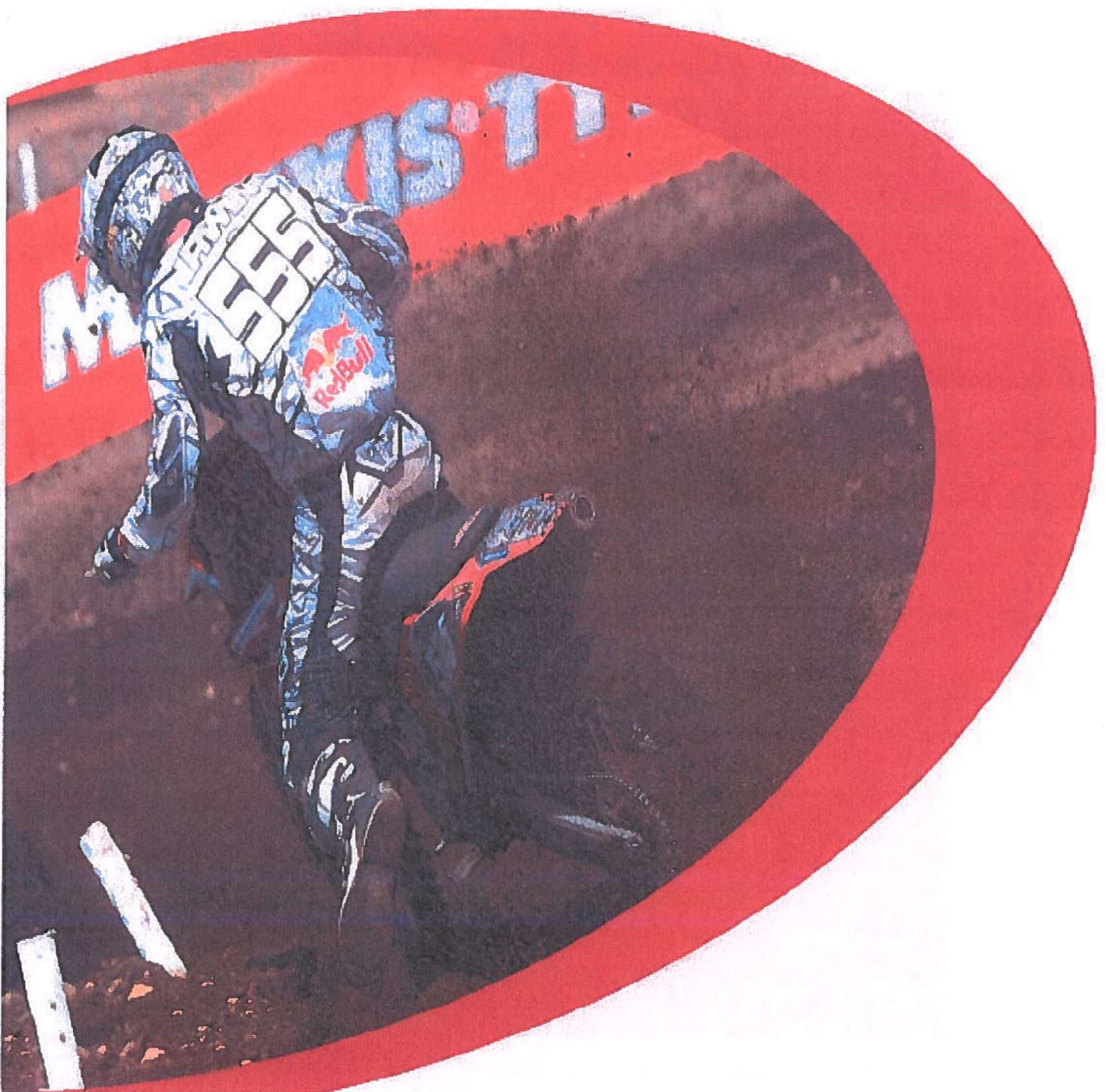




# **Auto-Cycle Union**

## **Minimum standards for the operation & management of off road motorcycle facilities**

***Updated February 2021***





## **Auto-Cycle Union**

These Minimum Standards are published by the Auto-Cycle Union Ltd (ACU), National Governing Body for motorcycle sport throughout the British Isles, excluding Northern Ireland.

The ACU was formed in 1903 and is a founder member of the Federation Internationale de Motorcyclisme (FIM), the World Governing Body. The ACU is recognised by the FIM as the National Motorcycling Federation (FMN) for the British Isles, except Northern Ireland.

ACU and Auto Cycle Union are trading names of the Auto Cycle Union Ltd registered under company number 134679; Registered Office: ACU House, Wood Street, Rugby, Warwickshire, CV21 2YX.

## **Disclaimer**

The ACU does not assume or accept any responsibility in relation to activities not covered by an ACU Permit. The Auto-Cycle Union Ltd., its Directors and Officers accept no liability in respect of loss or damage occasioned directly or indirectly as a result of the publication of the Off Road Facility/Venue Minimum Standards.

Owners/operators of Off Road Motorcycle Facilities/Venues have a legal responsibility to the rider, officials and general public to ensure that all safety precautions at the venue are appropriate for such activities and to seek independent advice as necessary in relation to them.

These Minimum Standards refer to recreational, non-competitive motorcycle activity and are aimed at those engaged in the operation or management of Venues/Facilities. Facility/Venue owners/operators are to be encouraged to implement safety standards of the highest level practicable.

These Minimum Standards do not replace or remove the requirement for a full written risk assessment prior to any activity at a Facility/Venue. It is the responsibility of the Facility/Venue owner/operator to ensure that such a risk assessment is completed and an ongoing review is carried out during the day's activities.

All Facility/Venue owners/operators are encouraged to read these Minimum Standards in the context of their individual venues, activities and existing safety protocols and apply the contained guidance within that context.

It is recommended that owner/operators seek advice from their insurers who may wish to impose their own operating conditions.

## **Covid-19**

All Facility/Venue Owners/Operators confirm they are operating this event in accordance with Government guidelines, advice and instruction so as to minimise the risk to Participants, Marshals and Officials and the public from Covid-19.

All Facility/Venue Owners/Operators confirm they will ensure that all participants/Marshals/Officials/members of the public will take all necessary steps to protect themselves and others from the risk of infection.

As the Facility/ Venue Owner/Operator, I agree to follow and abide by any instructions set down by the UK Government to minimise the risk of the Covid-19 virus.

I acknowledge and accept the underlying and unavoidable risk of infection from the Covid-19 virus.

**ACU Ltd**  
**May 2020**

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3. Sample Risk Assessment Form – Off Road Motorcycle Facility
4. Practice Track Safety Board – Example

## 1) INTRODUCTION

- a) These Minimum Standards refer to recreational, non-competitive motorcycle activity at outdoor venues and tracks and must be considered as the MINIMUM STANDARD for those engaged in the operation or management of such venues/facilities.  
*(For guidance relating to competitive motorcycle activity, please consult the Code of Practice for Off Road Motorcycle Competitive Events, by visiting [www.mscode.co.uk](http://www.mscode.co.uk))*
- b) These Minimum Standards do relate to the safe running and management of an outdoor off road facility/venue and certain aspects of track/course design, construction, maintenance and the positioning of trackside & spectator safety fencing.
- c) Throughout these Minimum Standards reference is made to other publications, guidelines or documents. These are all public domain documents, which can be accessed by web addresses included in this document.
- d) Within these Minimum Standards reference has been made to level 1 breaches of the Minimum Standard.
- e) A **Level 1** breach is a serious Health and Safety issue and may result in a serious risk to the health and/or safety of participants, officials or spectators and third parties. If identified by a visiting Environmental Health Officer or other Local Authority Official or similar, such a breach must bring about an immediate cessation of any riding activity until such time as the breach has been addressed in line with these standards.

## 2) COVID-19

At the time of reviewing this document, the UK is still in the midst of a healthcare emergency and as such it is the UK Government requirement that all Facility/Venue Owners/Operators closely follow UK Government advice and guidance in order that as a nation the UK can navigate our way through the current crisis situation.

Life should not feel normal at this time and it is unlikely that the UK motorsport community can return to how things were for a long period of time.

Notwithstanding that, with the appropriate checks and measures in place, motorsport should be able to continue at this time and it is important for the mental health and physical wellbeing of the community that life goes on as much as normal.

The following are important considerations in getting various parts of the Off Road Facilities / Venues up and running at the earliest opportunity.

### Important Considerations

- a). **Vehicle Sharing.** Outside of the family unit, vehicle sharing is not permitted whilst social distancing measures is to be respected.
- b) **Social Distancing.** All Off Road Facilities / Venues always need to adhere to the current UK Government guidance / advice relating to Social Distancing , this includes in and around the Paddock area/Washroom/Toilet facilities and vehicle parking areas.
- c) **Variations to Documentation.** It is likely that documents and processes will need to be modified in order to provide for social distancing with the implementation of some additional checklists and processes.
- d) **Communications.** Flexible communication methods will be required, with an increased emphasis on digital engagement both pre and during the event.
- e) **Training.** New ways of working will be required and appropriate awareness training will need to be undertaken for all involved.
- e) **Social Activities.** The social aspect of motorsport is an important part of the sense of community, however it is necessary at these times that these be accommodated within the parameters of government restrictions.

Where appropriate references to Covid-19 and the appropriate actions / control measures to be put in place to reduce the threat of infection / abide by UK Government advice / guidance will feature throughout this document.

### 3) GENERAL MINIMUM STANDARDS

This section deals with current legislation that may affect an off road riding business and riding activity. Each area outlines the legislation, however we strongly recommend that you follow the web link to the relevant web site and ascertain exactly what implications the full legislation may have for what you do.

#### 2.1) Discrimination Act 1995 (c. 50)

- a) The DDA applies to all employers and everyone who provides a service to the public, except the Armed Forces.
- b) The track/site management must demonstrate that they have given consideration to ensuring that those with a disability are not excluded from any activity, which it is possible to participate in without endangering the individual or others by doing so.
- c) Under the DDA, small to medium sized businesses have to make 'reasonable adjustments' so they do not discriminate against disabled customers or employees.
- d) This may affect the way you treat your staff, job applicants and customers.
- e) The law has been designed so that you only have to make reasonable changes, but if you fail to do what is reasonable, a disabled person could take legal action against you for treating them unfairly.
- f) If your organisation is not accessible to disabled people, you could be missing out on a lot of potential customers.

#### A 'disabled person'

- g) The definition of a disabled person used in the DDA covers a wide range of people, including:
  - i) People with long-term health conditions, such as diabetes
  - ii) People with progressive conditions, such as multiple sclerosis
  - iii) People who have been diagnosed with HIV, cancer
  - iv) People with learning disabilities
  - v) People with mental health conditions
  - vi) People who have mobility impairments
  - vii) Blind and partially-sighted people
  - viii) Deaf and hearing-impaired people
- h) This is not a full list. If you are in doubt if someone is covered by the DDA you can contact the Disability Rights Commission or phone it's helpline on 0845 622 633.

#### Hidden disabilities

- i) It is not always obvious that someone is disabled. Generally you will not know if a person has a 'hidden' impairment, such as a heart condition or arthritis, when you first meet them. These people can be covered by the DDA.
- j) Some people who do not consider themselves as disabled may also be covered by the DDA. This includes people with long-term health conditions, such as diabetes, and older people, who can sometimes think of their impairment as part of ageing.
- k) Full details of the Disability Discrimination Act can be found at <http://www.dwp.gov.uk/employers/dda/> <http://www.opsi.gov.uk/acts/acts1995/1995050.htm>

#### 2.2) Child Protection

- a) Current legal obligations apply to the involvement of Children and Young People in particular activities.

- b) Parents, Guardians and appropriate adults appointed by the Courts to act on behalf of Children and Young People must give clear consent for an under 18 year old to participate in any form of motor related activity.
- c) Adults who bring children other than their own must have a letter of consent from the child's parent/legal Guardian, signed and dated, giving explicit permission for the child to participate in the specific activity on that day and at that venue.
- d) "Parental Agreement" forms must be completed and kept securely. For more information on Data Protection visit <http://www.ico.gov.uk/eventual.aspx>
- e) All those participants who are under the age of 18 years must have clearly written emergency telephone contact numbers (or number) entered on to their Parental /Guardian agreement forms. This must not be the telephone number of the Parent/Guardian who has brought them to the facility.
- f) Any Parent/Guardian who brings a child/young person to a facility/venue and signs on as such must remain at the facility/venue to supervise the child/young person, subject to the control and/or supervision of the coaches or track marshals.
- g) All relevant paperwork must be retained for future reference for a period of at least three years.
- h) *Full details of current Child Protection legislation can be found at <http://www.nspcc.org.uk/html/Home/training.htm>*

### 2.3) Covid-19

Given the global spread of Coronavirus, consideration has to be given to what will be the 'new normal'. The way in which motorcycle sport events were conducted prior to Covid-19 will not be possible for some time to come. The following should be considered as guidance and all Facility/Venue Owners/Operators must draft their own Risk Assessments /Methodology Statements dependent on local circumstances. Consideration has therefore been given to the following (but is not limited to):

- a) **Travel to/from the Circuit/Venue.** Travel to and from the circuit/venue would be dependent on current UK Government advice / guidance in place at the time.
- b) **Signage.** Signage needs to be prominent at the entrance to the venue and in and around the paddock to emphasise social distancing measures. Signage should also be displayed at the Administration Office and other areas where there is likely to be a mass gathering of individuals to emphasise social distancing protocol.
- c) **Accommodation at / around the Circuit/Venue.** Hotels / B&Bs / other accommodation will be following UK Government advice / regulations. As per current UK Government guidance, it is unlikely Hotels etc will be open for business for some time, therefore competitors / Officials should plan on using own camper vans or travelling to the Circuit daily. Dependent on UK Government advice / guidance, Facility/Venue Owners / Operators need to consider running one day events in the first instance.
- d) **Entry to the venue.** Individuals appointed to control access to the venue should be provided with appropriate PPE (face masks / gloves / visors).
- e) **Payment for Track Activity.** Where possible, pre-payment for entry should be put in place so that entry fees and any other fees can be paid for prior to the event taking place. Any money taken on the day of the event should be sprayed with a detergent and placed in an appropriate container. It is recommended that the container be locked for a period of four days which would allow for any coronavirus contaminant to die during this period.
- f) **Vehicle Parking.** Facility/Venue Owners / Operators should make provision for responsible vehicle car parking. Vehicles should be parked to ensure a suitable distance between each vehicle to allow for current UK Government protocol on social distancing.

- g) **Pedestrian Routes / One Way Systems.** You may wish to consider pedestrian routes to allow safe access to washroom / toilet facilities with the width of the route to allow for social distancing measures.
- h) **Spectator Areas.** Social distancing measures should be enforced in spectator areas. This may reduce the number of spectators allowed into the venue.
- i) **Signing On.** 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).
- j) **Marshals.** Each Marshal point would have to observe social distancing measures. Marshals would have to be given suitable PPE (face masks / visors / gloves). In the event of an incident, this may result in more red flag incidents which would cause more delays to the programme of activities.
- k) **Medical Staff.** As above with the Marshals, Medics would need to observe social distancing and be equipped with PPE (face masks / visors / gloves). Medical Staff would be expected to conduct their own training and ensure each individual was up to date with current recommended guidelines and practices.
- l) **On Track Activity.** Start Line Officials to observe social distancing measures and be equipped with appropriate PPE (face masks / gloves).
- m) **Track Maintenance.** To reduce cross-contamination, track maintenance should be carried out by the same person. That person to be equipped with appropriate PPE. Equipment to be sanitised before use.
- n) **Mechanics.** Each participant to be restricted to one mechanic. The mechanic should only use his own tools, tools are not to be shared.
- o) **Food Outlets.** Unless UK Government advice / guidance says otherwise, no external food outlets should be admitted to the circuit / venue. Participants / Officials should be providing their own food / beverages for the duration of the event.
- p) **Washroom / Toilets.** Entrance to washroom / toilet facilities to be monitored to allow personnel in to observe social distancing measures. Signage should be displayed to emphasise control measures in place regarding washroom / toilet facilities. Participants / Officials are responsible for providing their own handwash facilities whilst in the Paddock area.
- q) **Litter and Waste.** It is the responsibility of each participant / Official to take their own litter / waste away with them. This should happen as a matter of course, but given the circumstances surrounding Covid-19 this is now much more prevalent.

UK Government advice for the phased return of sport and recreation in England is given in the links below:

<https://www.gov.uk/government/publications/coronavirus-covid-19-guidance-on-phased-return-of-sport-and-recreation/guidance-for-providers-of-outdoor-facilities-on-the-phased-return-of-sport-and-recreation>

<https://www.gov.uk/government/publications/coronavirus-covid-19-guidance-on-phased-return-of-sport-and-recreation>

### 3) OPERATIONAL MINIMUM STANDARDS

#### 3.1) Toilet Facilities

- a. Adequate provision for toilets must be made at all facilities/venues. These must be situated not more than 250 metres from the main paddock / parc ferme area.



- b. Where a venue operates/caters for less than 50 persons at any one time, it is sufficient to supply a single 'portaloo' type unit, which can be utilised by both males and females. This must include a working handwash basin with running water.
- c. Where more than 50 persons attend the venue at one time, two toilets must be provided, and three where numbers exceed 150. When numbers exceed 200, separate male and female toilets must be provided, again, with handwash basins and running water.
- d. These provisions include access for disabled persons to spectator areas. (See section 1 General Minimum Standards)
- e. Where on site changing is catered for, separate male and female changing areas are recommended.
- f. Toilet facilities / washrooms / changing facilities need to have suitable arrangements put in place to accommodate social distancing measures and adhere to current UK Government guidelines. Toilet facilities need to be stocked with suitable hand washing/hand sanitizer facilities.

### 3.2) Drinking/Fresh Water

- a) Participants, Officials and Spectators must have access to drinking water whilst they are on site. The potential for dehydration is a very serious issue, particularly for those participating in a strenuous activity.
- b) It is not essential to have a free-flowing supply of drinking water, but sufficient bottled water must be available for all users of the facility for the duration of every active day.
- c) Any free-flowing supply of water which is not drinkable must be clearly marked to this effect.
- d) The issue of de-hydration is one which tends to be overlooked during the course of a day or session activities on the track. Regular re-hydration rest breaks must be adhered to.
- e) Where food is supplied on site there must be a dedicated area for the preparation and/or consumption of food, which is properly signed and maintained as such. Also, all appropriate food hygiene arrangements must be in place.
- f) Not having fresh water available constitutes a **Level 1** breach.
- g) Drinking water facilities need to have appropriate measures in place for sanitisation. Social Distancing measures should also be considered and put in place.

### 3.3) First Aid Equipment and First Aid Qualified Personnel

- a) There must be a minimum of one First Aider for each track being used. The minimum standard of First Aid qualification is a Basic First Aid for Appointed Persons course. For more information visit <http://www.redcrossfirstaidtraining.co.uk>
- b) If two tracks are being used simultaneously, regardless of numbers of riders, two First Aiders must be in attendance – one covering each track.
- c) First Aid Qualified Personnel can also act as trackside marshals or carry out other trackside duties. However, First Aid providers must remain within the vicinity of the track at all times.
- d) First Aid kits must be located at the venue/facility, with special consideration to its proximity to the track and ease of access by training First Aiders.
- e) First Aid Kit contents must correspond with the 'contents checklist' contained within each kit. All items must be within expiry dates and there must be unopened/unused sterile eye wash bottles at each kit location clearly marked and visible.
- f) All First Aid qualified marshals and officials may also consider carrying a small first aid pack with them at all times during activity taking place.

- h) All First Aid personnel and First Aid qualified Marshals must be equipped with the appropriate PPE (face masks/gloves/visors) to prevent the risk of infection when dealing with a fallen rider.
- i) At larger tracks or remote venues where 999 emergency response times may be excessive, the operator/organiser may, through appropriate risk assessment, decide to employ specialist medical cover, through Red Cross/St Johns Ambulance/private ambulance provider. The operator/organiser must ensure that those providing medical cover have available the appropriate pre-hospital immediate care equipment relevant to the age and size of the participants involved in any riding activity.
- j) Copies of all staff First Aid Certificates must be kept on sight for inspection if required.
- k) *For more information on required levels of first aid cover please see the HSE web site at [www.hse.gov.uk](http://www.hse.gov.uk)*
- l) Operating without appropriately qualified First Aid Personnel/cover constitutes a **Level 1**
- m) **Accident Book:** The use of the HSE Accident Book BI 510 is recommended since this enables personal details of entrants to be readily removed for secure filing. This prevents information being readily available to anyone reading or making entries into the book (as required by the Data Protection Act). Copies of The HSE Accident Book ISBN 0 7176 2603 2 are available from HSE Books, PO Box 1999, Sudbury, Suffolk, CO10 2WA, tel: 01787-881165 or fax: 01787-313995). HSE priced publications are also available from all good bookshops. The Accident Book must be kept safe yet easily accessible. The Book must be kept up to date and accurate.
- n) The facility/venue Management must be aware of all incidents that require any kind of first aid intervention and know that any and every incident of this kind, including burns, scrapes and even small cuts is entered in the book.
- o) RIDDOR Regulations: It should be ensured that all incidents where a member of the public is taken to hospital from the site are reported in accordance with the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations. For more information see <http://www.hse.gov.uk/riddor/>

### 3.4) Emergency Procedures

- a) All staff members, volunteers and officials must have detailed knowledge of the site Emergency plan. Emergency situations can include fire, bomb alerts, unsafe track issues and even aggressive behaviour exhibited by members of the public.
- b) A written Emergency Incident plan must be available and clearly displayed at the venue, for inspection by any member of staff at any time. All staff must be formally instructed as to its contents and purpose.
- c) Depending on the staff rota system put in place at the facility, it must be agreed that 'incident' procedures are delegated and confirmed during the marshals briefing session. It is also important that all officials are aware of the location of the nearest hospital with an accident and emergency department. It must be confirmed that the hospital can cope with a number of people at the same time for emergency treatment and also that the facility can accommodate 'minors' (Young People under the age of 18)
- d) Local Ambulance and Police Services must be instructed as to the location of all facilities/venues, both permanent and temporary, to assist them to locate the venue easily in an emergency.
- e) The local A&E hospital must be advised in advance of the date of all events/activities at the facility/venue at which significant numbers of participants are likely. Facility/Venue Owners / Operators must bear in mind the Covid-19 situation and be prepared to cancel their event on the requires of the local A&E hospital should the hospital not be able to cope with additional injured parties due to Covid-19 patients.
- f) All Venue/Facility Operators must include within their Emergency Plan, provision for Emergency Vehicle access to all points of the Venue/Facility via an Emergency Vehicle Rendezvous Point and access route. This must be clearly marked on the Venue/Facility plan.

- g) Track Safety Boards can be displayed at the venue to provide information such as location (grid reference), transport links and emergency contact numbers. An example of which is included in the Appendices of the document.

### 3.5) Landline/Mobile Telephones

- a) There must be at least one working telephone connection at the facility/venue at all times. If there is no landline connection, then a nominated individual must have a fully charged mobile telephone with them, preferably with a vehicle charger and/or spare battery and/or power pack. All officials must be aware of the name and location of the nominated individual at all times, and this information should be recorded on the venue inspection form for the day's activities.
- b) Where a facility is sited outside of the range of mobile telephone network coverage, the operator must make other arrangements via radio links to a base station with a telephone connection.
- c) All appropriate officials/marshals must ensure they have radio or mobile phone contact with each other.
- d) Failure to have any form of telephone communication constitutes a **Level 1 Breach**

### 3.6) Risk Assessment Procedure

- a) All Facilities/Venues must have completed a Master Risk Assessment before any riding activity takes place at a venue/facility. It must be born in mind that each venue /facility owner/operator has a 'duty of care' to all persons visiting the premises, whether employed, participating, visiting or spectator.
- b) The Master Risk Assessment must be reviewed and amended if any changes take place to the track, venue/facility in general or operating protocols.
- c) A 'Risk Checklist' must be created based on the Master Risk Assessment, and must be used as a daily check list prior to any riding activity taking place. The Checklist must also be adjusted if any significant local changes occur during the day's activity such as changes to the weather conditions or track lay out.
- d) All areas of operation must be considered within the Risk Assessment, with particular consideration given to the following areas:
  - i. Riders and their safety
  - ii. Marshals (and other employees) and their safety
  - iii. Segregation of Riders by age/ability/engine capacity
  - iv. Number of Riders on track at any one time
  - v. Jumping hazards
  - vi. Lane separation
  - vii. Risk of collisions with or across lanes
  - viii. Safety fencing
  - ix. Lighting and fume extraction (where appropriate)
  - x. Bikes stopping on track
  - xi. Condition of the track and on going monitoring
  - xii. Spectator safety
  - xiii. Members of Public on the track
  - xiv. Track access/egress supervision
  - xv. Bike movement within the paddock area
  - xvi. Fuel/re-fuel hazards
  - xvii. Fire precautions
  - xviii. Emergency Medical Provision
  - xix. Any additional precautions
  - xx. A continued assessment and recording process of what is done via the daily check list
- e) The following publications will provide more information on Risk Assessment:
  - i) "Five Steps to Risk Assessment" – Health & Safety Executive [www.hse.gov.uk](http://www.hse.gov.uk)
  - ii) Management of Health & Safety Regulations 1999, sections 3 & 5 <http://www.opsi.gov.uk/SI/si1999/19993242.htm>
- f) Within the Risk Assessment, all elements of these Best Practice Guidelines must be incorporated.

- g) For more information on all matters relating to Risk Assessment Procedures and paperwork, please contact:

HEALTH AND SAFETY EXECUTIVE (HSE)  
HSE INFORMATION SERVICES  
HSE INFORMATION CENTRE  
HEALTH AND SAFETY LABORATORY  
BROAD LANE  
SHEFFIELD  
S3 7HQ  
TELEPHONE INFORMATION LINE: 08701 545500  
FAX: 02920 859260  
EMAIL: [hseinformationservices@natbrit.com](mailto:hseinformationservices@natbrit.com)  
[www.hse.gov.uk](http://www.hse.gov.uk)

HSE BOOKS  
PO BOX 1999  
SUDBURY  
SUFFOLK  
CO10 2WA  
TEL: 01787 881165  
FAX: 01787 313995  
[www.hsebooks.co.uk](http://www.hsebooks.co.uk)

CONTROL OF SUBSTANCES HAZARDOUS TO HEALTH (COSHH) SAFETY DATA SHEETS MAY NOT BE AVAILABLE FROM ALL SHOPS OR SUPPLIERS BUT MUST BE AVAILABLE FROM THE MANUFACTURER OF THE PRODUCT.

If an accident occurs that requires a person to go to hospital and involves a product for which you have a data sheet, give that sheet to ambulance or medical staff so the correct treatment can be given.

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SCHOOL SCIENCE SERVICE  
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TEL: 01895 254196  
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- h) Please note that CLEAPSS only give health and safety advice and supply publications to schools and colleges that subscribe to their services.
- i) Health and Safety Signs  
One sign that all venues must have on display is the HEALTH AND SAFETY LAW poster.  
Reference number: ISBN 0717624935  
This has blank spaces that you must fill in.
- j) A sample Risk Assessment form and Daily Check List form are attached to these Guidelines in the Appendices. However, these forms are for Guidance ONLY. You MUST create a specific Assessment form for your venue and operation.

### **3.7) Paddock Area & Track Access**

- a) All Facilities/Venues are required to provide a Paddock area for participant's vehicles and motorcycles. This must be separate to the parking area/viewing area for non-participants. The parking area must observe social distancing measures and park vehicles appropriately. The number of participants should be restricted in order to preserve a suitable distance between each vehicle / paddock space.
- b) The rider's paddock/parc ferme area should be reasonably flat with direct access to the track starting/collecting area, which must be clearly marked and securely fenced.

- c) Where the paddock is immediately adjacent to the course the whole length adjoining the course shall be fenced in an appropriate manner similar to that used to separate spectator enclosures.  
(See Track Safety Fencing Minimum Standards)
- d) The riding of any motorcycle within the paddock area must be prohibited at all times and policed rigorously by Venue/Facility staff. The use of Paddock Bikes must also be prohibited. The only exceptions to this rule are quad bikes which may be ridden at walking pace.
- e) A clearly marked collecting area must be available for riders to wait before joining the track. This must be clearly signed and a strictly enforced one way system used in this area. There must be clear signage at the entrance to the track with pictures to identify flag signals, length of sessions etc. Social distancing measures need to be observed in the collecting area and again this may restrict the number of participants in a session.
- f) Where a facility/venue has more than one track, a separate collecting area must be provided for each track. However, the same paddock and refuelling point may be used.
- g) The track must also have an emergency access route allowing emergency vehicle access to all parts of the circuit.

### 3.8) Spectator Areas and Signage

- a) A separate and well signed spectator area must be provided for spectators. This must be clearly signed with appropriate barriers between the area and the track. Consideration must be given to access for disabled persons. Social distancing measures need to be adhered to and government advice / guidance followed. This may mean that spectators are not allowed at events until restrictions are lifted sufficiently for spectators to be allowed in a safe and controlled manner.
- b) Signs must be appropriately displayed and consideration must be made for those who have literacy and reading difficulties.

Other signage around the venue must include:

- i) MOTOR SPORT IS DANGEROUS Sign A)
- ii) PROHIBITED AREA (Sign B)
- iii) NO SPECTATORS BEYOND THIS POINT (sign C)
- iv) HAZARDOUS CHEMICALS (FUEL ETC)
- v) NO ENTRY
- vi) RE-FUELLING POINT
- vii) FIRE EXTINGUISHER POINT
- viii) FIRST AID POINT
- ix) NO SMOKING / NO NAKED LIGHTS
- x) NO RIDING OF MOTORCYCLES IN THE Paddock

### c) WARNING & PROHIBITION NOTICES

The following requirements regarding the display of notices are applicable to all speed events.

#### WARNING NOTICE (A)

##### ***“WARNING TO THE PUBLIC MOTOR SPORT CAN BE DANGEROUS***

*Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. Please comply with all instructions of marshals and notices and remain in permitted areas only.”*

(750 x 500mm) Warning notices as detailed must be displayed on each side of every entrance to the course, including the entrance to car parks and paddock.

These notices must be prominently displayed and where they can be easily read by the public before any admission charge is paid, or where no admission charge is made, before entry is gained into the circuit.

Where it is not possible to define the limits of the site and to control admission of the public (e.g. War Department and heath land) warning notices must be profusely displayed around the course and also in the car parks.