

Sorel Loop Road Kart Track

Safety Plan

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1 OVERVIEW

The track on which the Sorel Loop Road kart racing takes place on, is partly on a closed public road as well as on private land leased by the Jersey Kart & Motor Club (Guarantee) Limited ("Jersey Kart Club"), and is surrounded by privately owned agricultural land and the Ronez Brick Yard. The track is a sealed surface for the complete duration, and is currently measured at 660m in length and is 6.2m in width. The track was extended in 2016 (Phase 1) and again in July 2017 (Phase 2). The track consists of a straight, a long sweeping left hand corner, a straight leading into Phase 1 which is a left corner, hairpin, right corner leading on to a short hill and a sharp left corner. Phase 2 created a new section after the sweeping corner in to the new Phase 2 section which consists of a 90 degree left hand turn following on for 10 metres leading into a 120 degree left turn for 15 metres followed by a 90 degree right for 8 metres followed by another 90 degree right leading onto the main straight which is approximately 100 metres long. This leads into a fast sweeping right along a 40 metre straight into a 100 degree right and shortly after a left turn leading onto the original circuit for 25 metres then onto phase 1. Two track variations will be used for 2019 and will be known as Track A and Track B. Track A is as described above and as shown on the track plans, whilst track B does not use the section of track known as Phase 1 which measures 633m. Instead track B uses the closed public road as used prior to phase 1 and 2.

The track lined with a combination of hedges, granite walls and manmade banks, and the organisers place reticels and tyres for the protection of the competitors during the event.

The track is controlled by 9 Marshal Posts. All marshal posts have full radio communication to all radios which include the Clerk of the Course, Pit Marshal, Chief Marshal and the hut which houses the starter and lap counters, as well as the medical team.

Once a race or practice session has finished, the competitors proceed around the track at a reduced speed before returning to Parc Ferme which is at the bottom of the hill (Pit Corner) and once on the hill raise a hand to signal their return to Parc Ferme significantly reducing speed at this point. Karts returning to Parc Ferme enter at no more than a fast walking pace, and line up adjacent to the exit to Parc Ferme, turn off engines, get out of their karts and await instructions from the Pit Marshal. No Karts are allowed to be driven in the pits and all must be pushed.

The organisers, Jersey Kart and Motor Club, promote twenty race dates each year, some of which are designated as practice dates but all of which are run under a National B Motorsport UK permit.

2 STATUTORY CONTROL

All events are under a National B permit from Motorsport UK, the Sports' Governing Body.

The track requires, and has a Track Licence Certificate from Motorsport UK, and this is issued at the beginning of each season. The Track Licence Certificate follows inspection by qualified personnel from Motorsport UK.

Competition is governed by the National Sporting code of Motorsport UK and is in the form of the relevant handbook rules known as the Blue & Gold Books as well as the Kart Clubs regulations, which include the, General , Supplementary and Sporting Regulations .

Officials appointed by the club and Motorsport UK control each event. Where required to by Motorsport UK, certain of the officials must hold a licence of the appropriate grade to enable them to run motor sports events. Licenced officials will have followed training programmes, enabling them to obtain those licences. Official's licences are renewed annually upon application to Motorsport UK.

3 SCOPE

Events are open to the public and spectators are encouraged.

There are currently two places on the track which are considered safe for spectators and these areas are identified on the attached track plan. For the avoidance of doubt one, is adjacent to Parc Ferme and one is inside the track itself, on a bank overlooking Phases 1 and 2.

4 PUBLIC SAFETY

Adequate prominent signage is placed around all public areas to inform the public that Motor Sport is dangerous. Separation of the public areas and the track is by placing the inside spectator area on a high area overlooking the track, and these are taped &/or roped off. Only a small proportion of the track is currently accessible to spectators, with the main viewing area being adjacent to Parc Ferme. Spectators all have to cross the track at the hill and this movement is controlled by the Clerk of the Course by radio authorisation to marshal post 7. No spectator is allowed to cross until the Clerk of the Course confirms by radio that the track is NOT live. The track will only become live when all spectators have safely crossed and marshal position 7 have confirmed by radio.

5 NOTIFICATIONS AND PERMISSIONS

The club obtains permissions from the Parish, Planning and Building Services and the Bailiff of the Island to promote this event. The permission from the Bailiff of the Island is approved by a Panel which is made up of representatives from: the States of Jersey Police, Jersey Fire and Rescue Service, Ambulance Service, Health and Safety Inspectorate and the Public Health Department. It is the Bailiff's Office which will notify the various services such as Fire, Police, Ambulance and the General Hospital of all events during the year.

6 KNOWN HAZARDS

A detailed Risk Assessment has been carried out by the Organisers and is attached at Appendix 2. The Risk Assessment is to be reviewed regularly, but will be reviewed after any serious incident, when any new hazards are identified, when anything identified changes or at least annually if none of the above apply.

The main risks/hazards identified are discussed below:

- a) Racing – practice and heat and final runs
- b) Spectators accessing the track and parc ferme as well as the pits
- c) Wildlife
- d) Inadvertent access to the track by members of the public
- e) Environmental hazards – noise & fluid spillages

7 RECOMMENDED RESPONSE TO KNOWN HAZARDS

- a) Conduct every event strictly in accordance with the requisite rules and meeting all conditions within the track licence.
- b) Marshals and officials ensuring compliance with restricted areas, two way radios to ensure immediate reaction
- c) As per (b)

- d) As per (b)
- e) Noise – vehicles comply with Motorsport UK guidelines and spill kits are available for spillages

8 INJURIES TO COMPETITORS AND THE PUBLIC

Typically it is only competitors who are injured, although all others remain at risk. Protection is afforded by way of reticel and tyres. Marshal posts are placed to ensure that all risks have been provided for. In the event of any accident, the organisers have the necessary immediate access to a Paramedic and ambulance which are located next to Parc Ferme.

In the event of extreme personal injury or death, the Chief Medical Officer in attendance will take control of the situation. Note that local requirements in respect of any serious, life changing and/or fatality must be complied with.

9 FATALITIES

The procedure adopted with regard to any fatality or accident which could result in a fatality, is in line with those laid down in the Motorsport UK Handbooks, however there are local requirements in that the State of Jersey Police must be made aware without delay of any motoring incident that results in a serious, life threatening and/or fatal injury and who shall be responsible for any subsequent investigation and scene management that may be required.

10 EVACUTION PLAN (FIRE AND OTHER EMERGENCIES)

It is highly unlikely that complete evacuation of the area would be necessary, national disasters excepted. However, an announcement would be made by the Clerk of the Course and relayed by officials and marshals. As the event is conducted within a loop road it is envisaged that dependent on the location of the incident which has resulted in an evacuation, that people within the parc ferme or pit area would evacuate from the pits or the field next to the pit, any person in the vicinity of the track would evacuate in the opposite direction of the incident to join Parc Ferme or the pits as necessary and then evacuate in the same manner as those already in those locations. All competitors and officials would muster in the public carpark opposite of Les Fontaines Tavern. This would obviously be subject to change and would be depend on the incident and its location, and a decision would be taken by the Clerk. There would be an immediate cessation of racing upon such an incident occurring.

The deputy/assistant Clerk would make this decision in the demise of the Clerk. Marshals would direct traffic and members of the public as directed by the Chief Marshal. The Clerk and his/her Deputy are located in Parc Ferme and/or Phase 2 and would take control of that area. The pit marshal will take control of the pit area.

11 EMERGENCY VEHICLE EXIT PLAN

There are two situations where this could occur:

1. Ambulance or paramedic is called away to attend to a non-connected major incident;
2. Hospitalisation of a casualty from the event

In respect of 1, if the Chief Medical Officer declares this need, the Clerk of the Course will immediately stop racing with all competing karts being called to a halt in front of pit corner, ready to enter Parc Ferme once the emergency vehicle has exited.

In respect of 2, the ambulance/emergency vehicles will already be on track in accordance with the incident plan. The pit marshal upon any incident on the track requiring medical assistance automatically clears once side of Parc Ferme and the Pit area to allow if needed for a vehicle to exit through the pit area on to the main road.

Exiting emergency vehicles may leave using the same direction as racing and taking the same route to Parc Ferme then exiting through the pits to the main road.

12 FIRE ON TRACK AND/OR IN PADDOCK AREAS

Suitable fire extinguishers must be deployed throughout the track, Parc Ferme and the Pit area prior to any practice or start of racing. ALL entrants are required to carry a 2kg dry powder fire extinguisher in their pit area as a condition of entry.

Any local fire to a kart within the pits will be dealt with by the entrant or pit marshal. Any local fire to a kart on track will be dealt with by the marshals. Any large fire will be dealt with by marshals and extinguishers utilised from around the course or surrounding area.

Should the need arise the Chief Marshal shall call the local fire brigade and remove all personnel if there is any risk of uncontrolled fire.

The risk of fire is greatest in the pit area where fuel is stored, and the spread of fire is at its greatest in windy conditions.

13 ABANDONMENT OR DELAYING OF AN EVENT

The Clerk of the Course will consider abandoning or delaying an event if any of the following conditions or combination thereof prevails;

Weather	Snow, heavy rains causing lying water, ice, fog or fine rain causing poor visibility (it is crucial that marshals have clear visibility from post to post), high winds.
Other	Serious oil spillage, irreparable damage to the track, loss of communications, insufficient marshals or officials, outbreak of hostilities (local or otherwise), upon instructions from the Motorsport UK Steward, outside interference causing any safety issue, ambulances &/or paramedic(s) are disposed or serious injury/life threatening or fatality (all of which in accordance with local requirements require the State of Jersey Police to be made aware without delay).

14 THE EVENT

The event shall be conducted in accordance with the National Sporting Codes of Motorsport UK, the supplementary regulations, final instructions, and rules of the Motorsport UK. The programme of the day shall be adhered to unless otherwise instructed by the Clerk of the Course or the Stewards of the event.

15 THE OFFICIALS

Clerk of the Course – holding the relevant licence from Motorsport UK

Deputy Clerk of the Course – must hold a licence from the Motorsport UK

Assistant Clerk – must hold a probationary licence from Motorsport UK

Chief Scrutineer – must hold a licence from Motorsport UK of the grade enabling them to hold a National event and can work with either qualified scrutineers but whose grade do not allow them to hold a National B event or trainee scrutineers

Event Secretary

Chief Marshal

Chief Medical Officer

MSA Steward – Must hold a licence issued by Motorsport UK

Club Stewards – Does not require a licence but must be thoroughly experienced in the sport

Additionally, there will be a starter, pit marshal, track marshals, and lap counters.

16 DOCUMENTATION

Track Certificate from the Motorsport UK

Event Permits from the Motorsport UK

Motorsport UK Current Handbooks (Blue and Gold books)

Fire Extinguisher Certificate

Bailiffs Permit

Road Closure Notice

Track Plan

Event Programme

Final instructions

Health & Safety documentation

Entry forms and emergency contact details

Incident management plan which includes the serious incident plan

Safety Plan

Organisers Risk Assessment

Emergency pack for use by Clerk of the Course

Appendix 1

ADDITION TO THE SAFETY PLAN FOR USE BY ALL COMPETITORS

1 STORAGE AND USE OF FUELS AND HAZADOUS SUBSTANCES

- a) ALL fuel must be kept in containers in accordance with MSA requirements
- b) ALL empty containers must be removed from the venue at the end of the event.
- c) ALL precautions appropriate to the handling of fuel must be observed.
- d) **NO SMOKING** in pit areas
- e) Direct prolonged contact with any dangerous substance should be avoided and the wearing of contaminated clothing should also be avoided.

2 ELECTRICAL SAFETY

- a) ALL electrical equipment must be maintained in good working order
- b) ALL electrical equipment to be used must be weatherproof
- c) Electrical and hand tools must **NOT** be used in areas where fuel is being stored or refuelling is taking place
- d) The venue does NOT have mains electricity available to competitors

3 FIRE PRECAUTIONS

- a) Smoking is **prohibited** in all pit and parc ferme areas
- b) All potential sources of ignition should be kept away from fuel
- c) No barbecues are allowed in the pit areas
- d) All competitors must carry a suitable fire extinguisher
- e) Fire extinguishers must not be moved from their points unless they are to be used on a fire and if used it must be reported to the club officials
- f) ALL fires must be reported immediately

4 GENERAL WORKING PRACTICES

- a) ALL working areas must be kept clean and tidy
- b) Waste must be removed
- c) **ALL** spillages must be cleaned up immediately
- d) All and any trailing wires or hoses must not constitute a trip hazard
- e) ALL safety notices must be complied with
- f) Safe practices must be employed at ALL times
- g) Persons under the age of 16 are not allowed on the track during track set up and take down, except in the charge of an adult.
- h) Environmental mats **must be used** where required
- i) Excessive noise can damage hearing, all persons should avoid being exposed to this and should wear earplugs or defenders if required

5 WASTE

- a) ALL waste oil must be removed from the venue
- b) Waste tyres and empty containers must be removed from the venue
- c) We have a duty to be aware of Environmental Protection in the area
- d) All general waste must be removed from the venue

6 KART & PIT SAFETY

- a) Competitors should be aware that members of the public are allowed in the pit area and care should be taken at all times when moving their kart from their pit area to Parc Ferme. Upon returning to pits from Parc Ferme all karts are to be carefully pushed. Karts are not allowed to start up in the pits unless they are in a designated 'start' area which will be identified by the Chief Scrutineer and under the conditions set out by the Chief Scrutineer of the event.
- b) ALL karts must stay on the approved route at ALL times
- c) NO bikes are allowed in the pits
- d) No ball games or scooter are allowed in the pits
- e) No dogs are allowed in the pits when practice or racing commences and must be secured in a vehicle once practice or racing commences. During all other times any dog must be on a lead and adequately supervised. Working dogs excepted as per E2.1.2

7 FIRST AID

- a) Any persons sustaining an injury or feeling unwell must report to the medical services on site or to an official or marshal.
- b) First aid (St John's Ambulance) is located in the field adjacent to Parc Ferme

8 PUBLIC SAFETY

Competitors must be aware that the pit area is open to the general public and they should act in a manner so as not to put themselves or any person at risk from injury. All accidents where any person sustains injury or where damage to property occurs must be reported immediately to an official.

9 REGULATIONS

Competitors are reminded of their obligations to comply with the requirements of the relevant sporting regulations at all times and these guidance notes should be read in conjunction with all other relevant regulations.

Appendix 2 - Risk Assessment