

**Doune Hill Climb - 2020 - Health & Safety Statement for Inclusion in a H & S
File to be maintained and augmented/updated at Doune**

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1 Overview

The land on which Speed Hill climbing takes place comprises of an estate road within the Earl of Moray's estate at the Carse of Cambus. The track is mapped out from the road to comprise of a 1675-yard length. The nature of the track lends itself to high speeds. The visibility is poor and there are few safe run off areas with much of the track lined with Armco barriers and stonewalls. For this reason hill control is in constant communication with the 9 marshal posts. Cars are run in batches with the cars held in a holding paddock at the top of the hill. Cars are returned down the track after each batch when hill control and the Clerk of the Course (CoC) have verified the track is clear.

The organisers, Lothian Car Club (Edinburgh) Ltd, (LCC) promote four events at this venue two spring, one summer and one during the autumn of each year. There is some work (about one day) required to convert the track to race use from its normal vocation as an estate road.

LCC have hosted hill climbing at Doune since 1969 and in the main, procedures in place today are as a direct result of their experience over that period augmented by the experience of members of LCC.

2 Statutory Control

All events are under permit from Motorsport UK (MUK), the Sports Governing Body.

The track requires, and has a Interclub and National Track Certificate issued at the beginning of each season by MUK. The Certificate follows inspection by qualified Stewards and effectively demonstrates “fitness for purpose” subject to conditions of issue (facilities for the public and competitors, adequate Officials and Marshals and adequate safety and control equipment/personnel, etc).

The Competitions are governed by the National Sporting Code of the MUK and various compliance regulations generally in the form of MUK Handbook rules and supplementary regulations of MUK and the Club itself.

It is not necessary due to the limited use, for the local authority to give planning permission for the track. The Club exercises the necessary constraint from advice available within their membership, and others.

Officials appointed by the Club and who are, so far as possible, Members of the Club, control each event. Such Officials are all suitably certified by MUK following appropriate guidelines in ascertaining competency.

3 Scope

Events are open to the public, and spectators are encouraged.

The Club permits public entry to the trackside and at the car park entrance on the east side of the premises. Parking is to the east of the drive and the paddock area is to the west of the drive.

* Land Reform (Scotland) Bill Rights are not exercisable [6(1)(f)(ii)].

4 Public Safety

There is adequate prominent signage in and around the site, to advise that Motor Racing can be dangerous. Separation of spectators from the track is generally by fences. A proportion of the track is not accessible to spectators due to constraints imposed by the club.

5 Notifications and Permissions

The Club obtains permission and/or notifies the requisite Landowners, Governing Body, Police, Fire and Medical services prior to each event.

6 Known Hazards

- a) Hill climbing. Each run and practice.
- b) Bona-Fide spectators or paddock entourage accessing the track.
- c) Non-paying viewers out of the immediate control of the club accessing the track. Includes “gatecrashers” generally. Also over lookers not necessarily accessing the track, but remaining at the track boundary. The right to roam legislation does not apply to venues such as Doune Hill climb.
* See note
- d) Animals within the track, mainly pets, but also wild animals etc.
- e) Inadvertent access to track by locals or walkers etc.

7 Recommended Response to Known Hazards (Risk Assessment)

- a) **Hill climbing and Practice:** Conduct event strictly in accordance with the requisite rules, including meeting all the conditions within the track licence. Risk.
- b) **Spectators Accessing Track:** Marshals, Security Stewards and Officials control access, ensuring compliance with restricted areas. Two-way radios around the track ensure immediate reaction to any infringement of containment rules. Risk.
- c) **Non-paying viewers and “gate-crashers” Accessing Track:** As per (b). Additionally, extended barriers will continue to be developed to screen the area as needed. Risk.
- d) **Animals:** As per (b). Risk.
- e) **Inadvertent Access:** As per (b). Risk.

8 Injuries to Competitors and the Public, etc.

Typically only competitors are injured, although all others remain at risk from a wayward vehicle or parts of a wayward vehicle, particularly given the speeds. Protection by way of Armco and Recticel barriers is afforded. Marshals have a few seconds early warning for personal avoidance. In the event of any incident however, the organisers will always have immediately available (response time from incident occurring and assistance given, normally within two minutes) a qualified Doctor, a fully equipped rescue unit with qualified two-person crew. Extreme personal injury and risk of death situations will automatically involve a phone call for further public service assistance. (Medic-1 or equal). All incidents are recorded.

9 Fatalities

The procedure adopted with regard to fatality or accident that could result in death is in line with those laid down by MUK (U.6) and with the requirements of the reporting of Injuries, Diseases and Dangerous Occurrences Regulations 1995 (RIDDOR '95).

The Procurator Fiscal is also to be informed.

10 Evacuation Plan (Fire and Other Emergencies)

Because of the enclosed nature of the track and the open areas available to the public, it is considered extremely unlikely that complete evacuation of all personnel would be necessary (National Disasters excepted). However, an announcement would be made by the CoC and relayed by marshals and officials, requiring everyone to make their way to the Assembly Point at the large grassed area east of the car park at the main entrance gate. This would be immediately following the cessation of racing and track clearance. The CoC (or his deputy) will make the decision to evacuate the site. Marshals will direct all traffic as directed by the Chief Marshal. The rendezvous point for public services is the junction of the drive and the car park adjacent to the club store room and start line.

11 Emergency Vehicle Exit Plan (Ambulances etc)

The Chief Medical Officer will declare this need. The CoC will stop racing and the track will be cleared. Entry and exit will be via the drive and the junction with the (A84) main entrance gate. Marshals will direct the vehicles as instructed by the Chief Marshal. A marshal will be positioned at each end of the drive and all entrance and exit points on the drive to ensure the drive and the A84 at the access to the site are kept clear for the entrance and exit of emergency vehicles. All other traffic will be set aside and stopped or instructed to continue in such a manner as to prevent any congestion. If the need for a helicopter landing is identified then the landing site will be in the meadow to the west of the paddock to allow direct access via the paddock road.

12 Fire in and around the track and paddock

Suitable fire extinguishers are deployed throughout in accordance with the track licence. Mains water is available at the clubhouse and paddock entrance. Local fire to a vehicle will be dealt with either by a paddock and/or start line Marshal or the competitor using nearest available apparatus. Larger fires will be dealt with by all available Marshals pulling from the fire extinguishers distributed, around the track and within the paddock.

Any fire deemed to be out of control by the Chief Marshal would result in a phone call to the Fire Service and immediate withdrawal of all personnel from the area and the entire paddock if required, where the spread of uncontrolled fire is a high risk.

Risk of fire is considered greatest in the paddock where high-octane fuel and Methanol is stored and handled. Spread of fire is a concern, particularly in windy conditions.

13 Abandonment of Event or Delaying of Event

The CoC will consider abandoning or delaying an event if any of the following conditions or combination of conditions prevail, viz;

Weather: Snow.
Heavy rain causing extensive standing water
Ice.
Fog or fine rain causing poor visibility. It is critical that Marshals have a clear view of their area of responsibility.
High winds.
Poor visibility (twilight or overcast)

Other: Serious oil spillage or other factor causing critical loss of grip on track surface, such that detergents etc. can't reasonably disperse it within a reasonable period.
Irreparable damage to track surface caused by mechanical means / root disturbance etc.
Loss of safety communications caused by outside interference or power failure.
Insufficient Officials or Marshals.
Outbreak of hostilities - local or otherwise.
On instruction from Police. (traffic concerns etc), or H.S.E. inspectors (civil problem).
On instruction from the Stewards. (Incorrect documentation, race safety etc).
Outside interference including inability to control or prevent public access resultant from "gate crashing", activities incompatible with the current activity.
Both Ambulances and/or Doctor disposed.
Fatality.

14 The Event (refer to programme and/or final instructions)

The event shall be conducted in accordance with the Current National Sporting Code of MUK, the current MUK Handbook, the Supplementary Regulations and Final Instructions of the meeting. Where appropriate the regulations for Championship Events shall also prevail. The programme for the day shall also be adhered to, subject to variations instructed by the CoC (and approved by the MUK Steward where appropriate).

15 Duty Personnel (refer to programme for appointments)

As laid down in the track licence, viz;

- 1 no. Clerk of Course
- 1 no. Deputy / Assistant Clerk of Course
- 1 no. Chief Scrutineer
- 1 no. Environmental Scrutineer
- 1 no. Event Secretary (Secretary of the Meeting)
- 1 no. Chief Marshal
- 1 no. Chief Medical Officer (Doctor)
- 1 no. M.S.A. appointed Steward
- 2 no. Club appointed Stewards.

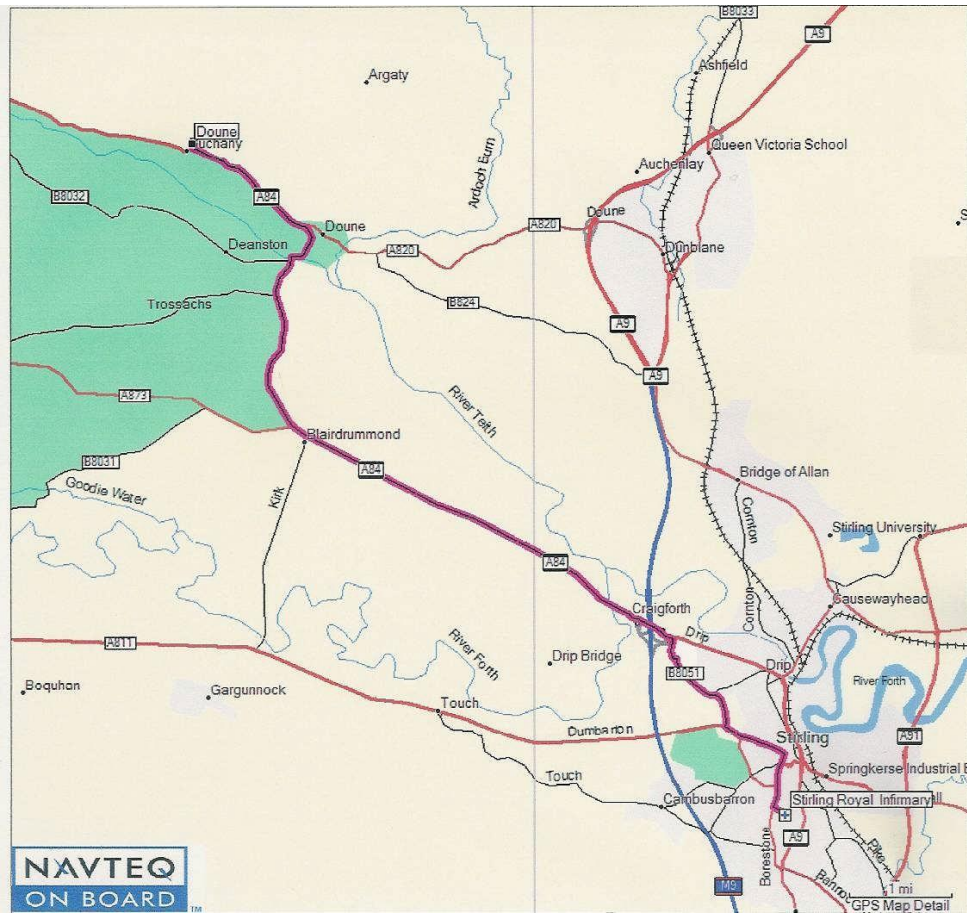
All of the above must be duly certificated. Additionally, the Club will appoint a Timekeeper, Starter and Judge of fact and such other Officials as it considers necessary to conduct the event in accordance with the rules and adequately.

16 Accompanying Information and Documentation available on site or by request

Copies of:

- Track Licence - current
- Event Permit - current
- MUK Handbook - current
- National Sporting Code of the MUK - current
- Fire Extinguisher Certificate - current
- Landowners notices of approval - current
- Map of the track (Key)
- Location Plan
- Event Programme (or Final Instructions) – current
- Health and Safety advice sheet as issued to competitors.

17 Location map for Stirling Royal



	Directions/Name	Distance	Leg Length	Leg Time	Course
1.	Doune	0 ft			
2.	Get on Road and drive south	0 ft	0 ft	0:00:00	259° true
3.	Turn left onto A84	301 ft	301 ft	0:00:04	161° true
4.	Enter roundabout Roundabout	7.5 mi	7.5 mi	0:08:47	110° true
5.	Take the 1st left onto A84	7.5 mi	178 ft	0:00:05	106° true
6.	Enter roundabout Roundabout	7.9 mi	0.3 mi	0:00:23	109° true
7.	Take the 2nd left onto B8051	8.0 mi	340 ft	0:00:10	146° true
8.	Enter roundabout Roundabout	8.1 mi	0.2 mi	0:00:17	104° true
9.	Take the 2nd left onto B8051	8.2 mi	129 ft	0:00:05	151° true
10.	Enter roundabout Roundabout	8.7 mi	0.5 mi	0:00:54	132° true
11.	Take the 2nd left onto Raploch Road	8.7 mi	97 ft	0:00:05	101° true
12.	Turn left onto Dumbarton Road	9.0 mi	0.3 mi	0:00:21	163° true
13.	Turn right onto Port Street	9.7 mi	0.6 mi	0:01:46	119° true
14.	Keep left onto St Ninians Road	9.7 mi	328 ft	0:00:27	197° true
15.	Turn left onto Clifford Road	10.2 mi	0.5 mi	0:01:13	192° true
16.	Turn left onto Road	10.4 mi	0.1 mi	0:00:34	148° true
17.	Stirling Royal Infirmary	10.4 mi	92 ft	0:00:15	169° true

Statement: This document must be considered subject to review following any comment or event considered by the Club to be relevant to the information contained herein, and will form part of the Health and Safety File to be maintained by same.

Tim Thomson Chairman.