

LONDON TO PARIS



ELECTRIC VEHICLE RALLY 2023

As compiled by the London to Brighton electric vehicle rally Ltd

Initial report on the basic operation and risk assessment of the start, the Madeira

Drive Brighton event and departure to Paris via Newhaven/Dieppe Ferry

24 March 2023

The London to Brighton to Paris electric vehicle rally 2023

This risk assessment has been developed for the international EV rally starting in London on Friday, 30th June, and ending in Paris on Sunday, 2nd July. The purpose of this risk assessment is to identify potential risks associated with the event and provide measures to mitigate or eliminate those risks. The risk assessment covers all aspects of the event, including the rally route, participants, and any other parties involved.

Following a competitors and entrance event at Brown's restaurant Victoria on Friday the 30th between 5 pm and 8:30 pm contestants will be offered to park overnight in the Westminster City School car park arranged from 5 pm until 7 pm only on the evening of the 30th June. The risk assessment provided for this particular element will be working in association with Westminster City School and their various method statements and risk analysis. Charging facilities will be highlighted in the region however there is no set charging at the school and contestants/entries will be advised to arrive with their vehicles fully charged. There is ramped access at all venues selected will either have lifts or ramped access.

The start event

Risk Assessment for Departing Westminster City School on Saturday, 1st July from 7am to 8am

Event Description:

Westminster City School is assisting in providing the venue and access to it on Saturday, 1st July. The event will see up to 100 teams departing from the school at 30 second intervals starting from 7am until 8.30am. The teams will be departing at intervals and will be heading in the shared routed direction. All teams should be reaching Brighton by noon onwards on the afternoon of the 1st of July

Potential Hazards:

The following are the potential hazards that may arise during the event:

1. Slips, Trips and Falls:
2. The teams may encounter uneven surfaces and obstacles, which may cause slips, trips, and falls.
3. Traffic Hazards - Teams may encounter traffic hazards such as vans, cars, cyclists, and pedestrians.
4. Adverse Weather - conditions, such as rain or high winds, may increase the risk of slips, trips, and falls. Visibility when driving is always an issue and entries should be aware of all factors
5. Crowd Management - With so many people leaving the school at once, crowd management is crucial. Uncontrolled crowds can lead to falls and other injuries.
6. Health Issues - Individuals with underlying health issues may struggle with the physical demands of the event, especially if the weather conditions are not favourable. Fire control and first-aid to be provided by the event organisers

Risk Control Measures:

1. Slips, Trips and Falls:
2. The following control measures will be put in place to prevent slips, trips and falls:
 - A safety inspection of the route will be conducted to identify potential hazards and they will be marked and made safe.
 - Teams will be instructed to stay on the designated route and avoid any shortcuts.
 - Teams will be required to wear appropriate footwear with good grip. Vehicles will all be deemed as roadworthy, carry this required MOT (if required) and insurance details on them
2. Traffic Hazards:
3. The following control measures will be put in place to prevent traffic hazards:
 - The route will be planned in such a way that teams will be advised about crossing and approaching any busy roads.
 - Marshals will be positioned at some crossings to guide teams safely across.
 - Teams will be instructed to be vigilant of their surroundings and to negotiate any roads.
3. Adverse Weather:
4. The following control measures will be put in place to deal with adverse weather:
 - Teams will be advised to check the weather forecast and to dress appropriately for the conditions.
 - The route will be reviewed and revised if necessary to avoid areas that are particularly hazardous in bad weather.
4. Crowd Management:
5. The following control measures will be put in place to manage the crowds:
 - The teams will be grouped and released in a controlled manner, ensuring that there is adequate spacing between teams.
 - The marshals will be present to manage the crowds and ensure that there is no overcrowding.
 - Teams will be required to keep to the left of the route to maintain a clear path for other teams to pass.

5. Health Issues:
6. The following control measures will be put in place to address health issues:
 - Teams will be advised to assess their own health and fitness levels before taking part in the event. COVID-19 guidelines to be reviewed
 - Teams will be provided with water along the route and there will be advisory stops should they be required
 - First aid stations will be set up at regular intervals along the route, staffed with qualified first aiders. The event will be followed by Canon fire safety who are specialist in electric vehicle fires

Emergency Procedures:

In the event of an emergency, the following procedures will be followed:

- The marshals will use their radios to alert the emergency services and to provide information on the location of the incident.
- The emergency services will be directed to the location of the incident.
- The event organisers will cooperate with the emergency services to provide any assistance they require.
- All teams will be required to follow the instructions of the marshals and event organisers in the event of an emergency.
- The event organiser will offer a full medical safety and child protection briefing before the start of each individual event.

Conclusion:

This risk assessment has identified the potential hazards associated with the event and put in place appropriate control measures to reduce the risks. The event organisers will review the risk assessment regularly and make any necessary

Travelling on a ferry from Dieppe to Newhaven

All teams will have left Brighton by 8:30 pm on the evening of Saturday, the 1st of July and the ferry departs from Newhaven to the app at 11:15 pm. Newhaven is 9 miles from Brighton. All vehicles will muster in the ferry car park by 9.30 pm. All official details will be compiled and distributed through the participants pack. All vehicles to be loaded by DFDS staff.

Vehicles to be left on the vehicle parking levels and no passengers should stay in their vehicles.

Ferry travel involves certain risks, which could pose a threat to the safety of passengers, crew and the vessel. Therefore, a comprehensive risk assessment and safety procedures must be put in place to ensure the safe and smooth operation of the ferry service.

1. Risk Assessment:
2. a. Weather Conditions: Weather conditions such as rough seas, strong winds, and heavy rain can pose a risk to the safety of passengers, crew and the vessel. In the event of adverse weather conditions, the ferry operator will assess the risk and take appropriate action.

- b. **Passenger Safety:** Passengers must be informed of the safety procedures, such as the location of emergency exits, life jackets, and evacuation procedures in case of an emergency. The crew must ensure that passengers follow these procedures to prevent any accidents or injuries.
 - c. **Fire Safety:** Fire safety is of utmost importance on a ferry. The crew must ensure that all passengers are aware of the location of fire extinguishers and that they know how to use them in case of a fire. Electrical equipment must be checked regularly to avoid any electrical faults that could lead to a fire.
 - d. **Collision Risk:** The ferry operator must ensure that the vessel is operated in a safe manner and that collision risks are minimised. In the event of any collision, the crew must have procedures in place to evacuate passengers safely.
2. **Safety Procedures:**
- 3. a. **Passenger Briefing:** All passengers must receive a safety briefing before boarding the ferry. The briefing should cover the location of emergency exits, life jackets, and evacuation procedures in case of an emergency.
 - b. **Crew Training:** The crew must be properly trained to handle any emergency situations that may arise. This includes fire safety, evacuation procedures, and first aid.
 - c. **Emergency Equipment:** The vessel must be equipped with all necessary emergency equipment, such as life rafts, life jackets, and fire extinguishers.
 - d. **Communication:** There must be clear communication between the crew and passengers during the voyage. Passengers must be informed of any changes to the voyage schedule or any emergency situations.
 - e. **Insurance:** The ferry operator DFDS will have appropriate insurance coverage to cover any accidents or incidents that may occur during the voyage. This does not replace any personal insurance
 - f. **Personal Insurance:** Passengers should also have their own personal insurance to cover any injuries or losses that may occur during the rally

Conclusion:

The safety of passengers, crew and the vessel is of utmost importance when travelling on a ferry from Dieppe to Newhaven. A comprehensive risk assessment and safety procedures must be put in place to ensure a safe and smooth operation of the ferry service. Passengers must be informed of the safety procedures and should also have their own personal insurance to cover any accidents or incidents that may occur during the voyage.

Rally Management Team:

To ensure that the event is organised and managed safely, it is important to have a competent race management team in place. This team should include individuals who are responsible for different aspects of the event, including the race route, marshals, signage, race headquarters, toilets, changing facilities, catering, information, and liaison with local authorities and emergency services. Professional teams have been employed for the previous two years and are well versed in running the event.

Rally Route:- the full route will be confirmed by the 30th of April 2023

The rally route should be carefully planned and assessed to ensure that it is safe and suitable for the participants and marshals. The following criteria should be considered when planning the route:

- The site of the race headquarters and whether it is adequate to cope with the number of competitors.
- Whether the start and finish areas are large enough to accommodate the planned number of competitors. Full assessments to take place nearer to the time
- Whether the course is safe for the competitors and marshals.
- Whether road closures are sufficient.
- Whether the surface is suitable for the planned number of competitors.
- Whether there are any road crossings, and if so, whether they are safe for competitors and marshals.
- Whether the course is wide enough for the planned number of competitors.
- Whether the course crosses a railway level crossing or they arrive at the ferry ports in both Newhaven and Dieppe
- Whether the route needs to be accurately measure for risks
- Whether the finish line is wide enough to accommodate the peak flow of vehicles
- The number of chargers required and their positioning along the route.

To ensure the safety of all participants, it is essential to carry out a risk assessment before the event. This will identify potential hazards and risks associated with the event and provide measures to mitigate or eliminate those risks. The risk assessment should be based on the Home Office 'Good Practice Safety Guide - for Small and low speed motoring events taking place on the Highway, Roads and Public Places' 2006.

The following areas should be considered during the risk assessment:

1. Participants: The risks associated with participants include health and fitness issues. Participants should be advised to keep themselves hydrated and avoid alcohol during the event. Breathalysers will be issued to all contestants
2. Marshals: The risks associated with marshals include fatigue and dehydration. Marshals should be provided with adequate food and drink and advised to take regular breaks.
3. Other road users: The risks associated with other road users include the potential for accidents and collisions. To mitigate this risk, the event organisers should liaise with local authorities and emergency services to ensure that the rally route is clearly signposted and that there is adequate marshalling at critical points along the route.
4. Weather conditions: The risk of adverse weather conditions should be considered during the risk assessment. Participants should be advised to dress appropriately for the weather and take appropriate precautions in adverse conditions.
5. Traffic management: The risks associated with traffic management include the potential for accidents and collisions. The event organisers will liaise with local authorities and emergency services to ensure that the traffic is managed safely throughout the event.
6. Medical services: The risk of medical emergencies should be considered during the risk assessment. The event organisers should ensure that there are adequate

medical services available along the rally route and that all participants are aware of how to access these services in the event of an emergency.

7. Road closures: These will be manned and supervised by licensed SIA operatives

Please note there is an independent risk assessment for all stakeholders and stallholders that will be part of the production schedule and plan this will be issued with the stakeholder packs and participant packs in May 2023

Rally detail

This risk assessment aims to identify potential hazards and risks associated with joining the London rally in Dieppe, including an early start from 5 am and arrival in Paris at midday with an event at the Mercure Hotel Eiffel Tower. The purpose of this assessment is to ensure the safety and well-being of all participants and to implement appropriate control measures to mitigate any risks.

Hazards and Risks:

1. Fatigue and stress:
2. The early start from 5 am may cause fatigue and stress, which can impair participants' judgment and decision-making abilities, increasing the risk of accidents or injuries. All vehicles must be accompanied by a co-driver and an arrangement put in place that no more than one hours driving at any one time be engaged by one single driver. Drivers should be required to rest overnight and either cabins or reclining chairs will be provided during the overnight crossing from Newhaven to Dieppe. Bedding will be provided if the team has not been allocated a cabin
3. Control Measures:
 - a. Ensure that all participants get enough rest before the event.
 - b. Provide adequate breaks during the journey.
 - c. Implement a rotating driver schedule to prevent driver fatigue.
2. Road Traffic Accidents:
3. Driving on unfamiliar roads in a foreign country can increase the risk of road traffic accidents.

4.

Control Measures:

- a. Ensure all vehicles are roadworthy and have valid insurance and documents.
 - b. Provide clear instructions on traffic rules and regulations in France.
 - c. Ensure the team entering have assigned experienced drivers to each vehicle.
5. Security and Personal Safety:
 6. Joining a rally in a foreign country may expose participants to security risks such as theft or vehicle breakdown

7.

Control Measures:

- a. Provide clear instructions on vehicle safety and security measures. All the entries have sufficient international recovery on their vehicles
- b. Ensure all vehicles are secured and locked when parked.

- c. Assign a designated security officer to the event.
4. Health and Hygiene:
5. Long-distance travel may expose participants to health risks such as dehydration, food poisoning, or COVID-19.

Control Measures:

- a. Provide sufficient drinking water and snacks during the journey.
- b. Ensure all food is from reputable sources and is handled and prepared hygienically.
- c. Implement COVID-19 control measures such as wearing masks and social distancing.
5. Accommodation and Venue Safety:
6. The event venue at the Mercure Hotel Eiffel Tower may expose participants to hazards such as fire, electrical faults, or structural collapses. All these elements will be provided in the Mercure hire. Maybe subject to a venue change however we are awaiting details from the UK embassy on this

Control Measures:

- a. Ensure the venue has valid safety certificates and is compliant with local safety regulations.
- b. Provide clear instructions on evacuation procedures and assembly points.
- c. Conduct a safety briefing before the event.

Conclusion:

Joining the London rally in Dieppe is an exciting and challenging experience. However, it is important to recognise the potential hazards and risks associated with this event and implement appropriate control measures to ensure the safety and well-being of all participants. This risk assessment should be reviewed and updated regularly to ensure that all hazards and risks are identified and addressed.

Risk Assessment of Driving whilst Tired, Under the Influence of Alcohol and Driving Abroad

Introduction

Driving is an essential means of transportation for many individuals. However, driving while tired or under the influence of alcohol poses a significant risk to the driver, passengers, and other road users. Moreover, driving abroad also comes with unique challenges that must be considered before embarking on a trip. This risk assessment will evaluate the risks associated with driving while tired, under the influence of alcohol, and driving abroad. It will also outline measures to mitigate these risks.

Potential Hazards and Risks:

Driving while tired

- Decreased reaction time
- Impaired judgment
- Reduced vision and perception
- Increased risk of falling asleep at the wheel
- Driving under the influence of alcohol

- Impaired coordination and balance
- Impaired judgment and decision-making
- Decreased reaction time and concentration
- increased risk of accidents and fatalities

Driving abroad

- Unfamiliar roads and driving rules
- Language barriers
- Different driving conditions and weather
- Increased risk of accidents

Risk Evaluation

Driving while tired

1. The risk associated with driving while tired is significant. It impairs the driver's ability to make quick decisions, reduces reaction time, and increases the risk of falling asleep at the wheel. The risk increases with the duration of driving, and drivers who have been on the road for long periods are more likely to experience fatigue-related accidents. The likelihood of accidents can be mitigated by taking frequent breaks, getting enough rest before driving, and avoiding driving long distances without rest.
2. Driving under the influence of alcohol is illegal and it is associated with a high risk of accidents and fatalities. Alcohol impairs coordination, judgment, and concentration, making it difficult to operate a vehicle safely. The risk of accidents increases with the level of alcohol in the blood, and drivers who have consumed alcohol should not drive. To mitigate the risk, drivers should avoid consuming alcohol before driving or designate a sober driver.
3. Driving abroad presents unique challenges, such as unfamiliar roads and driving rules, language barriers, and different driving conditions. The risk of accidents increases with the driver's unfamiliarity with the roads and driving conditions. To mitigate the risk, drivers should research the roads and driving rules of the country they intend to visit, learn the local language, and adapt to the local driving conditions. Additionally, drivers should ensure they have adequate insurance coverage for the country they intend to visit and comply with local laws and regulations.
4. Driving while tired - To mitigate the risk of driving while tired, drivers should -Take frequent breaks, at least every two hours, and avoid driving for long periods without rest.
5. Get enough rest before driving.
6. Avoid driving during the night or when sleepy.
7. Share driving responsibilities with a co-driver if possible.
8. Driving under the influence of alcohol
9. To mitigate the risk of driving under the influence of alcohol, drivers should:
10. Avoid consuming alcohol before driving.
11. Designate a sober driver or use public transportation if they have consumed alcohol.
12. Know their limits and avoid drinking excessively.
13. Driving abroad -to mitigate the risk of driving abroad, drivers should:
14. Research the roads and driving rules of the country they intend to visit.
15. Learn the local language if possible.

- 16. Adapt to the local driving conditions.
- 17. Ensure they have adequate insurance coverage for the country they intend to visit.
- 18. Comply with local laws and regulations.

Conclusion

Driving while tired, under the influence of alcohol, and driving abroad pose significant risks to the driver, passengers, and other road users. These risks can be mitigated by taking the appropriate measures to ensure the drivers are well-rested and ready to participate.

As mentioned in this document the full risk assessment for the Madeira Drive Event will be available from our health and safety team under the guidance of Graham Cotton. This is due to be with stakeholders and all relevant parties by the 30th of April.

A copy of our insurances and accreditation letters from Brighton and Hove City Council are available on request. The general terms and conditions for the entry to the rally are available on our website www.londontoparis2023.com

Thanks for your attention to this document and we look forward to working safely and respectfully with you

Report delivered by

Tom Druitt and William Murray - event founders

Tom Druitt.

Bill Murray



24th of March 2023