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| **Risk Assessment** | | | | |
| **Risk Assessment for the activity of** | **Karting events and general club activities, including the British Universities Karting Championship and internal events.** | | **Date** | **22/08/2021** |
| **Club or Society** | **Team Southampton Motorsport** | **Assessor** |  | |
| **President or Students’ Union staff member** | ***George Palozzi*** | **Signed off** |  | |

| ***PART A*** | | | | | | | | | | | | |
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| **(1) Risk identification** | | | | **(2) Risk assessment** | | | | | **(3) Risk management** | | | |
| **Hazard** | **Potential Consequences** | **Who might be harmed**  **(user; those nearby; those in the vicinity; members of the public)** | **Inherent** | | | |  | **Residual** | | | | **Further controls (use the risk hierarchy)** |
| **Likelihood** | | **Impact** | **Score** | **Control measures (use the risk hierarchy)** | **Likelihood** | | **Impact** | **Score** |
| 1)  Incorrect clothing/footwear (i.e. uncovered/inappropriate footwear or long hair) | Loss of control/risk of injury. | User, other track users/spectators. | **3** | | **3** | **9** | **Ensure members are notified about correct attire beforehand.**  **Perform visual check before activity.**  **Tie back long hair/remove scarves and other clothing likely to get caught/entangled.** | **1** | | **1** | **1** | (Checks performed by event staff, motorsport compliant race suits worn) |
| 2)  Tiredness of transport drivers due to early starts (if applicable, eg to a British Universities Karting championship race meeting). | Loss of control of road vehicle when traveling to and from events of significant distance. | All road users. | **1** | | **5** | **5** | **Ensure driver is well rested and ready for early starts.**  **Leave plenty of time to avoid rushing.** | **1** | | **2** | **2** | If necessary have a second driver available should the primary driver be unable. |
| 3)  Foul behaviour (participants and spectators) when racing on circuit. | Serious injury due to collision when on circuit. | Participants, spectators. | **2** | | **4** | **8** | **Ensure all participants are aware of the dangers associated with motorsports. (Ensure participants pay attention during event briefings)** | **1** | | **3** | **3** | Generally highlighted by event staff.  Ban any participants from further activities if deemed to be a risk to themselves or others. Terminate membership. |
| 4)  Lack of fluids (hydration), excessive sun exposure. | Dehydration, skin damage (sun burn). | All present. | **3** | | **3** | **9** | * **Suggest participants bring bottled water. Ensure water is readily available: Event health and safety officer must have access to water for participants at each venue.** * **Suggest participants stay out of sun where possible and use sun cream.** | **1** | | **3** | **3** | * Ensure health and safety officer is aware of the main symptoms of dehydration in order to act quickly; e.g. excessive thirst. * lack of sweat production. * low blood pressure. * rapid heart rate. * rapid breathing. * Know how to notify event medical team.   Do not wait for participants to develop these symptoms! |
| 5)  Kart lead ballast - unsuitable design or excessive wear on mounting hole (if applicable, for example at a British Universities Karting Championship race meeting). | Heavy ballast block(s) detaches from kart at speed. | Spectators/drivers | **1** | | **4** | **4** | * **Any club ballast must be inspected for suitability by Karting Cpt: Sam Kirby, or Vice Karting Cpt: Ashley Johnson before use, mark approved equipment clearly.** | **1** | | **1** | **1** | * (Re-inspect club ballast at end of season, replace when necessary) * (**Checks are to ensure mounting hole has not elongated past safe limit**) |

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| ***PART B – Action Plan*** | | | | | | | |
| **Risk Assessment Action Plan** | | | | | | | |
| **Part no.** | **Action to be taken, incl. Cost** | **By whom** | **Target date** | | **Review date** | **Outcome at review date** | |
| 1 | Notify beforehand about correct attire, perform visual checks to supplement venue checks. | Karting Captain, Karting Vice Captain | Continuous | | 08/2022 |  | |
| 2 | Ensure transportation drivers (two and from events) are capable (Has passed required minibus test if minibus is used, record of this available, holds valid drivers’ license)  Vehicles taxed/insured.  Assign secondary insured driver for minibus if applicable. | President, Vice President, Karting Captains | Continuous | | 08/2022 |  | |
| 3 | Observe closely and warn/remove any individuals deemed a threat to themselves or others. Terminate membership. | Karting Captains | Continuous | | 08/2022 |  | |
| 4 | Ensure each participant brings their own bottled water / fluids. | Karting Captains | Continuous | | 08/2022 |  | |
| 5 | Equipment suitability check prior to use, mark approved equipment clearly with marker/tape. | Karting Captains | Continuous | | 08/2022 |  | |
| Responsible committee member signature: | | | | | Responsible committee member signature: | | |
| Print name: GEORGE PALOZZI,  (President) | | | | Date:  22/08/21 | Print name: SAM KIRBY,  (Karting Captain) | | Date:  26/08/21 |

**Assessment Guidance**

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| 1. Eliminate | Remove the hazard wherever possible which negates the need for further controls | If this is not possible then explain why |  |
| 1. Substitute | Replace the hazard with one less hazardous | If not possible then explain why |
| 1. Physical controls | Examples: enclosure, fume cupboard, glove box | Likely to still require admin controls as well |
| 1. Admin controls | Examples: training, supervision, signage |  |
| 1. Personal protection | Examples: respirators, safety specs, gloves | Last resort as it only protects the individual |

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| **LIKELIHOOD** | 5 | 5 | 10 | 15 | 20 | 25 |
| 4 | 4 | 8 | 12 | 16 | 20 |
| 3 | 3 | 6 | 9 | 12 | 15 |
| 2 | 2 | 4 | 6 | 8 | 10 |
| 1 | 1 | 2 | 3 | 4 | 5 |
|  | | 1 | 2 | 3 | 4 | 5 |
| **IMPACT** | | | | |

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| Impact | | Health & Safety |
| 1 | Trivial - insignificant | Very minor injuries e.g. slight bruising |
| 2 | Minor | Injuries or illness e.g. small cut or abrasion which require basic first aid treatment even in self-administered. |
| 3 | Moderate | Injuries or illness e.g. strain or sprain requiring first aid or medical support. |
| 4 | Major | Injuries or illness e.g. broken bone requiring medical support >24 hours and time off work >4 weeks. |
| 5 | Severe – extremely significant | Fatality or multiple serious injuries or illness requiring hospital admission or significant time off work. |

Risk process

1. Identify the impact and likelihood using the tables above.
2. Identify the risk rating by multiplying the Impact by the likelihood using the coloured matrix.
3. If the risk is amber or red – identify control measures to reduce the risk to as low as is reasonably practicable.
4. If the residual risk is green, additional controls are not necessary.
5. If the residual risk is amber the activity can continue but you must identify and implement further controls to reduce the risk to as low as reasonably practicable.
6. If the residual risk is red do not continue with the activity until additional controls have been implemented and the risk is reduced.
7. Control measures should follow the risk hierarchy, where appropriate as per the pyramid above.
8. The cost of implementing control measures can be taken into account but should be proportional to the risk i.e. a control to reduce low risk may not need to be carried out if the cost is high but a control to manage high risk means that even at high cost the control would be necessary.

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| Likelihood | |
| 1 | Rare e.g. 1 in 100,000 chance or higher |
| 2 | Unlikely e.g. 1 in 10,000 chance or higher |
| 3 | Possible e.g. 1 in 1,000 chance or higher |
| 4 | Likely e.g. 1 in 100 chance or higher |
| 5 | Very Likely e.g. 1 in 10 chance or higher |