

Motocross Track Inspection and Risk Assessment Check Sheet

This check sheet must be completed before a race meeting by a qualified Clerk of the Course. At two-day meetings any amendments on the second day should be noted on page 3.

When completed please return to: Offroad Motorsport UK the trading name of YMSA Ltd P O Box 735 Chesterfield S43 9DT

ORGANISER/S:

CLERK OF THE COURSE :

• Event Permit No.

Date of Meeting :

Risk Assessment

Likelihood	Severity	Formula	Risk Rating *
1. Unlikely	1. Nuisance	Scores Multiplied Likelihood x Risk	1 – 4 Low Risk
2. Low	2. Minor		5 – 7 Low to Medium
3. Medium	3. Moderate (off < 3 Days)		8 – 14 Medium Risk
4. High	4. Serious		15 – 19 Medium to High
5. Very High	5. Very serious - fatal		20 – 25 High Risk

Hazard	Residual Risks After Controls			Control Measures	In Order	
	Likelihood	Severity	Risk Rating		Yes	No
Event Site				Advance warning signs to reduce dangers caused by vehicles entering and leaving site.		
Collision between vehicles and or pedestrians entering or leaving the site and moving around the paddock.				Safe and clear access routes for emergency vehicles		
				Spectators are segregated from competitors, permitted only to view event from designated areas		
				Vehicles to be driven slowly. Fire extinguishers in position as rules.		
				Other than in the 'Parc Ferme' and on the track ensure that motorcycles are only pushed within the venue at all times.		
				Is there a copy of OffRoad Motorsport UK's insurance certificate available for competitors and officials to view?		
Risk of drowning in standing or flowing water hazards				Suitable warning signs placed at the access to the site to and near to the hazard. Where possible access to water restricted and throwing lines readily available.		
Track Construction & Condition				Track inspected and approved by OffRoad Motorsport UK Officials.		
Track not suitable for motocross, poorly graded and not maintained Collision with moving vehicles. Cuts, bruises, broken bones, fatal.				Ground suitable for motocross, water and track grading equipment is available for track maintenance		
				Prohibited Areas – Are warning notices displayed between the track and the spectator barriers facing towards the spectators.		
				Track suitable for all levels of experience, track complies with OffRoad Motorsport UK Track Criteria and Rules		
				Track length and width as per rules		
				Start straight safe length and condition 75-125m		

Hazard	Residual Risks After Controls			Control Measures	In Order	
	Likelihood	Severity	Risk Rating		Yes	No
				Plant machinery stored safely away from the track when not in use. Procedures to authorise movement		
				Ensure marshals are positioned so that no sections of the track are left unobserved		
				All obstacles such as trees and gate posts suitably protected?		
				Secondary fencing is in good condition; all posts firmly embedded in the ground.		
Paddock Area				Paddock area suitable size with adequate parking, appropriate warning notices displayed?		
Collision with moving vehicles. Cuts, bruises, broken bones, fatal.				Has a marshal been appointed to control activity in the paddock?		
				Ensure that motorcycles are not ridden in the paddock, are appropriate warning notices displayed? Ensure that there are safe routes to and from the track?		
				Ensure that all support vehicles and trailers are parked appropriately.		
				Are there safe and clear access routes within the paddock for emergency vehicles?		
Spectators				Protection for spectators complies with Track Criteria document and OffRoad Motorsport UK Rules?		
Collision with moving vehicles. Cuts, bruises, broken bones, fatal.				Spectators are protected from debris by careful location of viewing areas and appropriate fencing?		
				Venue large enough to cater for the anticipated numbers of spectators?		
				The toilet facilities provided for the general public include facilities for the disabled?		
Officials				Are the adequate numbers of officials for the event, e.g. marshals? Are all officials signed in? Ensure authorised personnel signed on correct sheets.		
Collision with moving vehicles. Cuts, bruises, broken bones, fatal.				Do marshal posts, provide suitable protection for officials?		
				Prior to the start of event, ensure all officials have been appropriately briefed regarding their roles and responsibilities?		
				Have all officials been equipped with suitable personal protective equipment (PPE) e.g. High visibility Jackets, ear defenders, etc.		
				Officials to wear high visibility clothing.		
Practice & Racing Procedures				Ensure all riders are wearing protective clothing and helmet, as per OffRoad Motorsport UK rules ?		
Collision with moving vehicles. Cuts, bruises, broken bones, fatal.				Riders assessed and licences checked to ensure that riders can control machines and ride in the appropriate group – category.		
				Ensure riders and officials understand flags and signals, explain and brief any local rules.		
				Are motorcycles in appropriate condition – scrutineering procedure satisfactory?		
				Ensure system in place to safely stop event.		
				Radio communications between officials are effective.		
Emergency Procedures & First Aid				First Aid provision is to OffRoad Motorsport UK rules, maintain accident records, and notify local Emergency Department of event.		
Collision with moving vehicles. Cuts, bruises, broken bones, fatal.				Paramedic on site		
				Major Incident Plan in place – includes; casualty handling, evacuation, communications.		
				Official's roles and responsibilities, serious and fatal accident procedures.		
				Designated Fire points – Suitably equipped		
				Identified landing site for Air Ambulance		
				First Aid responders not to put themselves at risk		

* Although practice and racing risks will remain high due to the nature of the activity, all other risks must be managed so far as reasonably practicable to acceptable levels which should never be High Risk.

Clerk of the Course / Official

If you have ticked a **NO**, please enter alternate control measures implemented to control indicated risk below;

Include details of any material changes that took place during the event.

Having reviewed the hazards and risks, I believe that so far as reasonably practicable the control measures have addressed the identified hazards.

Date:

Completed by:

Signature:

Stewards Report

Steward's Name: Number of Entrants _____

Organisation				In Order			
				Yes	No		
Was the information received by the steward prior to the meeting adequate?							
Were the senior officials including the time keeper and lap scorers competent?							
Was a steward's meeting held before the meeting?							
Was the booking in and signing of disclaimers efficient?							
Was the start procedures safe and well co-ordinated?							
Was the second day of scrutineering adequate?							
Was the Public Address System adequate?							
Time of Start		Practice		Racing		Start Method	

Weather conditions:

First Aid				In Order	
				Yes	No
Were all first aid facilities obvious and available during practice and racing?					
Were Doctors / Paramedics / First Aiders present?					
Number of Ambulances?		Were the first aid resources adequate?			

Course and Public Safety				In Order	
				Yes	No
Was a course plan made available for inspection?					
Were there adequate warning and prohibition notices displayed?					
Was the number of marshals posted sufficient to control the course?					
Were obvious areas of potential danger prohibited to spectators?					
Were Marshals briefed correctly?	Yes / No	Was track watering required		Yes / No	
Riders briefing carried out	Yes / No	Serious incidents reported		Yes / No	
Risk assessment completed adequately	Yes / No				

Protests

Were any protests made?	Yes / No	Were they dealt with correctly	Yes / No	
Please list protests and outcomes below using additional sheets if required				
Protester	Protest		Result	

In your opinion did the event justify its status? Yes / No

Date: Name:	Signature:
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Please leave this space below clear for office use.