P21 CIRCUIT EXTENSION APPROVAL

Scheduled Reviewed Triennially or as required

Date of Board Approval 8 November 2016 Updated: 11 November 2019

INTRODUCTION

This policy sets out establish the process and designated responsibilities of KA Management, Standing Committees and the Board in the stages of approval of new race Circuits, and major race Circuit extensions for Karting Australia (KA) licensed Race Circuits.

BACKGROUND

History has seen the approval process for kart circuits in Australia focus solely on the safety items of the racing surface. This has been a successful formula for the Circuit itself but is limited in providing the full picture in regard to necessary infrastructure and limits the support that KA provides to clubs & other parties building Circuits (for example, input from Competition Committee on circuit layout).

As we progress forward there are many aspects that make a successful race facility of which Circuit safety is a single element and by introducing an upgraded Approval process, KA can be a point of assistance for those building or adding to facilities by providing holistic advice and direction, allowing for presentation of full project scope, full budget development and a planned process.

For a racetrack to offer a true racing experience it must firstly excite the competitors to want to attend (over and above the nature of the event) and then it must offer features that will make the competitor want to go back. If it is purely follow the leader that offers minimal overtaking then this will lead to more desperate manoeuvres, poorer race experiences and reluctance for the competitors to return. To this end all new/modified Circuits must be reviewed with a competition perspective in mind.

All new / modified Circuits must also be reviewed with an events/operational basis to ensure that they are capable of handling the type of event that they are aimed at. Provision of the correct information and input allows those building / modifying Circuits to budget reliably and with assistance from KA, develop a “stepped” program of Circuit works to fit budget constraints which leads to the outcome sought by the builder. For example, a new Circuit might start running club events and as further infrastructure work is completed, have the necessary facilities in place to bid for a national event.

Once reviewed from a competitive and infrastructure point of view, a new / modified circuit must then be reviewed to ensure that all safety aspects are considered and designed into the Circuit. By having a process in place for this work, KA can provide a better service and outcomes for Circuit builders / modifiers and for the sport in general.

PURPOSE

The purpose of the New Circuit/Circuit Extension Approval Process Policy is to provide clarity of the Race Circuit consideration and approval process and to ensure that insofar as is possible, all new karting Race Circuits and major race track extensions provide the best racing and safety experience for karting participants by drawing on an extended group of racing and safety expertise that may not be generally on offer within the confines of the Club or Organisation that is wishing to undertake the development/extension.

OBJECTIVES

This policy is intended to achieve these objectives:

1. To assist the developers/Club to create the best possible Race Circuit for competition and social karting activities having due regard for the geography of the site, the location of the facility, the current and predicted size of the Club (in any), the level of Competition for which the Race Circuit is being designed;

2. To provide input to the developers/Club on the Circuit operational matter that are best considered at the front end of the development process;
3. To provide input to the developers/Club on the SAFETY INFRASTRUCTURE that will be required to be in place prior to approval for KA sanctioned activities;
4. To provide input to the developers/Club in formulating their budget for the project.

POLICY

STAGE 1 – Preliminary Design Considerations

Racing

The basis for the track layout shall be presented to Karting Australia for review by a specialist review committee led by KA's Safety Risk Management and Compliance Manager to determine:

- "Race-ability" of the Circuit
- Suitability of infrastructure for different levels of competition
- Safety aspects of Circuit itself and of facility generally
- Location and use of utilities
- Alignment of track within property boundaries
- Compliance with any restrictions, conditions or requirements of statutory bodies

"Race-Ability"

Overall Circuit design – will it create good, safe racing?

Points for consideration shall be but are not limited to:

- Overall length of Circuit, particularly for national or international events
- Nature of first, second and third corners. Are they open, do they lead to a bottleneck? Width and radius of first corner.
- Length of start finish straight.
- Is the minimum radius of the tightest corner in step with the rest of the Circuit?
- Does the Circuit need a tighter corner, as it is too open and free flowing?
- Do the corners naturally flow?
- Is there a special design characteristic that will minimise the effects of blocking such as an open double apex corner?
- Considerations of camber, elevation changes and existing ground features.
- Are cut-through's conducive to club days as well as National events?
- Reducing the roll down time before karts return to the Ingrid.
- Run off areas, buffers, 1LoP and spectator fencing (initially in draft form).
- Line of sight for Marshals and needs of officials generally.

Operational Design

Overall new facility design – will it work well from a modern operational standpoint?

Points for consideration shall be but are not limited to:

- Overall layout
    - Grid location, access, layout and cover
    - Parc Ferme Size/location
    - Technical Inspection area
    - Maximum capacity of the paddock area and space requirements
    - Layout of the paddock area (unobstructed, easy access, capable of handling transporters of varying and growing size)?
    - Paddock area surface

- Competitor flow within the paddock, how do they get to the grid, store trolleys, access break down lane, retrieve karts?
    - Are there any major areas of congestion?
- Security Features for the Paddock
- Drainage considerations in the facility/paddock
- Red Flag holding area

- Administration, Race Control and Officials Facilities
    - Race Secretary / Administration office
    - Race Control location / size / elevation
    - Stewards' rooms
    - Starter's Platform to ensure consistent view of the starts
    - Timing Room location / size
    - Announcer / commentator's booth to be separate from Race Control
    - Adequate PA system
- Competitor parking and spectator parking are adequate and separate for the paddock.
- Trade area
- Canteen/club room design/shape/location
- Undercover areas for spectators/crew
- Accommodation within the region

Stage 2 - Safety

Once reviewed by the specialist KA review committee the track shall be drawn to scale in CAD to CIK specs and shall have all features included.

This will include:

- Corner radii.
- Proposed Inner and outer kerbs
- Proposed Catch traps (location and type)
- Proposed Fencing (including all specifications, height, mesh size)
- Proposed Distance between sections of track
- Proposed Barrier style and location
- Direction of racing (can be both but needs to be indicated)
- Location of proposed cut throughs
- Proposed Marshall positions (flags/lights)
- Proposed Location of start lights (how far off the ground)
- Ambulance location
- Emergency facilities location
- Proposed Break down location
- Proposed grid location and access roads to track including gates / barriers
- Gradients and cambers
- Track widths, lengths and other relevant information
- Consideration for endurance karting (4-stroke/2-Stroke)

The CAD files may be provided to CIK so that speed estimates can be produced (possible that CIK could provide simulation program info to KA so that this can be done by KA).

From the simulation information, final changes and adjustments are made to safety infrastructure in particular to generate final build drawings

Stage 3 - Approval

Once final drawings are produced, the design may be signed off by KA as compliant, allowing the developer / Club to confirm its final budgets. Build can then commence with any on ground changes to be noted and updated on the drawings. Once completed, the new / modified circuit will have an on-ground inspection/s and sign off from KA including any detail rectification work.

If the development of the circuit is based on a "stepped" process (e.g.: Club events initially, then state level with application for National events later once the facility further developed) the facility will need an on-ground inspection and sign off from KA at each previously agreed step.

Note that prior to use of the facility, the Race Track must be inspected and certified in accordance with KA procedures.

A new Circuit will require inspection and certification by KA (at National level) prior to the issue of the Circuit License. Thereafter the Circuit may be inspected and re-certified by the affiliated State Circuit Inspector/s for that State.

Fee for new circuits

KA may charge the developer / Club a fee for assistance during the design / approval process for new Circuits or Circuit extensions. Such fee will be agreed in advance.

Each inspection of the Circuit that KA is required to undertake prior to the issuing of the Circuit License will incur a fee as follows:

For the years 2020 - 2021

Inspection Fee:	$2,000.00 per day for each occasion that a site visit for inspection is required
Cost Reimbursement:	Travel, accommodation and meal expenses incurred for each site visit