



2024 Track Audit Safety Checklist

WASC Track Auditor to complete each line on the checklist and return it electronically or in hard copy to the WASC within one week of the inspection being completed with a written report and photographic evidence.

Speedway Track:

WASC Auditor:

Date:

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Item no.	Item Area	Grade	Grade	Grade
		1	2	3
Dangerous Activity Warning Signage		✓	✗	◆ N/A
WS.1	“Important Notice”/ dangerous activity warning sign is prominently displayed at all venue entrances and is in good condition?			
Exclusion Zones				
EZ.1	Track safety barriers (primary barrier, catch fence, turn-out, debris mesh) provide protection for the entire perimeter of the track, or areas not adequately protected are exclusion zones with adequate fencing preventing spectator/ participant access?			
Track Infield				
INF.1	Any infield hazards are appropriately protected? No barriers or structures within 3 m of track kerb line			
Pit Area and Access				
PA.1	“Important Notice”/ dangerous activity warning sign is prominently displayed at each pit entrance (competitor and spectator entrances) and are in good condition (easily read)? Refer Note: 1			
PA.2	Form up/ dummy grid area is of adequate size and well located to the track?			
Pit Gates				
PG.1	Appropriate control or protection barrier is in place behind pit gates during racing to prevent access to hot zone, which is commensurate with the swing radius of the gate?			
PG.2	Pit gates are solidly constructed with steel frame at least 50mm steel RHS x 3mm w.t. with adequate bracing, or provides equivalent protection?			
PG.3	Pit gates present flat front to the track of sheet steel at least 3mm thick, or provides equivalent protection? Refer Note: 2			
PG.4	Pit gates have adequate positive crash resistant locking mechanisms?			
PG.5	Pit gates have a minimum of two adequate hinges on gate?			
PG.6	Pit gates have strong upper hinge/ cable loop or similar on top section of gate attached to adequate vertical support post?			
PG.7	Pit gate and debris fence provides protection equivalent to the rest of track (i.e. has less than 100mm gap under gate; gate to same height as primary barrier; catch/debris fence to same height as rest of track; and turnout on or above debris gate)?			
PG.8	Track and gate sections of catch/ debris fence are closely aligned (i.e. minimal gap in protection)?			
PG.9	Pit gates are in adequate condition?			
Primary Barrier				
PB.1	Primary barrier has a minimum working height of 1000/1200 mm above the surface of the track and is a vertical, uniform surface with appropriate joints between sections?			
PB.2	Primary barrier is reinforced and/or supported, and is appropriately retained and secured for the construction material?			
PB.3	Primary barrier is earth backed to full height? (not free standing) Primary barrier is at least 100mm thick			

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PB.4	Top of barrier is free of protruding posts/ objects (excluding catch fence posts)?			
PB.5	Primary barrier is of adequate condition? Refer Note: 3			
PB.6	Sand trap (if applicable) is a minimum of 10 m wide adequate condition and is regularly ploughed/ furrowed?			
Catch Fence (excluding gates)				
CF.1	Catch fence has a turn-out of at least 450mm at approximately 45 degrees for the entire perimeter of the track, which is adequately attached to uprights and in good condition? Refer Note: 4 and refer Note: 8			
CF.2	Catch fence/ turn-out has at least one catch cable at the extremity?			
CF.3	Fence uprights/ post thickness is at least 75mm diameter or 100mm cross section railway line at no more than 5-meter spacings, or is of greater thickness if more than 5 meters spacing (post thickness)?			
CF.4	Post spacing is 5 to no more than 7 meters and adequate for the thickness of posts (post spacing)? Refer Note: 5			
CF.5	Catch fence cable thickness is at least 13mm and cables are in good condition? Refer Note: 6			
CF.6	Cables joins/ returns are entwined loops with a minimum of two suitable clamps? Refer Note: 7			
CF.7	Cables are appropriately attached to uprights, with cable attachments at the top of all uprights?			
CF.8	Cable spacing is 900mm or less?			
CF.9	The lowest cable is no more than 250mm above the primary barrier/ ground level?			
CF.10	Catch fence provides adequate vertical height and protection and is in good condition?			
Debris Mesh				
DM.1	Debris fence mesh size is no more than 120 x 120mm and gauge is at least 8AWG or 3.3mm diameter			
DM.2	Debris mesh is secured on the track side of posts?			
DM.3	Debris fence is adequately secured to cables and uprights with robust wire ties equivalent to 2mm diameter minimum?			
DM.4	Debris mesh covers the entire catch fence and turn-out and is in good condition?			
Crowd Control Fence				
CCF.1	The fence is of adequate strength/ construction to keep spectators away from the debris fence? Minimum 750 mm high			
CCF.2	Set back from debris fence is 3m or more? If no, is it at least 2m? This dimension maybe accepted by WASC after application.			
CCF.3	The fence is in good condition?			
CCF.4	Crowd control fences have appropriate "no entry/restricted area" signage?			
CCF.5	There is adequate barrier fencing preventing spectator access to any areas of the grounds that are not protected by safety barriers, and exclusion zones are adequately fenced.			

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	Officials' Access Gate			
OAG.1	Access gate maintains integrity of primary barrier and/ or catch and debris fence? Minimum of 2 hinges and 2 locking bolts or latches.			
OAG.2	Access gate is solidly constructed and has a dead front to track in adequate condition?			
	Stewards' Box			
SB.1	Stewards' box is safely located near the start/ finish line with an unobstructed view of the whole track?			
SB.2	Stewards' box provides appropriate protection for stewards from vehicle or debris impacts and is located behind the catch and debris fence?			
SB.3	Opening in debris fence for racing flags provides for ease of use whilst maintaining integrity of protection for stewards/ flag officials?			
SB.4	Stewards' box is large enough to accommodate 3 people, with a method of restricting public access?			
SB.5	Steward's box is in good condition?			
Track Lighting and Racing Control				
LRC.1	Racing light control mechanism is appropriately located for the steward's use and is in good condition?			
LRC.2	Track lights are clean?			
LRC.3	Electrical installations appear to have been professionally installed?			
LRC.4	Race control lights are correctly located around the track and provide for adequate visual control of drivers during racing? Refer Note: 9			
LRC.5	A lighting audit (lux level) been conducted by WA Speedway Commission?			
First Aid and Safety				
FAS.1	There is dedicated parking for an Ambulance, which is easily accessed and has clear passage to the road?			
FAS.2	Information is displayed at the venue to advise spectators/ competitors of the location of 1st aid/ emergency equipment or how to access medical treatment/emergency assistance?			