



## TRACK RISK ASSESSMENT

<b>Risk Assessment of Racing Teesside's Karts on the Track</b> <b>Who Might be Affected?</b> Staff, contractors, public		<b>Date of Assessment :</b> November 2014  <b>Name of Assessor :</b> J Gibbons of Southall Associates and T Pope
What are the Hazards?	How could people be Harmed?	Control Measures to be Applied
Reckless or inexperienced driving	Inexperienced or reckless drivers may not fully understand the kart controls and could crash, exit their kart on the track, burn themselves etc.	<ul style="list-style-type: none"> <li>All racers attend a pre race brief which is approved by the NKA and covers all necessary safety points.</li> <li>All racers read and sign the Risk Awareness and Acknowledgement</li> <li>All racers are required to demonstrate a brake test in the pit prior to racing</li> <li>All racers wear overalls, gloves and helmets.</li> <li>All races are supervised by trained and experienced marshals with first aid training</li> <li>Rolling Marshals control the first lap in order to assess the competency of participants.</li> <li>The number of racers is limited dependant on the type of race/event</li> <li>A flag and light system is used to control races</li> <li>Any reckless driving results in being removed</li> <li>No one is permitted to drink alcohol prior to racing</li> <li>The track entry gate is closed but not locked during races to allow easy access to emergency vehicles</li> </ul>
Pit Marshals	Pit Marshals handle fuel so could suffer burns or the effects of prolonged exposure of fuel to skin. They work near karts so could be hit be karts or burnt on hot parts.	<ul style="list-style-type: none"> <li>Fuel bowser is only brought to put area when needed; it is stored away from the pit. Powder extinguishers are available.</li> <li>Smoking is strictly prohibited in the pit.</li> <li>All pit marshals wear high vis and safety shoes and gloves (role dependent)</li> </ul>

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		<ul style="list-style-type: none"> <li>• All pit marshals are trained and experienced.</li> <li>• Karts are only rolled by marshals</li> <li>• No unauthorised people are permitted in the pit</li> <li>• Barriers are moved into place to prevent accidental or unauthorised entry in to the pit</li> </ul>
Disabled or high risk visitors	<p>Disabled racers may be less aware of dangers of karting and may need additional supervision. Some racers may be taking medication which could effect their ability to drive.</p> <p>Unborn children of pregnant racers may be harmed in collisions.</p>	<ul style="list-style-type: none"> <li>• All controls in the Reckless or inexperienced driving assessment are adhered to</li> <li>• Group Leader to communicate all relevant medical issues to Teesside Karting in advance of the visit. Any areas of concern will be raised and visitors will be asked to provide a letter from a doctor stating they are medically fit to race a go kart.</li> <li>• Group Leaders are asked to participate in the pre race brief to ensure that the racers fully understand the brief.</li> <li>• Pregnant women are not allowed to race, the pre race brief notifies women that if they are pregnant they should not race</li> </ul>
Track/barrier damage	<p>Damage to the track can cause karts to flip or suffer mechanical damage which could impact on safety.</p> <p>Barrier damage may reduce the effectiveness of safety barriers in the event of a collision.</p>	<ul style="list-style-type: none"> <li>• The track is secured when not in use to prevent any unauthorised access or vandalism.</li> <li>• The track is inspected daily prior to use by an experienced marshal and any damage is assessed and repaired as far as is reasonably practicable</li> <li>• The track is inspected by the NKA annually and any faults are highlighted and rectified.</li> <li>• Experienced marshals assess any 'in race' damage, and if it is considered to impact on the safety of other racers the track is closed until the issue is rectified.</li> </ul>
Spin-offs, ejections and immobile karts	<p>If karters get into difficulty they might be tempted to get out of their karts and try and move it back onto the track posing a risk of being hit by other racers.</p> <p>In rare instances a racer may be ejected from a kart as a result of a collision or the kart tipping.</p>	<ul style="list-style-type: none"> <li>• Racers are reminded that they should only leave a kart when instructed by a marshal, if they are stranded they should wait for assistance from a marshal.</li> <li>• The appropriate flag is used to warn drivers of a stranded vehicle</li> <li>• In the event of an ejection the race will be stopped and emergency procedures followed</li> </ul>

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Spectator injury	Spectators on the trackside could be injured by karts crashing into barriers or flying debris.	<ul style="list-style-type: none"> <li>• Spectators are only permitted in designated barriered areas</li> <li>• If an event where a large volume of spectators is anticipated the grass bank area will be fenced off with temporary event fencing to prevent spectators approaching the track barriers.</li> <li>• When larger number of spectators are on site additional marshals are used.</li> <li>• Suitable signage is in place to warn spectators away from entering dangerous areas.</li> </ul>
Violent or antisocial behaviour	Staff may be subject to physical or verbal abuse by visitors	<ul style="list-style-type: none"> <li>• Staff are instructed to avoid confrontation</li> <li>• All staff maintain non-aggressive attitudes and are instructed to walk away from potentially aggressive racers rather than enter a conflict</li> <li>• Management are always aware of who is on site and where they are working, if staff move work areas or leave site they notify management by radio.</li> <li>• Marshals communicate by radio</li> <li>• All non radio ops staff carry mobiles</li> <li>• Where possible lone working is avoided, in cases where lone working cannot be avoided the employee is required to phone in at a planned finish time.</li> <li>• Staff report any abuse to police</li> </ul>

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Manual handling	Transporting or supporting a load by hand or bodily force (including lifting, putting down, pushing, pulling, carrying or moving) can result in back injury or pain.	<ul style="list-style-type: none"> <li>• Manual handling will be avoided as far as possible by utilising handling devices such as trolleys and fork lift trucks to move karts onto racking ect. Where provided trolleys or pallet trucks etc will be used on level surfaces (no steep gradients) and maintained in good repair. Defective trolleys will be removed from use.</li> <li>• All persons engaged in manual handling are trained in safe lifting techniques and wear safety boots.</li> <li>• Two person lifts will be used to lift awkward shaped items that are of a manageable weight.</li> <li>• Karts are lifted onto their sides for storage (and transport) by two people</li> <li>• Staff are never expected to lift or carry unreasonable loads.</li> <li>• For any more complex manual handling a manual handling assessment would be conducted before manual handling of any heavy / bulky items</li> <li>• High level shelves are used for storage of low weight items.</li> </ul>
Contact with dangerous parts of karts	<p>Some parts of the kart will become hot during racing which can cause burns.</p> <p>Racer could inadvertently put their arms or legs outside the kart or into moving parts.</p>	<ul style="list-style-type: none"> <li>• All racers are informed in the safety brief to keep limbs inside the kart at all times</li> <li>• Karts are designed to have moving parts enclosed as far as is possible with physical guards</li> <li>• Hot parts are covered so far as is possible</li> <li>• All racers wear overalls and gloves meeting appropriate safety standards.</li> </ul>