



British Schools Karting Championship 2019 - Risk Assessment

Overview

This risk assessment for the British School Karting Championship (BSKC) is a championship-wide risk assessment that covers the risks involved in arrive-and-drive karting within the championship and the controls in place to minimise those risks. This risk assessment is applicable to all venues hosting the BSKC in 2019 and covers karts of all engine size and type.

The BSKC has been carefully planned to ensure that the risks involved in kart racing are sensibly minimised where possible, especially by the insistence that all drivers must participate in a Championship practice session before being allowed to compete in a race event.

It is imperative to bear in mind that accidents can happen in all forms of competitive sport and karting is no different. BARC Ltd. (the Organisers of the BSKC) and the venues hosting the BSKC have taken all sensible precautions to minimise the risk of accidents and/or injury to competitors but accidents cannot be ruled out. Competitors therefore take part in the BSKC at their own risk knowing that all competitors are minors in the eyes of the law, and that the age range involved and the varying ability levels of competitors may result in different levels of performance.

It is therefore essential that schools ensure that permission to compete in the BSKC is sought from the parents (or legal guardian) of each driver and that they are fully aware of the risks involved in kart racing comprising the British Schools Karting Championship before giving permission to race.

BARC Ltd. believe that the arrive-and-drive karting on offer in the BSKC is one of the safest, motivating and exciting forms of sport available to young people today, regarding the sport as being safer than rugby, hockey, sailing, skiing, snowboarding and many other sports available to schools across the country.

Date undertaken: 11th October 2018

RISK	HAZARD OUTCOME	CONTROLS IN PLACE TO MINIMIZE RISK
Exposure to harmful exhaust emissions	Injury / illness	<ul style="list-style-type: none"> ▪ Extraction system in place at all tracks and operational at all events ▪ Regular Carbon Monoxide testing
Refuelling of karts	Fire leading to injury	<ul style="list-style-type: none"> ▪ All staff trained in the refuelling of karts ▪ No driver should be in or near the karts during refuelling ▪ Fire-fighting equipment nearby in case of fire ▪ Karts must not be over filled ▪ Fuel caps must be securely fastened before restarting kart ▪ Smoking strictly prohibited in the building
Incorrect use of fire exits	Serious injury / death	<ul style="list-style-type: none"> ▪ All fire exits marked in accordance with Health & Safety Regulations
Faulty fire extinguishers	Serious injury / death	<ul style="list-style-type: none"> ▪ All fire extinguishers serviced annually



RISK	HAZARD OUTCOME	CONTROLS IN PLACE TO MINIMIZE RISK
Incorrect operation of fire extinguishers	Serious injury / death	<ul style="list-style-type: none"> Staff trained in correct use of fire extinguishers
Flammable gases and liquids	Fire leading to injury	<ul style="list-style-type: none"> All flammable liquids and gases stored in flameproof containers and stored in a secure location Staff trained in storage of flammable liquids and gases
Wet floors	Slipping leading to injury	<ul style="list-style-type: none"> Cleaning completed prior to customer access Slippery floor signs on display where needed
Track unsafe	Potential on-track accident leading to injury	<ul style="list-style-type: none"> Track regularly inspected to ensure free of obstructions and that safety barriers and/or tyre walls are correctly positioned and fit for purpose before track use Safety barriers and/or tyre walls correctly repositioned as soon as possible after impact Any problems reported to Circuit Manager
Poor visibility due to inappropriate lighting levels	Potential on-track accident leading to injury	<ul style="list-style-type: none"> Daily circuit inspection to monitor for broken light bulbs Ban on use of tinted helmet visors
Hand trapped in kart chain	Injury to hand	<ul style="list-style-type: none"> Permanent chain guard/axle covers fitted on all karts to prevent access
Customers walking on to track during race or practice session	Collision between kart and customer leading to injuries	<ul style="list-style-type: none"> Customers forbidden to walk on to track and reminded during safety briefing Caution signs displayed clearly around track barrier
Risk of being knocked over by mobile karts in pit lane	Collision between kart and customer leading to injuries	<ul style="list-style-type: none"> Restrict access to pit lane with barriers and discourage pit lane entry unless absolutely necessary Advise of danger during safety briefing Advise drivers that people may be present in the pit lane and that they are to exercise extra caution and reduce speed in pit lane Drivers who drive too fast in the pit lane will be warned and/or disqualified upon discretion of the Clerk of the Course
Noise levels	Damage to hearing	<ul style="list-style-type: none"> Noise levels controlled to a practical level Ear plugs available on request
Drivers with existing health conditions causing collisions	Potential on-track accident leading to injury	<ul style="list-style-type: none"> Drivers/members of school staff/guardians must declare that the driver is physically and mentally fit to participate in the events Drivers should not take part if they have an existing health condition that might be aggravated by significant physical demands of kart racing. Warning signs informing of the physical and mental demands of kart racing
Drivers under the influence of drink and / or drugs	Potential on-track accident leading to injury	<ul style="list-style-type: none"> All drivers must sign a disclaimer clearly stating they are not under the influence of alcohol or drugs Anyone deemed to be under the influence of alcohol or drugs will be immediately disqualified



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Fitness levels	Mental fatigue leading to potential on-track accident leading to injury	<ul style="list-style-type: none"> ▪ Racing and practice limited to a maximum of 10 minute sessions at any one time ▪ Drivers encouraged on the Championship website to get fit before racing
Hot kart exhausts	Injury from burns to hands	<ul style="list-style-type: none"> ▪ Drivers must wear gloves when getting into and out of the karts ▪ Drivers advised during safety briefing not to touch the exhaust when getting into and out of the karts ▪ Full length legs and sleeves on drivers' race suits
Collisions on track with circuit barrier or other karts	Potential injury	<ul style="list-style-type: none"> ▪ All customers must wear the following safety clothing: <ul style="list-style-type: none"> ○ Safety helmet ○ Protective race suit ○ Protective race gloves ▪ Customers forbidden to get in to kart if not wearing correct safety clothing ▪ Staff trained in fitting the correct size safety helmet for each individual ▪ Staff check that safety helmet is securely fastened before allowing each driver in the karts
Driving for prolonged periods of time	Blisters and minor skin abrasions	<ul style="list-style-type: none"> ▪ Driving limited to a maximum of two 10 minute practice or race sessions at a championship event ▪ Drivers wear protective race suit and gloves at all times when driving the karts
Driver being thrown out of kart due to collision with track barrier and / or other kart	Potential injury	<ul style="list-style-type: none"> ▪ Industry wide policy not to fit seat belts as it is believed to be safer to be thrown clear of a kart than it is to be trapped underneath a flipped kart. Karts are considered by the Health & Safety Executive as the same as bikes in this respect ▪ Low and central centre of gravity relative to track-width of kart minimizes chance of flipping kart
Aggressive / dangerous driving	Potential on-track accident leading to injury	<ul style="list-style-type: none"> ▪ Member of staff from school/guardian present at all events should encourage responsible behaviour ▪ Clerk of the Course continually monitoring driving standards and will remove a driver from the circuit if deemed a danger to themselves or others on the track ▪ Drivers reminded that karting is a non-contact sport
Driver unfamiliarity with circuit layout	Potential on-track accident leading to injury	<ul style="list-style-type: none"> ▪ Championship practice session mandatory to ensure that all competitors are familiar with the track layout before racing in the Championship race events ▪ Championship practice session split in to two 10 minute sessions per driver to give the chance for the driver to reflect on track layout, racing lines, braking and turn in points between sessions ▪ Circuit layout and track guide available for inspection on website prior to event



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Driver unfamiliarity with driving karts	Potential on-track accident leading to injury	<ul style="list-style-type: none"> ▪ Championship practice session mandatory to ensure that all drivers are familiar with driving karts before racing in the Championship race events ▪ Championship practice session split in to two 10 minute practice sessions per driver to give the chance for the driver to reflect on driving skills between sessions ▪ Safety Briefing informing drivers: <ul style="list-style-type: none"> ○ How to handle karts to a basic level. i.e. Brake and accelerator pedals, steering wheel ○ That the brakes act on rear wheels only so potential for spinning under braking ○ That the karts are very responsive to changes in steering input ○ That they should drive within their own limits at all times
Collisions with stationery karts on track or marshals to attending an accident on the circuit	Potential injury	<ul style="list-style-type: none"> ▪ Yellow flag system in place to warn other drivers of on-track obstruction/collision up ahead and drivers told that they must slow down when yellow flags are displayed ▪ Particular emphasis paid to the purpose and the protocols of the yellow flag system during the safety briefing ▪ Drivers disqualified for not obeying yellow flags
Inadequate instruction of competitors arriving late	Potential on-track accident leading to injury	<ul style="list-style-type: none"> ▪ No driver who misses the safety briefing will be allowed to compete
13 to 19 year olds competing together	Potential hazard with drivers of different ages and levels of performance on-track at the same time	<ul style="list-style-type: none"> ▪ Safety Briefing for all drivers ▪ Clerk of the Course continually monitoring driving standards and will remove a driver from the circuit if deemed a danger to themselves or others on the track ▪ Drivers reminded that karting is a non-contact sport

Each venue that hosts a Championship event has a Risk Assessment document specific to their venue and schools may request a copy for their local venue by sending a request to info@bskc.co.uk.

BARC Ltd. (the Organisers of the BSKC) and each venue that hosts a Championship event has Public Liability Insurance in place.