

Risk Assessment – Go Karts

Baseline	X	Site Specific		Vulnerable Person		Temporary		Version	2020.1.0	Date of issue:	20/01/2020
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Operating Notes:

- Supervision ratio is 1 activity leader to 15 participants, with 1 additional adult to assist supervision.
- A maximum of the 3 Go-karts can be operated and supervised by an Activity Leader
- Activity Leader to be trained in-house. Refresher training as directed by Coaching Sessions. Nominated Chief Instructor to be minimum EASI Level 1 supervisor. Technical Advice from Group Activities Manager
- 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 go kart 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 level tarmac or concrete and be free of debris. Repairs should be made to track barriers.
- 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"> • DO NOT allow anyone on to the track, yourself included, when vehicles are moving. • DO NOT walk in front of moving vehicles • Make sure the entrance to the track is guarded, or lap direction prevents vehicles leaving • Take care when moving vehicles that have collided with the barrier. Seek assistance to avoid back injury. 	Low
General Participation – Collisions between multiple vehicles	All	<ul style="list-style-type: none"> • Karts must remain separated – Overtaking / racing / contact is not permitted • Staff are trained in how to: <ul style="list-style-type: none"> • Load up to 3 karts ensuring they do not move until all karts are ready • Monitoring / supervising multiple vehicles and the best locality to do this effectively • Reset a kart after ‘crashing’ without the other karts causing hazard • Unload karts ensuring none are moving when participants are walking on the track • Use flags or hand signals to enforce safe speeds and distances apart 	Med

Hazard Description and activities giving rise to risk	Who may be harmed	Control Measures	Risk Rating
General Participation – Burns/abrasions from engine parts, entanglement, injuries from riding	Participants	<ul style="list-style-type: none"> • Ensure all participants are wearing long sleeves and trousers and have sturdy footwear. • Ensure all participants wear a full face helmet with visor and are secured by the seat/lap belt (where fitted). • Ensure that the go-kart seat is correctly adjusted and/or a seat insert is used so that the driver can reach the pedals. • Ensure all participants have long hair tied back and large or prominent jewellery removed. • Guards cover drivetrains and hot engine parts so far as possible. • Supervise drivers as they climb in and out of the kart. 	Low
General Participation – Loss of control due to high speed or track conditions	Participants	<ul style="list-style-type: none"> • Take drivers on a tour of the track at the beginning of the session to highlight areas where special care is needed. • Confirm vehicle controls (brakes, accelerator, steering) and seat position (if adjustable) with each driver at the beginning of each driver's turn. • Conduct a controlled brake test before allowing each participant solo track time. • Use flags or hand signals to enforce safe speeds. • Check the condition of the track and barrier at the start of the activity and continue to monitor throughout the session (ice, surface water, barrier damage, etc.) Make repairs to the barrier as necessary during the session. 	Low
Unsupervised access to karts	Participants	<ul style="list-style-type: none"> • Do not leave karts unattended with engines running. 	Very Low
Lifting karts – Raising rear wheels for initial engine start		<ul style="list-style-type: none"> • A lever/stand should be used to lift the rear wheels of karts to aid engine starting to prevent back injuries 	Low
Fueling – ignition of fuel during re-fueling	Leader	<ul style="list-style-type: none"> • Always re-fuel in the open air to prevent vapour build-up. • Do not re-fuel the go kart while the engine is hot. Allow the engine to cool first • Use disposable gloves when handling fuel cans. • Petrol can be stored in large 'Jerri-cans' but must be transferred to max 5-litre cans for use. • Use a petrol can with a spout inserted directly into the fuel tank to minimize spills. • Clear up any spills immediately and place used cloths into a flame-proof waste bin. • Lock away the petrol cans when you have finished. 	Very Low