



[Track] Speedway

**Track Grading Audit
&
Safety Improvement Plan**

[Day, Date DD/MM/YYYY]

TRACK LOGO

**Important track grade information
Please read carefully**

Safety Summary

A total of **XX** out of a maximum of 52 points were assessed by the WA Speedway Commission Safety and Regulations Advisory Committee at the **[Name]** Speedway Track as at **[date, year]**.

The table below summarises the results of the audit:

Track safety categories	Number of items meeting or exceeding minimum requirements	Number of items not compliant with minimum requirements	Total number of items assessed
Warning signs			1
Exclusion zones			1
Track infield			1
Pit area and access			2
Pit gates			9
Primary barrier			6
Catch fence			10
Debris mesh			4
Crowd control fence			4
Official's access gate			2
Steward's box			5
Track lighting and race control			5
First aid and safety			2
Total			52

Based on the audit results, **[Name]** Speedway has been determined to be compliant at the time of audit as a:

Grade * Track**

OR Alternate text if NOT COMPLIANT at any grade...

Based on the audit results, **[Name]** Speedway has been determined to not comply with the minimum safety guidelines at the time of audit and no Track Grade is issued

Items failing to meet minimum safety requirements are summarised below along with their relative risk response measure.

Item no.	Brief description	Risk response measure
		Maintenance
		Critical

Please refer to the detailed explanation of issues, requirements and recommendations provided in the Safety Improvement Plan in section 3.

If you have any queries, please contact **[Assessor Name]** on **[mobile number]**.

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1. Understanding your Track Safety Audit

Purpose

The WA Speedway Commission undertakes independent audits of all speedway tracks in WA at least once every two years in order to:

- Assess that current minimum safety guidelines are in place
- Provide external and non-biased assistance in identifying hazards and safety issues
- Ensure access to updated information and advice on safety guidelines being developed for speedway facilities.

These audits are undertaken by a member of the WA Speedway Commission Safety and Regulations Advisory Committee. The information collected during a track audit is presented to the Safety and Regulations Advisory Committee and used to determine compliance of each track with the minimum safety specifications for speedway tracks, as outlined in the WA Speedway Commission's *2024 Speedway Track Operator Guidelines (previously known as Speedway Safety and Racetrack Guidelines)* or the *Department of Health Guidelines for Concerts, Events & Organised Gatherings 2022*.

Once compliance is assessed by the WA Speedway Commission Safety and Regulations Advisory Committee, a Track Grade is allocated to determine the categories of cars/ divisions that can safely race at the track. Safety improvement works are identified and a report is prepared (this report) and circulated to relevant stakeholders, including:

- Local government land owners
- Lessee clubs/ track operators/ owners
- Insurers, including LGIS and other relevant organisations
- Department of Local Government, Sport and Cultural Industries.

If a track operator wishes to improve the allocated grading of their track, they are required to provide evidence of completed improvements to the satisfaction of the WA Speedway Commission.

Upon improvements being completed, the compliance with minimum safety standards may be reassessed by the Safety and Regulations Advisory Committee and a new Track Grade issued. The Track Grade is allocated in the Track License issued by the WA Speedway Commission each year.

Key Outcomes from Track Audits

- Report outlining compliance with safety guidelines
- Track Grade determined
- Safety improvement works identified and documented in a Safety Improvement Plan
- Stakeholders (land owners, track operators, insurers) notified of issues and risks
- Communication process established that allows for re-auditing of Track Grade once improvements are completed.

Limitations of Audit Report

This document should not be solely relied on to determine whether the speedway venue is providing a safe environment. The audit provides results at a point in time; aspects of the speedway operation and venue conditions may change subsequent to that audit. This document should be viewed as a tool to assist the speedway venue managers/ owners in identifying areas that need improvement or require ongoing monitoring. This document should be read in conjunction with the Auditor's written (Appendix 1) and photographic report (Appendix 2). This document does not replace duty of care or risk management responsibilities of the speedway venue managers.

2. Track Safety Audit Process

The WA Speedway Commission undertakes independent audits of all speedway tracks in WA at least once every two years in order to:

- Assess that current minimum safety guidelines are in place
- Provide external and non-biased assistance in identifying hazards and safety issues
- Ensure access to updated information and advice on safety guidelines being developed for speedway facilities

The Track Safety Audit process has 5 stages. These are:

Stage 1. Pre-Audit Survey

The Track Safety Guidelines and Track Pre-Assessment Survey Form is sent to the track operator for completion and return in advance of the assessment.

Stage 2. Audit

A member of the Safety and Regulations Advisory Committee attends the track with representatives of the club and other stakeholders (e.g. LGA Environmental Health Officer, if available) to conduct the audit and discuss findings

Stage 3. Track Audited by WASC and Safety and Regulations Advisory Committee review and report

The completed Track Safety Checklist and Track Safety Plan of the audit are presented to the Safety and Regulations Committee for consideration. A Track Safety Plan is prepared and circulated to stakeholders including:

- Local government land owners
- Lessee clubs/ track operators/ owners
- Insurers, including LGIS and other relevant organisations
- WA Department of Local Government, Sport and Cultural Industries (Department of Sport).

Track Grade is determined. REFER TO NOTE 8 ABOVE for track requirements and TABLES BELOW FOR VEHICLE REQUIREMENTS (determining which divisions of racing are suitable for the venue).

- Improvement plan is issued where rectification work or improvements have been identified.

Stage 4. Post Audit Follow-up

A member of the Safety and Regulations Committee will contact the club to discuss the results and talk through the report and improvement plan

Stage 5. Audit Close-Off

Evidence (photos) and information on improvements/ works is provided by the track operator to Speedway West upon completion:

- Improvement works are closed off
- Annual Track Licence is issued
- Operator may apply for event permits
- If a track operator wishes to improve the allocated grading of their track, they are required to provide evidence of completed improvements to the satisfaction of the WA Speedway Commission for re-auditing.

Stage Three has now been completed for [Name] Speedway.

We encourage the [Name] Speedway Club to adopt the Safety Improvement Plan attached and are available to provide further advice and assistance to the Club and/or the [Local government Name] in the pursuit of safety improvements.

If you have any queries, please contact Des Alfirevich, WASC Chairperson on 0419 929 315 or the WA Speedway Commission at AdminAssistant@waspeedway.com.au or call (08) 9201 0229.

3. Summary of Audit Findings

[Name] Speedway Track Grade

On the [Date] the [Name] Speedway was attended by [WASC Auditor], (WA Speedway Commission and **Safety and Regulations Advisory Committee** Auditor), [names and position of others at the audit]. The WA Speedway Commission **Safety and Regulations Advisory Committee** has collectively considered the findings and provide this report as an audit.

Based on the assessment results, [Name] Speedway has been determined to be compliant at the time of audit as a:

Grade * Track**

OR Alternate text if NOT COMPLIANT at any grade...

Based on the audit results, [Name] Speedway has been determined to not comply with the minimum guidelines at the time of audit and no Track Grade is issued at this time.




Improvement recommendations have been itemised in the Safety Improvement Plan in section 3 of this report with risk response measures identified.

No Track Grade or Track Licence will be issues until critical risk items have been addressed. Completion of all recommended improvements will enable the [Name] Speedway track to achieve a higher track grade.

The club is encouraged to complete the works and submit evidence to the Safety and Regulations Advisory Committee as soon as practicable to improve the safety measures and achieve a Track Grade.

Compliance with Minimum Safety Guidelines

The following table summarises the results of the compliance audit of [Name] Speedway. It should be read in conjunction with the 2024 Speedway Track Operator Guidelines, which describe the minimum safety standards for speedway tracks in WA. Results are indicated as follows:

-  = passes speedway track and barrier safety guidelines
-  = did not meet minimum guidelines
-  = met minimum standard, however recommendations for improvements have been provided to bring facility into line with best practice in speedway safety
- N/A = this element does not apply at the time of assessing this facility

Item No.	Category	Audit		
		Grade 1	Grade 2	Grade 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 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 is 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? This applies with or without a Sand Trap.			

Item No.	Category	Audit		
		Grade 1	Grade 2	Grade 3
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)			
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 minimum of 10 m wide adequate condition and is regularly ploughed/ furrowed?			
Catch Fence and turn out (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 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 wire diameter minimum?			
DM.4	Debris mesh covers the entire catch fence and turn-out and is in good condition?			
Crowd Control Fence including pit areas where viewing takes place				
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.			

Item No.	Category	Audit		
		Grade 1	Grade 2	Grade 3
CCF.3	The fence is in good condition?			
CCF.4	Crowd control fences have appropriate “no entry” 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.			
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, has a dead front to track and in adequate condition?			
Steward’s Box				
SB.1	Steward’s box is safely located near the start/ finish line with unobstructed view of the whole track?			
SB.2	Steward’s 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	Steward’s 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 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			
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 venue to advise spectators/ competitors of location of 1 st aid/ emergency equipment or how to access medical treatment/ emergency assistance?			

4. Safety Improvement Plan

Item No. WS.1: Dangerous Activity Signage	
Observations:	
Requirements:	
<p>An "Important Notice" warning sign is to be displayed at all entrances to speedway venues, and at all entrances to the pit area. Pits should be enclosed and access restricted to competitors, crews and officials only whilst vehicles are moving.</p> <p>Wording: <i>Important Notice</i> <i>Ticket and credential holders are reminded that Speedway Racing is dangerous and accidents can happen. All care is taken to protect you but you are warned that there is a possibility of an accident causing injury, death, or property damage. By the issue of this ticket or credential to you, you hereby acknowledge that the entry to the speedway grounds has a degree of danger and the promoter, clubs, corporations, organisations and persons having any connection with the promoting, organising and conduct of the event shall have no liability except with regard to any rights you may have arising under the Trade Practices Act 1974.</i> <i>Vehicles are permitted to enter and park on the condition that the owners and the occupiers of the facility are not under any liability whether contract or in tort and whether for negligence or as an occupier or on any other basis or for any cause of action, for loss of or damage to, the vehicle or its contents no matter how or where such may be caused.</i></p> <p>Dimensions: Sign heading (Important Notice) should be a minimum of 75mm high. Sign wording should be a minimum of 12mm high with 5mm gaps between lines, to assist with ease of reading from a distance. When complying with the above, the overall size of the sign will be approximately 400mm high and 700mm wide.</p>	
Rationale:	
<p>Warning signage is required under the track operator's duty of care to advise attendees and participants of the risks associated with speedway racing.</p> <p>Car movements and activities in the pit area can present hazards and safe guards should be in place to ensure risks are managed for participants and spectators. Access should be restricted to competitors, crews and officials only whilst vehicles are moving. Public access should be permitted only if such use is covered by suitable insurance for that use and only during periods when there are no vehicle movements.</p>	
Recommendations	
Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	
Actions:	
<p><i>Club to complete and provide details to the WA Speedway Commission</i></p>	

Sign off: _____ (signature) _____ (name & position) _____ (Date)

Item No. EZ.1: Exclusion Zones

Observations:

Requirements:

Track safety barriers should provide protection for the entire perimeter of the track. Safety barriers include the primary barrier, catch fence with debris mesh and turn-out.

The organising body is must not permit spectators/ participants to occupy any area not protected by track safety barriers.

Areas not protected by track safety barriers must be an exclusion zone with adequate barriers/ fencing to prevent spectator/ participant access.

Reference: Speedway Safety and Track Guidelines

Rationale:

All people must be protected behind full track safety fencing, and access must be excluded from any area not appropriately protected.

Recommendations

It is recommended that the primary barrier, catch fence, debris mesh and crowd control fencing is completed for the entire perimeter of the track.

As a minimum, it is recommended that exclusion fencing be placed ...*****

Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: _____
(signature) (name & position) (Date)

Item No. INF.1: Infield Hazards

Observations:

Requirements:

The infield must be clear of impact hazards within 3 meters of the track. The infield must be clear of debris and offer clear lines of sight around the entire track for officials and emergency services, and not present any obstruction to emergency vehicle movements.

Rationale:

Debris and objects can cause unnecessary damage to vehicles and present a hazard to drivers if impacted. Officials and emergency services need clear visibility and unimpeded access to all areas of the track at all times during racing activities.

Recommendations

It is recommended the infield is cleared of debris and vegetation prior to racing commencing.

Risk Response Measure
Best practice recommendation
Maintenance
Critical

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: _____ (signature) _____ (name & position) _____ (Date)

Item No. PA.1: Pit Area and Access

Observations:

Requirements:
“Important Notice”/ dangerous activity warning sign is prominently displayed at each pit entrance (competitor and spectator entrances) and is in good condition (easily read)? Refer [Note: 1](#)
Reference: Speedway Safety and Track Guidelines

Rationale:
An “Important Notice” warning sign is to be displayed at all entrances to speedway venues, and at all entrances to the pit area. Pits should be enclosed and access restricted to competitors, crews and officials only whilst vehicles are moving.

Recommendations

Risk Response Measure
Best practice recommendation
Maintenance
Critical

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: (signature) (name & position) (Date)

Item No. PA.2: Form up/ Dummy Grid Area

Observations:

Requirements:

A formal/ marked area is required that provides separation between vehicles forming up for the next race and the remainder of the pit area.

Rationale:

A designated separate dummy grid area is required to provide drivers a safe area to form up and prevent pedestrians wandering through hot areas.

Recommendations

Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: _____ (signature) _____ (name & position) _____ (Date)

Item No. PG.1 Exclusion Barrier behind Pit Gate

Observations:

Requirements:
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.
A method of excluding access behind the pit gate is required to prevent any person standing or walking within the swing radius of the gate whenever the gate is closed during an event. The setback of the exclusion barrier must be equal to or greater than the width of the gate (swing radius) and is a hot zone during racing activities.

Rationale:
The area behind the pit gate must be clear of all persons during racing activities and no access should be allowed by any person while vehicles are racing on the track. This is to prevent impact or crushing injuries should the gate swing open unexpectedly or as a result of an impact.

Recommendations
As a minimum, a visual barrier (e.g. road cones) is required at a setback of at least ****width of gate**** meters from the pit gate to prevent access within the hot zone. Ideally, a rope or chain would be installed to provide a physical barrier. Access to the hot zone must be controlled and restricted by the gate operator.

Risk Response Measure
Best practice recommendation
Maintenance
Critical

Actions:
Club to complete and provide details to the WA Speedway Commission

Sign off: (signature) (name & position) (Date)

Item No. PG.2: Gate Construction and Frame

Observations:

Requirements:
Pit gates are solidly constructed with steel frame at least 50mm steel RHS x 3mm w.t. with adequate bracing, or provides equivalent protection.

Rationale:

Recommendations

Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	

Actions:
Club to complete and provide details to the WA Speedway Commission

Sign off: (signature) (name & position) (Date)

Item No. PG.3: Flat Front to Track

Observations:

Requirements:

Pit gates present flat front to the track of sheet steel at least 3mm thick, or provides equivalent protection? Refer [Note: 2](#)

Rationale:

Recommendations

Risk Response Measure
Best practice recommendation
Maintenance
Critical

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: _____ (signature) _____ (name & position) _____ (Date)

Item No. PG.4: Pit Gate Locking Mechanism

Observations:

Requirements:
Pit gates must have a positive crash resistant locking mechanism of sufficient strength to withstand impact during racing. A sketch of a more appropriate sliding lever and pin mechanism from Ellenbrook Speedway is provided below as an example.

Example of pit gate locking mechanism from Ellenbrook Speedway

Rationale:
The pit gate is an important barrier to protect participants, crews and vehicles in the pit area. The pit gate must maintain the integrity of the safety barriers and not be prone to accidental opening in the event of an impact during racing.

Recommendations

Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	

Actions:
Club to complete and provide details to the WA Speedway Commission

Sign off: _____ (signature) _____ (name & position) _____ (Date)

Item No. PG.5: Pit Gate Hinges

Observations:

Requirements:

A minimum of two hinges are required on pit gates and must be suitable for the size and weight of the gate.

Rationale:

The pit gate is an important barrier to protect participants, crews and vehicles in the pit area. The pit gate must maintain the integrity of the safety barriers and not be prone to accidental opening in the event of an impact during racing. Hinges must be of appropriate design and strength to support the weight of the gate.

Recommendations

Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: _____
(signature) (name & position) (Date)

Item No. PG.6: Support for top section of pit gates

Observations:

Requirements:

Pit gates are to have a strong upper hinge/ cable loop, or similar, on top (debris mesh) section of the gate, attached to an adequate vertical support post.

Rationale:

A high impact incident could bend or break the catch/ debris fence section off the top of the pit gate, allowing the top of the gate to fold or fall into the pit area.

Recommendations

Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: (signature) (name & position) (Date)

Item No. PG.7: Equivalent Protection to Track Barriers

Observations:

Requirements:
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).

Rationale:
The pit gate should provide equivalent protection to the rest of track with minimal gap under the gate to prevent vehicle or debris entering the pit

Recommendations

Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	

Actions:
Club to complete and provide details to the WA Speedway Commission

Sign off: (signature) (name & position) (Date)

Item No. PG.8: Alignment of Gate to Catch/Debris Fence

Observations:

Requirements:
Track and gate sections of catch/ debris fence are closely aligned (i.e. minimal gap in protection).

Rationale:

Recommendations

Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: (signature) (name & position) (Date)

Item No. PG.9: Condition of Gates

Observations:

Requirements:
Pit gates are in adequate condition?

Rationale:

Recommendations

Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	

Actions:
Club to complete and provide details to the WA Speedway Commission

Sign off: (signature) (name & position) (Date)

Item No. PB.1: Vertical Uniform Surface of Primary Barrier

Observations:

Requirements:
The primary barrier should have a minimum working height of **1000/1200mm** above the track surface, be of solid construction and present a vertical, uniform surface. It must be substantial to withstand the impact of a fast moving vehicle and have appropriate joins between sections to maintain the strength and evenness of the surface. The preferred construction material is concrete.

Rationale:
The primary barrier defines the outer edge of the track and is intended to arrest vehicles at the track level. A vertical, uniform surface is required to return vehicles back to the track in the event of a collision, minimise damage to vehicles and to reduce the likelihood of vehicles becoming airborne.

Recommendations

Risk Response Measure
Best practice recommendation
Maintenance
Critical

Actions:
Club to complete and provide details to the WA Speedway Commission

Sign off: _____ (signature) _____ (name & position) _____ (Date)

Item No. PB.2: Reinforcement and, support and retainment

Observations:

Requirements:
Primary barrier is reinforced and/or supported, and is appropriately retained and secured for the construction material.

Rationale:

Recommendations

Risk Response Measure
Best practice recommendation
Maintenance
Critical

Actions:
Club to complete and provide details to the WA Speedway Commission

Sign off: _____ (signature) _____ (name & position) _____ (Date)

Item No. PB.3: Primary Barrier Earth Backing

Observations:

Requirements:

Primary barrier is earth backed to full height (not free standing).

Rationale:

Earth backing of the primary barrier increased its ability to withstand impact and prevents likelihood of toppling in the event of a high speed impact.

Recommendations

Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: (signature) (name & position) (Date)

Item No. PB.4: Primary Barrier Earth Backing

Observations:

Requirements:

Top of barrier is free of protruding posts/ objects (excluding catch fence posts).

Rationale:

Protruding objects may cause unnecessary damage to cars if contacted, or may present a hazard to a driver if impacted.

Recommendations

Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: _____ (signature) _____ (name & position) _____ (Date)

Item No. PB.5: Adequate Condition

Observations:

Requirements:

Primary barrier is of adequate condition? Refer [Note: 3](#)

Rationale:

Recommendations

Risk Response Measure
Best practice recommendation
Maintenance
Critical

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: _____ (signature) _____ (name & position) _____ (Date)

Item No. PB.6: Sand Trap

Observations:

Requirements:

Sand trap (if applicable) is minimum of 10 m wide adequate condition and is regularly ploughed/ furrowed?

Rationale:

Recommendations

Risk Response Measure
Best practice recommendation
Maintenance
Critical

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: (signature) (name & position) (Date)

Item No. CF.1: Turn Out

Observations:

Requirements:

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](#) The turn-out must be at least 450mm in length from the catch fence uprights at approximately 45 degrees for the entire perimeter of the track. It must be adequately attached to the uprights and in good condition. The turn-out must have at least one catch cable at the extremity and be covered in debris mesh for the entire perimeter of the track. The turnout must continue on or above the pit gates.
 A turnout is required for a Grade 1 or 2 track.
 A turnout is not required for a Grade 3 track.

Rationale:

A turnout is designed to return vehicles to the track in the event they become airborne, reducing the likelihood they, or parts thereof, will travel over the fence into spectator areas.

Recommendations

No vehicles except those classified as Category C should be allow onto the track for racing, demonstrations, practice or training activities until an appropriate turnout is completed for the entire perimeter of the track.

EXCLUDED Category A	Open Sprint cars, 360 Sprintcars, Limited Sprintcars, 320 Sprintcars, Speed cars, Wingless Sprintcars, Formula 500, V8 Dirt Modified
EXCLUDED Category B	Late Model Sedans, Super Sedans, Litre Sprints, Super Six Sedans, Super Modified, AMCA Nationals, Winged Dirt Speedway Karts (QRC)
Category C	Modified Sedans, Street Stock Sedans, Junior Sedans, Modified & Production Sedans, Rally Cross/Buggies, Qtr Midgets, Go Karts, Demolition Derby, Quad Bikes, Auto Cross, Stock Bikes

Risk Response Measure
Best practice recommendation
Maintenance
Critical

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: _____ (signature) _____ (name & position) _____ (Date)

Item No. CF.2: Cable at extremity of fence

Observations:

Requirements:

The catch fence must have at least one cable at the extremity of the fence or the extremity of the turn-out.

Rationale:

Recommendations

Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: _____ (signature) _____ (name & position) _____ (Date)

Item No. CF.3: Fence uprights/ post thickness

Observations:

Requirements:

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 meter spacing (post thickness).

Rationale:

Recommendations

Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: (signature) (name & position) (Date)

Item No. CF.4: Post spacing

Observations:

Requirements:
Post spacing is 5 to no more than 7 meters and adequate for the thickness of posts (post spacing)? Refer [Note: 5](#)

Rationale:

Recommendations

Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	

Actions:
Club to complete and provide details to the WA Speedway Commission

Sign off: _____ (signature) _____ (name & position) _____ (Date)

Item No. CF.5: Cable thickness

Observations:

Requirements:

Catch fence cable thickness is at least 13mm and cables are in good condition? Refer [Note: 6](#)

Rationale:

Recommendations

Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: _____ (signature) _____ (name & position) _____ (Date)

Item No. CF.6: Catch Fence Cable Joins and Clamps

Observations:

Requirements:

Cables joins/ returns are entwined loops with a minimum of two suitable clamps? Refer [Note: 7](#)

Cables shall be terminated and joined with entwined loops with a minimum of 2 cable clamps fitted to each joint.

The bridge of the cable clamp/ grip should be fitted on the working part of the rope and the U bolt on the tail or dead end.

Cables should be clamped at each post.

Joints and Terminations

When wire rope grips are used they must be fitted as shown in figure 2 and not as shown in figure 3. The bridge of the grip should invariably be fitted on the working part of the rope and the U bolt on the tail or dead end. Grips should not alternate in position on the rope.

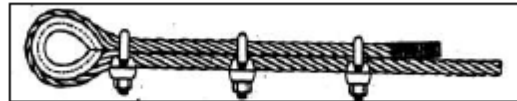


Figure 2. Correct method of fitting wire rope grips – minimum of two (2)

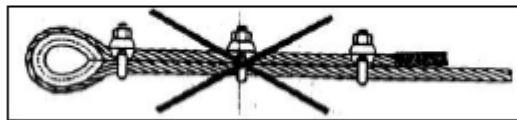


Figure 3. Incorrect method of fitting wire rope grips

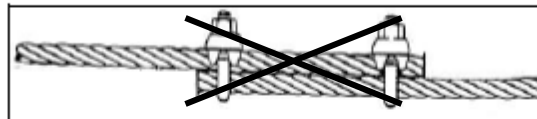


Figure 4. Dangerous catch fence cable joint

Rationale:

In the event of a major impact to the catch fence, parallel joints or those with only one clamp may not hold, allowing excess vehicle travel and possible injury to drivers and/or spectators.

Recommendations

Ensure cable joins have a minimum of 2 clamps at each joint and end. Progressively adjust any joins in parallel to be entwined loops.

Clamping at each post is recommended to spread the load of an impact along the fence and between the uprights, reducing the likelihood of a post failing.

Risk Response Measure

Best practice recommendation

Maintenance

Critical

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off:

(signature)

(name & position)

(Date)

Item No. CF.7; No. CF.8 and CF.9: Catch Fence Cable Spacing

Observations:

Requirements:

Cables are appropriately attached to uprights, with cable attachments at the top of all uprights. The maximum distance between cables is 900mm. It is recommended the lowest catch cable be installed no more than 250mm above the primary barrier or ground level (whichever is the highest).

Rationale:

The spacing between cables must be no more than 900mm to limit the extent of travel of vehicles or their parts through the catch fence into spectator zones. Due to changing shapes of vehicle design over time there is an increased possibility of the front of a vehicle to penetrating under the bottom cable in the event of an impact if the bottom cable is more than 250mm from the top of the primary barrier/ ground level.

Recommendations

Risk Response Measure

Best practice recommendation

Maintenance

Critical

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off:

(signature)

(name & position)

(Date)

Item No. CF.10: Adequate Catch Fence Protection

Observations:

Requirements:

All people must be protected behind full safety fencing, and access must be excluded from any area not appropriately protected.

The top of the catch fence must be at least 3.5 meters above the working track surface for a Grade 3 track. This includes the primary barrier and requires a minimum of 3 cables.

The top of the catch fence on a Grade 1 or 2 track must be at least 4.5 metres vertical height above the working track surface, including the turnout and primary barrier.

The maximum distance between cables is 900mm.

Rationale:

The catch fence is an important barrier designed to arrest airborne vehicles that are not restrained by the primary barrier. This barrier depends on a series of cables strung between upright posts to arrest vehicles or parts of vehicles. The more cables there are, the more effective the barrier will be. The height of the catch fence determines the Track Grade.

Recommendations

Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: _____ (signature) _____ (name & position) _____ (Date)

Item No. DM.1: Debris Mesh Size

Observations:

Requirements:

Debris fence mesh size is no more than 120 x 120mm and gauge is at least 8AWG or 3.3mm diameter.

Rationale:

Recommendations

Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: _____ (signature) _____ (name & position) _____ (Date)

Item No. DM.2 and No. DM.3: Debris Mesh Secured

Observations:

Requirements:

Debris mesh is secured on the track side of posts.
Debris fence is adequately secured to cables and uprights with robust wire ties equivalent to 2mm diameter minimum.

Rationale:

Recommendations

Risk Response Measure
Best practice recommendation
Maintenance
Critical

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: _____ (signature) _____ (name & position) _____ (Date)

Item No. CCF.1: Crowd Control Fence - Strength

Observations:

Requirements:

The fence is of adequate strength/ construction to keep spectators away from the debris fence?
Minimum 750 mm high

Rationale:

Recommendations

Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: (signature) (name & position) (Date)

Item No. CCF.2 Crowd Control Fence – Set back

Observations:

Requirements:

Set back from debris fence is 3m or more

If no, is it at least 2m. This dimension maybe accepted by WASC after application.

Rationale:

Recommendations

Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: (signature) (name & position) (Date)

Item No. CCF.3 Crowd Control Fence - Condition

Observations:

Requirements:

The fence is in good condition.

Rationale:

Signage may help reinforce the intent of the barrier with spectators.

Recommendations

Risk Response Measure
Best practice recommendation
Maintenance
Critical

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: (signature) (name & position) (Date)

Item No. CCF.4 Crowd Control Fence - Signage

Observations:

Requirements:

Crowd control fences have appropriate “no entry/restricted area” signage.

Rationale:

Recommendations

Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: (signature) (name & position) (Date)

Item No. CCF.5: Spectator Barriers to exclusion zones

Observations:
Safety fences are located along the main straight. The back straight and turns have a crowd control fence behind the earth wall.

Requirements:
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.

Rationale:
All people must be protected behind full safety fencing, and access must be excluded from any area not appropriately protected.

Recommendations
Refer to PB.1 Exclusion fencing.
As a minimum, it is recommended that exclusion fencing be placed at the end of the bar and at the end of the pit area to prevent access beyond the protected zones in the main straight.

Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	

Actions:
Club to complete and provide details to the WA Speedway Commission

Sign off: _____ (signature) _____ (name & position) _____ (Date)

Item No. OAG.1: Officials' Access Gate

Observations:

Requirements:

Access gate maintains integrity of primary barrier and/ or catch and debris fence. Minimum of 2 hinges and 2 locking bolts or latches.

Rationale:

Recommendations

Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: (signature) (name & position) (Date)

Item No. OAG 2: Officials' Access Gate – Constructions and condition

Observations:

Requirements:

Access gate is solidly constructed has a dead front to track and in adequate condition?

Rationale:

Stewards must have the same level of protection as spectators from vehicle or debris impacts.

Recommendations

Risk Response Measure
Best practice recommendation
Maintenance
Critical

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: (signature) (name & position) (Date)

Item No. SB.1: Stewards' Box - Location

Observations:

Requirements:

Stewards' box is safely located near the start/ finish line with unobstructed view of the whole track.

Rationale:

Stewards must have the same level of protection as spectators from vehicle or debris impacts.

Recommendations

Risk Response Measure
Best practice recommendation
Maintenance
Critical

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: (signature) (name & position) (Date)

Item No. SB.2 Stewards' Box - Protection

Observations:

Requirements:

Stewards' box provides appropriate protection for stewards from vehicle or debris impacts and is located behind the catch and debris fence.

Rationale:

Stewards must have the same level of protection as spectators from vehicle or debris impacts.

Recommendations

Risk Response Measure
Best practice recommendation
Maintenance
Critical

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: (signature) (name & position) (Date)

Item No. SB.3 Stewards' Box - Opening

Observations:

Requirements:

Opening in debris fence for racing flags provides for ease of use whilst maintaining integrity of protection for stewards/ flag officials.

Rationale:

Stewards must have the same level of protection as spectators from vehicle or debris impacts.

Recommendations

Risk Response Measure
Best practice recommendation
Maintenance
Critical

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: (signature) (name & position) (Date)

Item No. SB.4: Stewards' Box - Size

Observations:

Requirements:

Stewards' box is large enough to accommodate 3 people, with a method of restricting public access.

Rationale:

Stewards must have the same level of protection as spectators from vehicle or debris impacts.

Recommendations

Risk Response Measure
Best practice recommendation
Maintenance
Critical

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: (signature) (name & position) (Date)

Item No.SB.5: Stewards' Box - Condition

Observations:

Requirements:

Stewards' box is in good condition.

Rationale:

Stewards must have the same level of protection as spectators from vehicle or debris impacts.

Recommendations

Risk Response Measure
Best practice recommendation
Maintenance
Critical

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: (signature) (name & position) (Date)

Item No. LRC.1: Track Lighting and Racing Control – Location	
Observations:	
Requirements:	
Racing light control mechanism is appropriately located for steward’s use and is in good condition.	
Rationale:	
Recommendations	
Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	
Actions:	
<i>Club to complete and provide details to the WA Speedway Commission</i>	
Sign off:	
(signature)	(name & position)
	(Date)

Item No. LRC.2: Track Lighting and Racing Control - Clean	
Observations:	
Requirements:	
Track lights are clean.	
Rationale:	
Recommendations	
Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	
Actions:	
<i>Club to complete and provide details to the WA Speedway Commission</i>	
Sign off:	
(signature)	(name & position)
	(Date)

Item No. LRC. 3: Track Lighting and Racing Control – Installation

Observations:

Requirements:

Electrical installations appear to have been professionally installed.

Rationale:

Recommendations

Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: _____ (signature) _____ (name & position) _____ (Date)

Item No. LRC. 4: Track Lighting and Racing Control – Adequate vision

Observations:

Requirements:

Race control lights are correctly located around the track and provide for adequate visual control of drivers during racing. Refer [Note: 9](#)

Rationale:

Recommendations

Risk Response Measure
Best practice recommendation
Maintenance
Critical

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off:

(signature)

(name & position)

(Date)

Item No. LRC. 5: Track Lighting and Racing Control – Lux level

Observations:

Requirements:

A lighting audit (lux level) been conducted by WA Speedway Commission.

Rationale:

Recommendations

Risk Response Measure	
Best practice recommendation	
Maintenance	
Critical	

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off: (signature) (name & position) (Date)

Item No. FAS.1: First Aid Provisions

Observations:

Requirements:
There is dedicated parking for an Ambulance, which is easily accessed and has clear passage to the road?

Rationale:
First aid/ emergency vehicles must have unrestricted egress to transport injured persons to hospital in the event of an accident.

Recommendations

Risk Response Measure
Best practice recommendation
Maintenance
Critical

Actions:
Club to complete and provide details to the WA Speedway Commission

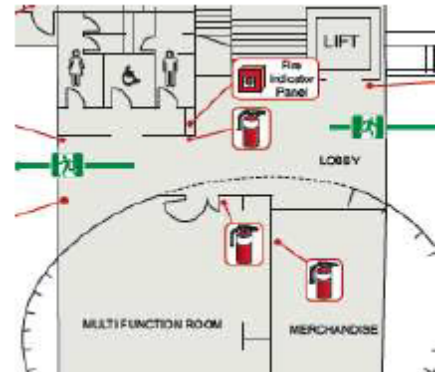
Sign off: _____ (signature) _____ (name & position) _____ (Date)

Item No. FAS.2: Safety and Emergency Information

Observations:

Requirements:

Information is displayed at venue to advise spectators/ competitors of location of 1st aid/ emergency equipment or how to access medical treatment/ emergency assistance?



Example of a building emergency plan

Rationale:

Emergency and first aid responses tend to be focused on the track and racing activities, being the most significant risk area for injury and emergency. Experience shows that spectators and participants in other areas of the track can require treatment, either as a result of racing incidents (e.g. debris injuries) or for unrelated reasons (e.g. heart attacks). Having a plan and providing information may assist in faster response times for incidents that occur outside of the track area.

Recommendations

Risk Response Measure

Best practice recommendation

Maintenance

Critical

Actions:

Club to complete and provide details to the WA Speedway Commission

Sign off:

(signature)

(name & position)

(Date)