who provide car transport to expedition sites require approval from the committee prior to doing so, who must be satisfied that the member is suitably experienced in long distance driving and has the correct attitude towards safety, including an awareness of his / her limitations.</del><br><br><del>Expedition drivers are encouraged to take regular breaks and must not be rushed in the event of lateness.</del>   |   |
|                              | Accidents resulting from towing the trailer of the club's glider                   | medium | The equipment and safety officer, who is responsible for the trailer's roadworthiness, must give permission prior to the trailer being used on highways, empty or otherwise. In giving such permission, he / she must be satisfied that:<br><br>(1) the driver is suitably experienced and skilled, and aware of the lower speed limits when towing a trailer.<br>(2) the towing vehicle is suitably powerful and the tow bar in serviceable condition.<br>(3) the driver is in compliance with his / her license and insurance requirements regarding the towing of trailers.<br>(4) the correct identification plate and other signage is displayed in a proper fashion.<br>(5) if the glider is in the trailer, it is loaded correctly and secured properly, and the trailer is free from clutter. |   |
| Cycling to/from the airfield | Road accidents   | medium | We advise all our members to sign up to the transport mailing list instead of cycling / have proper safety equipment on their bikes if they do decide to cycle. Members who cycle out often get a lift home in someone's car, with their bike in the back. Members who are signed up to fly and don't turn up are checked up on.  | Overall, cycling is comparably riskier than car transport. The committee tries to promote the widespread use of |

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|                       | Exhaustion  | medium | The ride to the airfield measures 20 km and is mostly flat but with several ascents. Members with limited cycling experience, skill, and physical endurance are advised to avoid cycling. Members are advised to use a suitable, well-maintained roadgoing bicycle, to wear adequate clothing, and to bring sufficient food and drink.   | the transport mailing list to make car and taxi sharing more readily available.              |
|                       | Puncture  | Medium | The likelihood of punctures en-route is realistic. Members are advised to carry repair kits and be familiar with their use. Members who suffer from a puncture at the airfield can often ask for a lift back to Cambridge. Equipment can usually be found at the airfield to repair punctures.   |  |
|                       | Getting lost  | low    | Detailed cycling instructions are available on the club website.   |  |
| Hosting social events | Covid-19; Maintaining social distancing   | low    | <p>Social events shall be held in accordance with government and university guidelines, as well as any rules in place at our chosen venue.</p> <p>The gathering of more than 6 persons shall not take place.</p> <p>Indoor congregation is not to take place prior to the relevant restriction being lifted.</p>   | Government and university guidelines must be checked regularly as they are subject to change |
|                       | Physical Injury, illness, or disruptive behavior resulting from excessive alcohol consumption | low    | <p>Social activities will not involve, or promote, unsafe, illegal, degrading or anti-social behavior, or be based on the excessive consumption of alcohol.</p> <p>Anyone who does drink to excess will be supported in returning to their college or residence and someone, who has not been drinking and can monitor their wellbeing, will be informed of their condition.</p> <p>A Club Welfare Officer is in place to signpost members to support systems if needed.</p> |  |

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| Expedition | Covid-19; ensuring expeditions can take place safely | low | <p>When planning an expedition, we will first contact the host club to check how many, if any, of our members they would be happy to host.</p> <p>Once at the host airfield, Covid-19 guidelines on social distancing will be followed at all times, in line with government guidelines and specific rules in place at the host club. In the event where the host airfield is not in England, local government guidelines apply.</p> <p>The expedition will not go ahead if a lockdown or travel restriction affecting either Cambridge or the destination club is put in place.</p> | Government guidelines must be checked regularly as they are subject to change. |
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### EMERGENCY PROCEDURES

Action to be taken in case of reasonably foreseeable emergencies (e.g. overheating, loss of electricity, flooding): -

In case of an emergency at the airfield, the crew of the Cambridge Gliding Centre would normally deal with the emergency and provide immediate First Aid, however if the emergency is not at the airfield, a member of CUGC would call 999.

### ASSESSOR

| Name of assessor: | Signature:  | Date       | Name of Supervisor: | Signature:  | Date       |
|-------------------|---|------------|---------------------|---|------------|
| Harvey Logan      |  | 25/09/2020 | Matthew Wang        |  | 25/09/2020 |

### REVIEW DATES

| Reviewed by (name) | Signature   | Date       | Indicate changes here   |
|--------------------|---|------------|---|
| Matthew Wang       |  | 01/04/2021 | Travel exemptions redacted due to stricter Covid-19 guidelines. |
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