

Anytown Motor Club

RISK ASSESSMENT for Autotest/AutoSOLO events at Venue - *** Any town, Post Code**

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Rev K v1

(Note, Section (M) Autotests, of the current Motorsport UK yearbook, is considered to be a Safety System of Work for the running of an Autotest. Before an event, a site specific risk assessment of which this document is an example, should be carried out by a responsible person from the motor club who may be in charge of running the motorsport event.)

This Risk Assessment has been completed in line with HSE INDG163 (rev2) 06/06, ‘Five steps to risk assessment’ .

Principles of sensible risk management

1. Sensible risk management **is** about:
 - Ensuring that workers and the public are properly protected
 - Providing overall benefit to society by balancing benefits and risks, with a focus on reducing real risks – both those which arise more often and those with serious consequences
 - Enabling innovation and learning not stifling them
 - Ensuring that those who create risks manage them responsibly and understand that failure to manage real risks responsibly is likely to lead to robust action
 - Enabling individuals to understand that as well as the right to protection, they also have to exercise responsibility

2. Sensible risk management **is not** about:
 - Creating a totally risk-free society
 - Generating useless paperwork mountains
 - Scaring people by exaggerating or publicising trivial risks
 - Stopping important recreational and learning activities for individuals where the risks are managed
 - Reducing protection of people from risks that cause real harm and suffering

All references to Regulations are to the Royal Automobile Club Motor Sports Association trading as Motorsport UK, Common and Specific Regulations (A-W) published in the Competitors’ and Officials’ Yearbook 2021 and any Supplementary Regulations issued for specific events.

This is a small “Grass Roots” motor sports single site event where no spectators are allowed within the test site.

Therefore, only Competitors, Marshals and Officials are allowed within the curtilage of the test site and are subject to all these controls.

Failure to comply with these controls could endanger other participants and may lead to disqualification/ removal from the site.

Hazard	Potential effect	Control measures	Additional actions	Control/ Action by
Driver error causing deviation from course	Injury to official. Injury to spectator Injury to driver	Test shall be laid out with safety clearances in accordance with regulation M2. Warning notices to be posted as regulation D31 and M2.3. Seatbelt checked during pre-event scrutineering and worn by the driver on every test run	Continuous monitoring that spectators and officials are in safe locations. Passenger & Driver to “buddy” check	Chief Marshal and Test marshal Start Marshal to check
Mechanical failure of brakes or steering	Loss of control	Test shall be laid out with safety clearances in accordance with regulation M2. Vehicles checked during pre-event scrutineering	Driver to abort the test run if he/ she experiences any failures of brakes or steering	Driver
Vehicle fire	Personal injury or loss of property	Vehicles checked for fluid leaks during pre-event scrutineering Fire extinguishers in place at each test site as regulation M 2.4	Marshals trained in fire safety on duty throughout the event	
Oil spillage due to mechanical failure	Oil contamination to drains	Vehicles checked for fluid leaks during pre-event scrutineering. Spill kits will available to contain/ absorb any spillage.	Continuing monitoring by test marshals during event	Officials
Car/ pedestrian accident in paddock	Personal injury	Event supplementary regulations preclude any practice manoeuvres in paddock.. Good custom & practice	Continuous monitoring during event.	Clerk of Course Officials and competitors
Minor injuries	Competitor, Marshal, official or spectator	First Aid kit as regulation D4		
Noisy exhaust	Excessive noise Competitor, Marshal, official or spectator	Vehicles checked for exhaust noise during pre-event scrutineering	Continuous monitoring during event to identify any failure	Chief Scrutineer
Car Refueling	Competitor, Marshal, official or spectator	Petrol available at the local service area.	Continuous monitoring during event to identify any failure	Officials
Electrical	Competitor, Marshal, official or spectator	Restrict to minimum for 240V 12v Recommended	Continuous monitoring during event	Chief Scrutineer

Hazard	Potential effect	Control measures	Additional actions	Control/ Action by
LPG	Competitor, Marshal, official or spectator	Restrict numbers and use in a well ventilated area only	Continuous monitoring during event	Chief Scrutineer
Passengers not Licenced	Event insurance invalid	All passengers to hold a minimum of the RS Clubman Licence	Licences checked at sign on. Due to covid-19. Sample with new drivers	Officials
New Driver or New Marshal.	Personal injury or loss of property	All new drivers or marshals will be allocated a “buddy” either marshal or driver to help them. Encourage all to ask questions.	Continuous monitoring during event to support new drivers and marshals	Chief Marshal Clerk of Course
<u>Fire Training</u> AFF foam into drains. Use of flame tray for fuel fire.	Environmental Issue due to surfactants. New marshals could get too close to flames .	Limit use of AFFF by simulation on gas rigs for students to acquire correct skills in using the fire extinguishers. To be limited to trained fire marshals to limit the use of Dry Powder and AFFF on the day.	Insturctors to closly oversee students actions. Insturctors to closly oversee students actions	
<u>COVID-19</u>	Infection or transmission of COVID-19 Coronavirus	Wash hands regularly and thoroughly using warm water and soap for a minimum of 20 seconds Sanitize hands regularly Keep a minimum of 2m Social Distance from other Competitors, Marshals or Officials Wear face-mask/ PPE if close contact with a Competitor, Marshal or Official is required, under 1m If symptoms of the virus occur during the event, any Competitor, Marshal or Official must inform the CoC, isolate and leave the site as soon as possible	Warning/ advice signs displayed at the perimeter of the site. No paperwork used for the event. All ‘signing-on’ and document checks carried out electronically prior to the event Timekeeping using stopwatch and/ or electronically, and no paperwork passed to or from the Competitors If necessary, mobile telephones will be used for communications COVID-19 Officer to remind Drivers and Officials of wearing of Face Masks/ Social Distancing requirements	All Competitors, Marshals and Officials

Hazard	Potential effect	Control measures	Additional actions	Control/ Action by
<u>COVID-19</u> <u>Wearing of</u> <u>Face Masks</u>	Infection or transmission of COVID-19 Coronavirus	<p>High density – Compulsory</p> <p>* All Enclosed areas</p> <p>Incident intervention</p> <p>Lower density – Compulsory unless socially distanced (+2m)</p> <p>Paddock / service areas</p> <p>Test starts</p> <p>Marshal posts</p>	<p>* Enclosed areas includes vehicles unless occupants reside in the same household.</p> <p>The guidance applies to anyone aged 6 years or over.</p>	All Competitors, Marshals and Officials

This RA is based on several years of running these motorsport events and from “learning from experience” at events. Additional site visit will be made 4 weeks before the event. Any changed risks will be noted and the Risk Assessment Document amended/ updated.

The control measures and additional actions are considered to reduce the hazards identified to ‘ALARP’ levels



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