

| What are the hazards? What can cause harm? | Who might be harmed | What are you already doing? What are you doing to control hazards and the chance of someone getting hurt? | Do you need to do anything else to control this risk? By following this risk assessment, are the hazards & chances of someone being harmed adequately controlled? |
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| | | See Generic Activity Risk Assessment | |
| Collision with other karts & tyres | Participants | Participants briefed on how to ride the karts including the brake. Helmets must be worn. Kart to exit the track after circuits. All karts to travel clockwise | Trivial <i>if controls are followed</i> |
| Collision with pedestrians | Participants & Non-Participants | No pedestrians on the track. There are tyres walls to identify the start of the track. Participants briefed on how to ride the karts including the brake. Waiting area/pits on a straight - and not or near a bend. Group brief on the risk of non-participants entering the track area. Participants brief on where to and where not to ride | Tolerable <i>if controls are followed</i> |
| Rolling or falling out the kart | Participants | Safe speed maintained especially on corners. Helmets to be worn and instructor to check helmet before they ride. (March 2025) Participants briefed not to turn sharply at speed. Gloves are provided to stop minor grazes to hands. | Trivial / Tolerable <i>if controls are followed</i> |
| Manual handling injuries | Participants & Instructor | Karts should be wheeled rather than lifted where possible. | Trivial <i>if controls are followed</i> |
| Trapped & broken lower limbs by pedals | Participants | The pedals setting should be in the free turning mode where possible. If they are in the fixed mode the pedals will turn when the rider stops pedalling. This can lead to legs being broken – these bikes are not to be used at Beaudesert. (February 2025) | Trivial <i>if controls are followed</i> |
| Unauthorised Use | Public, other site users | Karts should be locked up when not in use. This could be either inside the container or with a cable when already in-situ the track. | Trivial <i>if controls are followed</i> |
| Faulty Karts | Participants | Karts are should be pre-checked by a Beaudesert Instructor. 'Out of order / do not use' signs should be places on the seat of any bike not save to use | Trivial <i>if controls are followed</i> |
| Trips inside container due to poor lighting | Instructor & adult helps | There is no overhead lighting in the container. Only instructors and adult helpers to enter container. | Tolerable <i>if controls are followed</i> |

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| | | <p>There is a large flashlight for the instructor on overcast days. Floor should be kept clear of trip hazard – other than bikes – to the rear of the container.</p> | |
| <p>Kart Pre-use checks to be completed by a competent instructor</p> <p>(February 2025)</p> | Instructor and Group | <p>The instructor will be trained so they do not hurt themselves doing the checks. Gloves are provided.</p> <ul style="list-style-type: none"> • Check for any visible damage to the kart, including cracks, bends, or loose parts. • Check that all screws are tightened (pedals and pedal arms included) • Check the function of the brake • Tires: Check the rims. The optimal tire pressure is 1.8 bar or 26.11 psi. Too little tire pressure leads to leaky tires. Too high tire pressure can release the tire from the rim or even burst. Please note that direct sunlight can lead to excessively high tire pressures. • Has the seat been adapted to the driver's size and completely inserted? • Check chain tension. • Are all guards in place including the chain guard? • Verify that the steering mechanism moves smoothly without any stiffness or obstruction. • Helmets checked • Is the kart clean? <p>(February 2025)</p> | <p>Trivial <i>if controls are followed</i></p> |
| <p>Karts Weekly checks to be completed in line with manufacturer's instructions by a competent instructor</p> <p>(February 2025)</p> | | <p>The instructor will be trained so they do not hurt themselves doing the checks. These checks are recorded on papertrail. Pre-use checks are completed with the addition of a more detailed check of:</p> <ul style="list-style-type: none"> • Wheels/tires, steering and plastic parts in view of damages. • Helmets checked • Gloves checked <p>(February 2025)</p> | <p>Trivial <i>if controls are followed</i></p> |
| <p>Karts Monthly and Annual checks to be completed in line with manufacturer's instructions by a competent instructor</p> <p>(February 2025)</p> | | <p>The instructor will be trained so they do not hurt themselves doing the checks. These checks are recorded on papertrail.</p> <p>Monthly</p> <ul style="list-style-type: none"> • Check the screws and bolts of the frame in view of tight fit • Check the chain tension and adjust if necessary • Check and grease stub axles • Chain tension: The chain must be serviced at regular intervals which means it must be greased and properly tensioned. <p>Yearly Check:</p> | <p>Trivial <i>if controls are followed</i></p> |

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| | | <ul style="list-style-type: none"> Clean hub (February 2025) | |
| | | Reviews: H.OShea (02/10/2017) Richard Irvine, 3/7/2016 & 9/9/17 Daniel Farnsworth Date: 02/10/2017 Richard Irvine 3/12/2019 Nigel Ruse 2021; Michael Barrett April 2022 & March 2023, Richard Irvine March 2024 and February 2025 | |
| | | Risk Assessment Approved by: Richard Irvine February 2025 | |