

**DEBDEN Motorsport  
Risk Assessment**

Apr-22

Scenario or Activity	Nature of Hazard	Control Measures	Who is at risk				Primary Risk Rating			Additional Control Measures	Subsequent Risk Rating		
			C	M	O	V							
		<i>C - Competitor M - Marshal O - Other event related. V Venue personnel or general public</i>											
<b>General</b>							<b>Severity</b>	<b>Likelihood</b>	<b>Rating</b>		<b>Severity</b>	<b>Likelihood</b>	<b>Rating</b>
Transmission of infection (Specifically Covid)	Wider transmission of the virus into the community leading to serious illness	Current national guidance measures adopted. Mandatory measures withdrawn nationally	X	X	X	X	Med	Med	Med	Advice on precautionary measures including social distancing and general precautions will be distributed through notifications The outdoor nature of the venue and dispersed general nature of the event reduces risks	Med	Low	Low
Environmental damage	Pollution risk that isn't resolved	Remedial processes in place to cover issues. Specifically spill kits and similar are available either in vehicles or through the organising team	X	X	X	X	Med	Med	Low	Awareness of need to be environmentally conscious with processes in place to avoid/retrieve/gather/remove any waste	Med	Low	Low
Refreshments	Illness through provision of contaminated food	A known single external refreshment source is used who has local health and hygiene accreditation	X	X	X	X	Med	Low	Low				
Improper use of alcohol or drugs	Inappropriate or unacceptable behaviour possibly leading to risk or injury	All MSUK permitted events are subject to strict regulations barring the use of substances.	X	X	X		Med	Low	Low		Med	Low	Low
<b>Event Related</b>													
Vehicles impacting with pedestrians during competition	Injury to personnel	Strict limit applied to number of vehicles, timing and spacing on course. Only marshals/officials allowed on course. Managed information flow to control when tests are live		X	X		High	Low		Marshals experienced/trained/briefed All marshals wearing Hi Vis. Radio communication through tests	high	Low	V Low



Risk that poor communications leads to personnel and cars being on the test together with risk of contact	Risk of injury to marshals or officials	Radio contact is in place between start and marshals even where there is visibility		X	X		High	Low	Low	Where there are multiple tests a separate channel is allocated to each test to avoid cross test interference.	High	Low	Low
Residents or Public gain access and encroach on active competitive areas	Risk of injury to public or endangering of marshals attempting to manage the initial risk	The event is limited to known attendees (competitors and officials). If anyone is seen in or approaching dangerous position marshals are briefed to communicate and the tests will be stopped.				X	Med	Med	Low	In case of risk, competition stops. Radio communication between course and starts	Med	Low	Low
Competing vehicles lose control	Risk to competitor through vehicle accident or injury to bystander	Tests are designed to provide clear areas for run off and away from areas where impacts could be anticipated	X	X	X		Med	Med	Low	Events will either be run at relatively slow speeds or be subject to pre authorisation of route by the governing body with official monitoring	Med	Low	Low
Reworking of "furniture" during event	Injury to marshal	Marshals will not enter the tets while live. If any cones arrows etc need rework the test is stopped and only restarted when the marshal is clear		X	X		High	Low	Low				
Recovery of "failed" vehicles.	Risk of collision with and injury to competitor, marshal or recovery persinnel	If a vehicle stops within the test it is stopped and not restarted until the vehicle is recovered or removed to a safe location	X	X	X								