



# Sportives, Marathons and Charity Escorts

January 2017  
Issue 1

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## **1. General**

### **1.1 Code Of Practise**

Details outlining the safety of yourself and others whilst on duty can be found within NEG document 'Code Of Practise'.

The document also covers welfare, behaviour and gives details about insurance cover provided by both organisations. It also outlines the NEG's recommendations on clothing, lists equipment required and explains general event marshalling duties.

### **1.2 Mission Statement**

To provide a high standard of motorcycle marshals for a variety of sporting events held on the public highways and to enhance the safety for competitors, officials and members of the general public alike.

## 2. Training

Due to the nature of Sportives, marathon escorts and charity escorts no specific training is required to undertake the marshalling of these other than your IAM or RoSPA skills.

## 3. Sportive

A Sportive is a non-competitive event that attracts a wide range of cyclists from dedicated racing cyclists to leisure cyclists wanting a challenging ride. Riders carry a number and the time they take to complete the course is recorded.

There may be short, medium and long routes for cyclists to choose from and all routes will usually be well sign-posted and/or marshalled. The riders will be able to use feeding stations positioned at intervals along the routes and mechanical and medical support may also be provided.

There is seldom a limit on the number of cyclists taking part and it is not uncommon to expect between 100 and 3000 riders taking part. There are no lead cars or officials on the route.

### 3.1 Entire Route Marshalling

Typically held on open roads the NEG Team will ride the entire route setting off at staggered times. The NEG Team will ride individually along the route passing the riders and periodically stopping to allow the riders to pass them. This is repeated several times throughout the event.

#### 3.1.1 NEG Duties

- Wear the NEG jacket or a yellow hi-viz jacket, do not wear the orange BC jacket. You may use whistles and amber strobe lights to help warn others.
- Arrive in plenty of time and sign in with the Event Organiser confirming name, contact telephone number and VRN.
- Ensure clear understanding of any specific roles or duties as set by the Event Organiser.
- Ensure you have a map or satnav detailing the exact route (including feed station or first aid stations). Also note any changes to the routes.
- Note any known problems on the course or tricky junctions that may require special care.
- Ensure that you comply with the Highway Code at all times.
- You may ride against the direction of the event.
- During the event patrol the route checking for correct route signage.
- Check on any stopped cyclists who may need assistance or who appear to be in difficulty.
- Check on the welfare of any static marshals who may be positioned at remote junctions for long periods of time.
- Provide assistance to any incidents and offer first aid (if trained).
- The Event Organiser may request that you sweep the route to locate the tail-end cyclist.
- Once completed ensure that you return any consumables (inner tubes, etc), radio equipment and sign off with the Event Organiser.

## 3.2 Sector Marshalling

Typically held on closed roads the NEG Team will be allocated a small sector of the route to marshal.

### 3.2.1 NEG Duties

- Wear the NEG jacket or a yellow hi-viz jacket, do not wear the orange BC jacket. You may use whistles and amber or white strobe lights to help warn others.
- Arrive in plenty of time and sign in with the Event Organiser confirming name, contact telephone number and VRN.
- Where radios are to be use carry out a radio check with Event Control.
- Ensure clear understanding of any specific roles or duties as set by the Event Organiser.
- Ensure you have a map or satnav detailing the exact route (including feed station or first aid stations). Also note any changes to the routes.
- Typically requested to ride in same direction of event only.
- During the event patrol the route checking for correct route signage.
- Check on the welfare of any static marshals who may be positioned at remote junctions for long periods of time.
- Provide assistance to any incidents and offer first aid (if trained).
- Report any incidents to the Event Control as soon as safe and practical.
- Remain vigilant for any route infringements by non-authorized vehicles. Escort them as quickly and as safely off the route moving in the same direction of the event.
- Where requested by the Event Organiser assist any public or emergency vehicles crossing at an ELAP.
- Do not engage in conflicts with members of the public, remain polite and courteous at all times.
- The Event Organiser may request that you sweep the route to locate the tail-end cyclist.
- Once completed ensure that you return any consumables (inner tubes, etc), radio equipment and sign off with the Event Organiser.

#### **Remember**

- **Do not compromise your safety during the event.**
- **You have no power in law to direct or stop other road users, unless in an emergency.**

## 4. Marathons (and Half Marathons)

Typically held on closed roads the NEG Team may be tasked with riding ahead of the lead runners to ensure the route is clear, acting as a media bike (normally for an official photographer) or to transfer race officials around the event.

In all cases the NEG strongly recommends that you confirm that moto insurance has been clearly established by the Event Organiser and identify what level of cover is provided for yourself and your motorcycle. As the level of organiser insurance cannot always be guaranteed the NEG would also suggest that members look into establishing business cover with their own insurance broker.

### 4.1 NEG Duties

- Wear the NEG jacket or a yellow hi-viz jacket, do not wear the orange BC jacket. You may use whistles and amber or white strobe lights to help warn others.
- Arrive in plenty of time and sign in with the Event Organiser confirming name, contact telephone number and VRN.
- Where radios are to be use carry out a radio check with Event Control.
- Ensure clear understanding of any specific roles or duties as set by the Event Organiser.
- Ensure you have a map or satnav detailing the exact route.
- Note any known problems on the course or tricky junctions that may require special care.
- Typically requested to ride in same direction of event only.
- Provide assistance to any incidents and offer first aid (if trained).
- Report any incidents to the Event Control as soon as safe and practical.
- Remain vigilant for any route infringements by non-authorized vehicles. Escort them as quickly and as safely off the route moving in the same direction of the event wherever possible.
- Where requested by the Event Organiser assist any public or emergency vehicles crossing at an ELAP.
- Do not engage in conflicts with members of the public, remain polite and courteous at all times.
- The Event Organiser may request that you sweep the route to locate any tail-end runners.
- Once completed ensure that you return radio equipment and sign off with the Event Organiser.

## 5. Charity Escorting

Confirm that moto insurance has been clearly established by the Event Organiser and identify what level of cover is provided for yourself and your motorcycle. As the level of organiser insurance cannot always be guaranteed the NEG would also suggest that members look into establishing business cover with their own insurance broker.

Ensure that you know what vehicles are in the Convoy. These may include other motos, media motos, Event car, medical and Broom wagon.

The speed of the escort will depend heavily on what is being escorted. A lone elite cyclist can move at around 27mph, a group of 100 amateur cyclists can move at around 20mph whilst a multi-wheel charity contraption being peddled by several people may only move at 10mph.

The event itself could take 8 hours over just one day or could take place over several days.

Food and comfort breaks will be typically organised by the Event Organiser as will any hotel accommodation and it is worth confirming this with the Event Organiser.

Wear the NEG or a yellow hi-viz jacket, do not wear the orange BC jacket. You may use whistles and amber strobe lights to help warn others.

### 5.1 NEG Duties

The main duty is to ensure the safety of the charity rider/s whilst also ensuring the smooth passage of the Charity Convoy as much as possible. This must be carried out whilst obeying the Highway Code at all times including over sea laws if applicable.

This is achieved by giving advance warning to other road users about the approaching event where necessary. Although you have no powers in law to direct or stop traffic you can ask them if they would mind waiting.

Other duties may include offering assistance with any punctures or mechanical problems if safe to do so.

Additional duties may include those listed within section 3.1.1 above.

#### **Remember**

- **Do not compromise your safety during the event.**
- **You have no power in law to direct or stop other road users, unless in an emergency.**

## Glossary

**Emergency Local Access Points (ELAP).** These are designated locations along the race route where vehicular access across the road can be managed in an emergency or exceptional situations only.

**Etape/Sportive.** Is an organised mass participation event for amateur cyclists where the riders carry a number and the time they take to complete the course is recorded. Sometimes the event is held on closed roads but typically riders are set off at different times to ease road congestion on an open road course.

**Event Organiser.** The person in direct charge of organising the event and hiring the NEG.

**Moto.** A shortened version of the word 'motorbike' sometimes used within BC Road Races.

**Sportive/Etape.** Is an organised mass participation event for amateur cyclists where the riders carry a number and the time they take to complete the course is recorded. Sometimes the event is held on closed roads but typically riders are set off at different times to ease road congestion on an open road course.

**Vehicle Registration Number (VRN).** The letters and numbers found on your motorcycle's number plate.