

# NAFLIC

*National Association For Leisure Industry Certification*

## Standards & Related Documents Committee

### TECHNICAL BULLETIN - JUNE 2002

#### 243. Containment and Passenger Behaviour

Page 1 of 2

Over recent months the Joint Advisory Committee (JAC) for Health and Safety in Fairgrounds and Amusement Parks has re-examined the need for further guidance and research on safety of containment and passenger behaviour. The outcome of this re-examination is that certain actions have been agreed, although there is not necessarily funding available to achieve them within a predictable timescale.

Firstly, the need for expanded guidance on the safety of passenger containment has again been ratified. The existing limited guidance in *Fairgrounds and Amusement Parks - Guidance on Safe Practice* (1997; HSG 175; HSE Books; ISBN 0 7176 1174 4) was never intended to be the full story, since *Safety of amusement devices : Advice on design* was supposed to have been published shortly afterwards and it had been agreed that this would provide a more detailed approach to design safety. The draft of this publication contains a chapter on "Passenger Units and Containment" and it is to be hoped that it can finally see daylight in the not too distant future, as recommended in the *Review of Fairground Safety* in 2001. (Draft copies of this Chapter may be provided by email on request).

As a second item of guidance, preparation of *Safety of amusement devices - Advice for inspection bodies* was programmed some time ago, but is making only slow progress in the absence of funding. This will, of course, include sections relating to inspection bodies' roles during the different types of inspection (i.e. Design Review, Assessment of Conformity to Design, Initial Test and Thorough Examination) with respect to safety of passenger containment.

Thirdly, as pointed out in the *Review of Fairground Safety*, there is a need to update HSG 175 and this presumably would include, at the same time, putting right those things that have been incorrect since it was published in 1997. Over the intervening period a number of items requiring correction / update have been identified by NAFLIC members and this includes some of the guidance on passenger containment, where it is inconsistent with the law, which was not properly revised before printing in 1997.

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Fourthly, it has been agreed to prepare some guidance on the subject of child development and passenger behaviour, including known issues which influence best practice in design and in operation of rides. It is likely that the guidance would cover the issues as they affect the full range of dutyholders. There is, as yet, no funding for this work so progress will be slow. The JAC Technical Working Group will be responsible for preparing the draft guidance and anybody wishing to submit suggestions may send them via NAFLIC Standards ... Committee.

Finally, the JAC has confirmed the intention to carry out “research” on matters relating to passenger behaviour. Funding for this is not yet confirmed but could well be in the near future. The likely emphasis of the first project is the collection of empirical data (i.e. by observation on fairgrounds and amusement parks) and a cataloguing of commonly observed passenger traits.

Clearly, controllers of amusement rides have a great deal of information on the common passenger traits, and designers develop their experience on the basis of the feedback they receive. One of the difficulties for designers, controllers, etc., is becoming aware of the less common traits, their frequency and, in some cases, the practicability or otherwise of taking measures to reduce their safety significance. There is also the question as to whether passenger behaviour is changing (as a result, for instance, of school coach parties and peer group effects) in a way which might require future changes in design and operational practice.