

PROHIBITED AREA NOTICE (B)

“PROHIBITED AREA

The Public is not permitted in this area”

(750mm x 500mm) Areas where the public are not permitted must be clearly defined by the display of an adequate number of "Prohibited Area" notices. These notices must also be displayed in any prohibited area facing the public. Warning Notice (A) must also be erected in these areas but they must be used in addition and not in place of Prohibited Area Notice (B).

WARNING NOTICE (C)

“WARNING

The Public must not go beyond this notice”

(500mm X 400mm) Those parts of the course to which the public may be admitted and where it is neither practical nor necessary to erect a barrier, e.g. those parts of the course which are straight and are only used by the public to reach other parts of the course, may be indicated by the erection of the special type of Warning Notice (C). These notices must be displayed at least 10 metres from the course. It is recommended that the limit of these areas could also be defined by a boundary tape affixed to the stakes supporting the notices.

- d) Directional flow signs must also be utilised on track as well as Emergency route signage as appropriate. Track exit/paddock entrance points must be clearly signed.
- e) All Facilities/Venues must have a sign displaying a full site plan, with toilets, track exit and entry point, spectator areas, refuelling points, and emergency RV points clearly marked.

3.9) Ages of Riders on Track

- a) Riders under the age of 6 must not ride motorcycles on Facilities or Venues.
- b) Age definitions:
 - i. 6 years of age – classed as Child
 - ii. 7 to 9 years of age – classed as Junior
 - iii. 9 to 14 years of age – classed as Youth
 - iv. 15 years of age – Adult
- c) ‘Child, Junior and Youth’ riders must not share the track with ‘Adult’ riders
- d) Permitted age ranges are grouped as follows:
 - i) Autos (50cc with automatic gearbox) – **GROUP 1**
 - (a) 6 to 7 year old riders.
 - ii) Maximum 65cc two stroke & 110cc four stroke (Gearbox) – **GROUP 2**
 - a. 7 to 10 years of age
 - iii) Maximum 85cc two stroke & 150cc four stroke (Gearbox) – **GROUP 3**
 - (a) 9 to 15 years of age
 - iv) 145cc two stroke & 250cc four stroke (Gearbox) – **GROUP 4**
 - (a) 14 to 17 years of age
- v) All riders should be able to sit astride their machines and with one foot firmly on the ground must be able to control the gear lever or the footbrake with the other foot.
- vi) Organisers may consider not having youth classes at Track Days until Government Advice / Guidance allows mass gatherings at events. Participants should minimise their entourage to themselves plus one x mechanic. This will reduce the amount of people at an event and make social distancing easier to manage, which means a safer environment for all concerned.

- e) Machine/Rider Age Groupings

The following machines/rider age groups may share a track at the same time:

- (1) **GROUP 1 AND GROUP 2** can be combined on the separate training track/oval
(Note: **GROUP 1** must not use the main track)

The following machines/rider age groups may not share a track at the same time:

- (1) **GROUP 2 AND GROUP 3** cannot be combined on the training track/oval or main track
- (2) **GROUP 4** can use the main track or training track/oval but must not be combined with any other group
- (3) A **GROUP 4** rider (on a **GROUP 4** machine) who has been issued with (and can present) a current ACU Motocross Competition Licence may be allowed to ride with the Adult Group.

- f) At all times, the appropriate Child Protection Policy guidance must be applied.
- g) The mixing of 'Youth' riders with 'Adult' riders constitutes a **Level 1** breach of the Minimum Standards.

3.10) Marshalling

- a) All marshals must be provided with adequate training/instruction in their duties and responsibilities.
- b) This training must, as an absolute minimum, take the form of a briefing and explanation of flags, meanings and uses, communication and safety protocols and operational procedures for the day's activities, including session timings.
- c) A record of training must be held by the Facility/Venue operator/manager for inspection or review.
- d) The level of Marshalling at any Facility/Venue will depend largely on the track layout and topography. However, all tracks must provide at least 2 marshals for each track in use.
- e) All marshals must be able to see the entire track surface between their Marshal post and the next manned Marshal Post, in both directions. In other words, there must be no blind spots.
- f) This is a minimum level and operators must be encouraged to use more than the minimum when track usage is higher. Travelling marshals provide a good additional means of providing rapid assistance to riders in difficulty. However, the travelling marshal must not be counted as one of the static marshals with visual contact with one another.
- g) Marshals must be able to access all areas of the given track without delay in order to assist a participant should the need arise. However if a static marshal deems it necessary to leave his post, rendering his post unoccupied, to assist a fallen/stricken rider the session must be first halted via Red Flag signals around the course.
- h) The positioning of static marshals must have been thought out carefully in order to:
 - i) To maximise the visibility of the track area
 - ii) To be sited at positions of the track most prone to difficult manoeuvres, such as bends, whoops and jumps.
 - iii) Avoid positioning where a participant may lose control and their machine continues on to the marshalling point. This would clearly create an elevated risk to both participant and marshal.
- i) Marshals must be provided with the appropriate equipment and clothing by the Facility/Venue to enable them to perform their duties properly.

This must include:

- i) A full set of flags with appropriate training to use them correctly
 - ii) Leather Gloves
 - iii) Hi-Visibility coat/jerkin
 - iv) Appropriate foot wear for conditions
 - v) Waterproofs if appropriate
 - vi) Ear protection
 - vii) Eye protection
 - viii) Radio/mobile phones
- j) These are basic Health and Safety requirements for working in a hazardous environment and are the responsibility of the venue operator. Consideration must also be given to the food, water and toilet requirements of the Marshal.

- k) It is advisable, if practicable, to provide Marshals with basic First Aid training and supply marshal posts with basic First Aid Kits.
- l) All Marshals posts must be equipped with the following signal flags prior to any activity taking place.
 - i) Yellow
 - ii) Red
 - iii) Chequered (finish line marshal)

3.11) Participant Riding Equipment

- a) All participants must wear a minimum level of riding kit whilst taking part in any riding activity.
 - i) An ACU stamped (White stamp for Auto riders, Silver or Gold stamp for others), properly fitting safety helmet
 - ii) Goggles or protective safety glasses. Not sunglasses
 - iii) Boots which cover the ankle, ideally without external laces
 - iv) Gloves
 - v) Clothing which covers the arms and legs and leaves no flesh exposed - Shorts and T-shirts must not be permitted whilst on track.
- b) As of 01.01.18, it is compulsory to wear chest and back protection at ACU competitive events for motocross. It is highly recommended for ACU competitive events in enduro. Participants at practice tracks should be strongly advised to wear chest and back protection.
- c) Venue/Facility operators must take appropriate measures to ensure that all riders are properly and adequately dressed before taking to the track.
- d) The Venue/Facility operator must also ensure that the official/marshal controlling circuit access carries out a visual check of all kit, with special attention to helmet straps before letting riders onto the circuit.
- e) Allowing anyone to ride without a helmet constitutes a **Level 1 Breach** of the Minimum Standards.

3.12) Rider Assessments

- a) All riders must be visually assessed by an ACU Certified Coach or other similarly qualified person, upon their first visit to a Facility/Venue, to gauge their level of riding competence.
- b) Post assessment, riders must be issued with some type of 'Record Card' to record this level for future visits.
- c) This system must grade rider ability levels between A, B or C; A being the highest level (expert) and C being the lowest (novice). B could be viewed as good recreational/club level rider.
- d) The venue management must use discretion and judgement when deciding on the number of groups. Consideration must be given to the number and ability of participants when making these judgements.
- e) Any rider returning to a venue wishing to ride who does not have their previously issued record of ability card must be re-assessed.
- f) Spot checks concerning a participant's performance must be regularly carried out by ACU Certified Coaches, or persons holding a similar equivalent qualification, in order that a re-grading can be applied. Please note: this can be an 'improvement grading' or can also mean a 'de-classification' if the participant is seen to have reduced ability or is proving to be a danger to himself or others on the track.

3.13) Maximum Number of Riders on Track

- a) The maximum number of Riders on a track should be decided by the facility/venue management as part of the risk assessment. This should be agreed with the venue insurer.
- b) The track manager must have written and agreed limits for numbers of riders on track at any one time and make this known to participants and officials during briefing sessions.

- c) This information must also be displayed on signs within the building/area.

3.14) Mixing Vehicles/Groups on Track

- a) Under no circumstances must Quad bikes, sidecar machines, Solo motorcycles and mini bikes ride on the same track at the same time. Where Quad and Solo motorcycles are at the same venue at the same time, separate tracks or separate sessions must be used for each. Quads and sidecars are permitted to share a track.
- b) The mixing of youth groups other than specified in these Guidelines constitutes a Level 1 breach
- c) The mixing of quads or sidecars or Mini Bikes with solo motorcycles constitutes a **Level 1** breach

3.15) Duration & Level of Sessions

- a) The duration of each session must be decided by the Venue/Facility manager on the day, according to type and size of vehicles, ages of participant, their skill level and other salient factors such as weather conditions.
- b) Clear Signage must be displayed at the track access point indicating the duration of the session and the level of session currently on track e.g. A, B or C. All officials must be made aware of the length of time and the level of the sessions.

3.16) Signing On – Participant and Official

- a) All riders must sign the appropriate indemnity forms before taking part in any activity.
- b) Signing on forms will be created on the advice of the individual Venue/Facility Insurance Providers. An example signing on form is attached to the appendices. However, all Persons signing on must give an emergency contact number for a contactable relative/friend. This must not be their own telephone number.
- c) Signing on should take place with current social distance measures in mind (social distancing measures issued by the UK Government currently stipulate a two metre distance between each person). Organisers should also provide additional protection for the Admin Secretariat by providing transparent Perspex shields as seen at Supermarkets in front of Cashiers. The Admin Secretariat to also be provided with face masks / gloves. A wet signature is still required at Signing On. Organisers should make provision to obtain disposable pens for participants to sign on or ensure participants are aware that they are required to bring a pen with them to sign on when required to do so. Individual slips of paper (complimentary slip size) will be required to be signed by each individual to state the participant agrees with the requisite declarations as defined on the Entry Form for the event. The slips of paper are then deposited into a box which is to be sealed once Signing On is complete. The box is to remain sealed for a period of four days which will be enough time for any traces of Coronavirus to be eradicated.
- c) All Participants under the age of 18 years must have clearly written emergency telephone contact numbers (or number) entered on to their Parental /Guardian agreement forms. The parent/responsible adult who signs on for the rider must stay at the Venue/Facility for the duration of any riding activity. It is recommended that until UK Government Advice/Guidance on social gatherings allows for gatherings without restrictions, then youth participation should not be allowed which will minimize the number of individuals at an event. Participation therefore, should be restricted to Adults only (18 years of age and over).
- d) The signing on process must be verifiable at any time during the day by the use of colour coded wrist band, indelible hand stamps or some other mechanism.
- e) The venue manager must ensure that this process is robustly monitored at all track access points and carry out cross referencing with signing on forms at appropriate intervals during the day's operation.
- f) All Officials must sign the appropriate indemnity form before performing any duties at the venue. Officials signing on forms must also include an emergency contact number.
- g) Allowing riders on to the track who have not signed on constitutes a **Level 1** breach.

3.17) Rider & Officials Briefing

- a) All Participants must be informed about the rules and regulations of the site before taking part in any track activity. Rider & Official briefings should be conducted with social distancing measures in place. To minimise the risk of infection, consideration should be given to Rider / Official briefings being given by loudspeaker / tannoy systems or by final instructions issued electronically.
- b) This information must include Paddock Rules, track access and exit point, emergency assembly points and location of First Aid posts. It must also detail the flag and any other signalling system being used on the day.
- c) Ideally this information will be on a leaflet given to riders at signing on, and given verbally at a group/individual briefing.
- d) All Marshals and Officials must be briefed on the day's activities prior to any activity on track.
- e) There must be a clearly defined verification process to demonstrate that all participants have been briefed.

3.18) Rider Information Signs

- a) All venues must display a permanent track map sign in the paddock area. This must display the venue plan, with emergency access routes, location of First Aid posts, toilets and fire extinguisher points. The sign must have a clear track map showing marshal points and track access and exit points.

3.19) Paddock Refuelling Point & Fire Extinguisher Point

- a) All Venues/Facilities must have a designated refuelling area for the storage of fuel cans and refuelling of participant motorcycles.
- b) This area must be equipped with fire extinguishers - There must be fire extinguishers which contain water (for fires to straw bales, paper, wood etc) and also foam based and/or CO² which can be used on petrol/oil fires.
- c) Ideally this area must be supervised by a marshal or venue official.

3.20) Condition and ownership of Vehicles being used at the Venue

- a) Where the Venue/Facility owns/operates motorcycles that are used at the venue a schedule of maintenance is, at the very minimum, required to be made available, in order to evidence that all vehicles are in the appropriate condition for the purposes intended. (i.e. off road riding/driving)
- b) Where the motorcycle or quad bike is privately owned, the duty to ensure that the motorcycle or quad is in good and safe working order rests absolutely with the rider/owner of the machine. Riders/owners must take full responsibility to ensure that their motorcycle is fit for the intended purpose and should seek professional advice from an appropriately qualified technician if they are not.
- c) Where the machine is owned by the Participant, a visual check of the machine for obvious defects must be carried out in the collecting or waiting area immediately prior to the bikes joining the circuit.
- d) Where a motorcycle develops a visibly detectable problem whilst on track, marshals must alert the rider in order that they leave the track at the track exit point in order to rectify the problem.
- e) Anti-Theft measures should be in place to discourage the use of stolen motorcycles at Facilities/Venues.

3.21) Coaches

- a) All coaches working at or conducting training at a Facility/Venue must be appropriately qualified to ACU Certified Coach standard in the appropriate sporting discipline or Basic Skills or other equivalent Coaching qualification in off road motorcycling. All Certificates must be available for inspection.

- b) For more information on National Governing Body Coach qualifications, contact the ACU on 01788 566400 or e-mail admin@acu.org.uk

3.22) Marshal Training

- a) All marshals and officials must have undertaken adequate training relevant to their role/responsibility. Copies of Marshals/Officials training records and qualifications must be kept by the facility/venue operator owner for review at any time.

3.23 Sound

- a) All motorcycles using the venue must comply with a maximum sound level of 96db for 4 stroke engines and 96db for 2 stroke engines. This level may be achieved by the fitting of a secure baffle or with a standard silencer system. Any machine failing this test must not be allowed on track.
- b) Ideally, all machines must be sound tested before being allowed on the track. For more information on sound testing please contact the ACU on 01788 566400.
- c) **Note:** This maximum sound level will reduce in line with the competition sound level as laid down by the Auto-Cycle Union.

MOTOCROSS COURSE SAFETY PRECAUTIONS

4.1) Track Lay Out

- a) The Track must be of a type which restricts the average speed to a maximum of 65km per hour. The course must not contain straight sections permitting high speed in excess of 115km per hour.
- b) Course width must not be less than approximately 5 metres for solos and approximately 6 metres for sidecars and quads.

- c) The track must not be divided by an obstacle (tree, etc.)
- d) The width of a course on a jump must be at least 1 metre wider on landing than the take off point.
- e) The length of a start straight must not exceed 125 metres to the first bend and a minimum length must not be less than 80 metres.
- f) The use of start straights at practice facilities must be monitored at all times with controlled start and return to start marked clearly. Riders using a start area must not be able to join a track unsupervised or must be guided through a suitable marked junction.
- g) The start straight will not have any jumps constructed along this area.
- h) The free vertical space between the track and any obstacle above ground level must be 3 metres minimum. This must be risk assessed individually in areas around jumps.
- i) Any jump must not exceed approximately 1 metre in vertical height unless a marshal is positioned at that jump and the landing area of the jump is clearly visible to the approaching rider – i.e. not completely blind.
- j) All jumps must be ride-able i.e. negotiated safely without the wheels leaving the ground.
- k) Multiple jumps, double, triple jumps etc are forbidden. The minimum distance between jumps must not be less than approximately 30 metres, measured from the top of one jump to the top of the next.

4.2) Track Safety Fencing

- a) All track fencing which marks out the area of the track, separates one track from another or the track from areas to which the public are to be permitted must be protected by one of the following methods or by a combination of these methods.
- b) All wooden posts described in methods 1 or 2 shall be round and have a diameter of approximately 75mm with a maximum diameter of 100mm.
- c) **Any course/track must not have a catch rope fence within approximately 3 metres of the marked track**

4.3) Method 1

- a) The track edge can be marked with just pegs, pegs and tape, wooden posts and tape, just short posts, natural boundary (earth bank, escarpment), bale bags, track markers or any combination of practical safe material.
- b) Where a fence of chestnut paling is deemed necessary, it must be of a height of not less than 1.2m and mounted on round posts of an approximate diameter of 75mm firmly driven into the ground. This fence must be at least 1 metre back from the edge of the track.
- c) A paling fence must be of the three wire strand type. The supporting posts must not be more than 3.0 metres apart with the pointed ends of the paling at ground level. The fencing must be securely fixed to the posts on the track side of the fence, away from the spectator area. The space between palings must not exceed 100 millimetres.
- d) A minimum safety zone of approximately 1metre must be provided on the track side of chestnut paling, to act as an 'escape zone' for riders. Access for medical services must be clearly signed at regular intervals.
- e) Access points through the paling fence must have a gate or paling fencing returning into the spectator area.

4.4) Method 2

- a) The track edge can be marked with just pegs, pegs and tape, wooden posts as specified above and tape, just short posts, natural boundary (earth bank, escarpment) bale bags, track markers or any combination of practical safe material.
- b) Electrical fencing pins, re-bar or steel construction pins are not permitted.
- c) Where a rope catch fence is deemed necessary, it must be at least 3metres back from the defined or marked track. The fence must have two ropes; the top rope must be set at 600mm to 750mm from the ground. The second rope must be set at 50% of the height of the top rope. The catch fence stake must protrude approximately 150mm above the top rope and the posts set at 4.5 metre spacing. The size of the rope must not be less than 12mm diameter.

4.5) Spectator area

- a) Where there is a spectator area behind a rope fence, there must be a continuous strip of land of an approximate width of 10.0 metres which shall be prohibited to the public, between the spectator area and the roped area.
- b) Prohibited Area Notices (B) shall be displayed at intervals, facing the public within this 10 metre strip.
- c) Outside this Prohibited Area there must be erected a fence consisting of wooden posts approximately 75 mm diameter driven in approximately 4.5 metres apart. Between these posts must be a fixed single rope at a height of not less than 910mm and not more than 1.2m from the ground. This fence will be known as the spectator safety rope. A second rope fence shall be erected 3 metres back from the track. This shall be known as the catch fence. The fence must have two ropes; the top rope must be set at 600mm to 750mm from the ground. The second rope must be set at 50% of the height of the top rope. The catch fence stake must protrude approximately 150mm above the top rope and the posts set at 4.5 metre spacing. The size of the rope must not be less than 12mm diameter.
- d) Where chestnut paling is used to protect the public, the spectator safety rope is not required.

4.6) Opposing Traffic

- a) Where there is opposing traffic i.e. on a loop or where tracks run parallel, unless the tracks are fenced with Chestnut paling or some similar none rope barrier, the minimum distance between the tracks must be at least 10 metres.
- b) The potential risk must be assessed before allowing an unprotected area of track to exist.
- c) When using chestnut paling, fencing posts must be positioned each side of the paling at a distance of 3.0 metres centred with a safety zone of approximately 1.0 metre each side of the paling fence.
- d) A catch fence using rope can be installed between opposing traffic where the tracks are a minimum of 10m apart, and a barrier is required. The post must be placed centrally between the tracks and placed approximately 4.5m apart. The top rope must be set at 600mm to 750mm from the ground. The second rope must be set at 50% of the height of the top rope. The catch fence stake must protrude approximately 150mm above the top rope.

4.7) Other Methods of Protection

- a) A combination of the above methods may be adopted subject to appropriate course risk assessment.
- b) Where the natural terrain provides adequate protection to the public or some other form of substantial fencing is erected, the above requirements may be modified.
- c) Steel crowd control barriers may be used; if crowd control barriers are used there must be a safety zone between the barrier and the track of approximately 3 metres from the edge of the track marked with pegs and tape, bales or other as per method 2.
- d) The track risk assessment may require a wider safety zone if warranted.

4.8) Other Areas (Not Prohibited)

- a) Those areas around the course to which the public may be admitted in order to gain access to other parts of the course and when it is neither practical nor necessary to erect a fence by method 1 or 2, may be defined by the erection of the Warning Notice C.

4.9) Parking

- a) Vehicles must not be parked close to the spectator fence, leaving a reasonable gap. A limit line must be indicated by the use of rope or tape.

4.10) Paddock

- a) There must be a suitable paddock for the use of riders. Where the paddock is immediately adjacent to the course the whole length adjoining the course shall be fenced by one of the above methods applicable to spectator enclosures.

4.11) Controlled Crossings

- a) All Controlled Crossings must be adequately marshalled and the movement of spectators across the course during riding must not be allowed.

Appendix Documents

1. Off Road Motorcycle Facilities – Signing On Documentation
2. Sample Pre-Activity Inspection Form – Off Road Motorcycle Facility
3. Sample Risk Assessment Form – Off Road Motorcycle Facility
4. Track Safety Board - Example