

By Eck
It's the ...



Yorkshire Hill Rally 2024

13th-15th September 2024

Organised by



EVENT SAFETY PLAN











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<p>https://www.facebook.com/profile.php?id=100057106493990</p> 	<p>As a British Champion Dan Lofthouse probably needs no introduction, but for those who don't know Dan and his father Alec build the Lofthouse Freelanders a vehicle which has also won the British Championship. As well as building cars Dan also sells off road tyres of various types and was instrumental in the development of various MRF tyres, these tyres were fitted to the top 3 BXCC 2019 championship winning cars! So if you need some winning tyres, a winning car or just a brew and a chat, contact Dan whose workshop is based near Preston, Lancs.</p>



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1 INTRODUCTION

This Safety Plan has been compiled acknowledging the guidance contained in the Event Safety Guide issued by the HSE in 2016, other HSE publications and the current Motorsport UK Stage Rally Safety Requirements, (which have been adapted to suit the Yorkshire Hill Rally) and the current Motorsport UK Yearbook.

Under the Health & Safety at Work etc. Act 1974 and Motorsport UK Health and Safety Policy, 2014, we have a duty to ensure as far as reasonably practicable the health, safety and welfare of all involved with the event and effected by our activities.

The plan addresses the Safety issues related to the core and peripheral activities on the event and recognises that the safety of all of those involved is of paramount importance.

1.1 Health & Safety Policy

The organisers of the Yorkshire Hill Rally (That's Motorsport Ltd) are focused on delivering safety throughout the planning and delivery of the event.

The Yorkshire Hill Rally is organised in accordance with the regulations and requirements of the FIA, Motorsport UK and current Health and Safety legislation along with guidance from the various HSE Guidance documentation.

The objectives for the event are as follows:

- To prevent accidents occurring
- To provide adequate safety training to all involved
- To ensure clear lines of communication are achieved in the event of an incident
- To consult with experienced personnel when drawing up plans
- To implement emergency procedures according to the Safety Plan as required
- To ensure all key areas are risk assessed and have practical and realistic actions in place to prevent or minimise any risks.

The overall Event Safety Dossier will consist of this Safety Plan and the following event documentation: -

- Marshals Instructions – which contains Marshals Notes, Incident Procedures and Staying Safe Note.
- Stage Set Up Plans – which details any special setup requirements over the normal and any changes..
- Venue Set Up Plan– which details the set-up of venue entrance & exit roads, the access points to the stage area, the event service area and stage viewing area.
- The relevant HSE Guidance Documents
- Risk Assessments including a separate RA for Camping



The Dossier is compiled by the Clerk of the Course and Chief Marshal. The original dossier will be available in the Wizzy Events Library and available for event personnel. Hard copies will be available to the Clerk of the Course and selected officials. Electronic copies will be available to all relevant Motorsport UK officials and Event officials before the event.

2 AIM

The aim of the plan is to ensure, so far as is reasonably practicable, the safety of the competitors, service teams, officials and volunteers in their enjoyment of the event and to promote a unified, co-ordinated response to any emergency arising from the event.

2.1 Event Safety Statement

The primary consideration at all times shall be the safety and well-being of the competitors, officials and members of the public.

The organisers believe that they have taken all foreseeable precautions to ensure the safe running of the event, including notifying the Fire and Ambulance Services and major hospitals.

On receiving reports of an incident within the stage, the Clerk of the Course or Stage Commander will determine the reliability of the report and the seriousness of the incident and will take the appropriate actions for the incident, which can involve the stopping of the stage (and prevention of further vehicles entering the stage) and the despatch of the safety crews to the incident.

Every person participating in the rally, whether competitor, service crew, official or marshal shall take all reasonable care for the health and safety of themselves and other people who may be affected by his/her acts or omissions during the operation of the event.

THINK SAFE - STAY SAFE

2.2 Objectives

The objectives for the Safety Plan are as follows:

- To identify roles and responsibilities of each person working on the event.
- To identify lines of communication and control specifically for incident management
- To provide a guide to likely risks and action to be undertaken.
- To ensure the event has standard risk assessment procedures in place for any risk which may be unique to the site.

This plan will be monitored for effectiveness throughout the event by the Clerk of the Course. This information will form part of the review process for future year's plans.



2.3 Contingency Arrangements

These contingency arrangements have been devised to allow a co-ordinated and effective response to unscheduled occurrences, which impinge on the safe running of the event. Three categories of occurrence have been identified, each requiring a specific response reflecting their severity:

- Untoward Incidents
- Emergency Situations
- Major Incidents

3 EVENT ORGANISATION

3.1 Format and Duration

The Yorkshire Hill Rally will take place over the Friday, Saturday and Sunday 13-15 Sept 2024 under Motorsport UK Permit Numbers 134434, 13385 & 133417.

Event set-up will commence from Tuesday 10th Sept 2024 with scrutineering taking place on Friday 13th Sept 2024.

The competitive element will start at 15:00 on Friday 13th Sept and finish at approximately 15.00 on Sunday 15th Sept. This will be followed by the event breakdown and prize giving.

The event will take place in the areas to the South and East of York.

Rally HQ and the Service Area will be in an area separate from the competitive elements of the event.

3.2 Event Officials

The event is organised by That's Motorsport Ltd and is assisted by various other Motor Clubs recognised by Motorsport UK. The organisers are responsible for ensuring, as far as reasonably practicable, the safety of all those involved with or attending the event.

Motorsport UK Steward – Appointed by Motorsport UK

The Motorsport UK Steward's main duties are to see 'fair play' to ensure that the event is being run in a safe manner and complies with the relevant regulations. The Chief Steward at the event is appointed by Motorsport UK and will act as chairman of the Stewards who collectively will act as the second judicial body at any event, and are responsible for hearing and adjudicating upon any appeal against a decision by the Clerk of the Course or any other official.

John Williams is the Motorsport Steward; he is a licensed Motorsport UK Steward, event secretary and official, marshal plus is a stage rally competitor.

He will work with the Event Stewards one of whom is a licenced Motorsport UK Steward and both are Stage Rally Clerks.



Clerk of the Course

Jon Aston has overall responsibility and is in overall charge of the event. This includes ensuring that the right people are involved with the right resources available to them at the time they are needed. He is responsible for ensuring that the right people are involved in all safety matters.

He is licensed by Motorsport UK to run events of this status. He was CofC at the 2018, 2019 & 2022 Welsh Hill Rallies, is CofC for the "Motorsport UK British Cross Country Championship" was CofC on the first 2 UK Extreme-E events, CofC for the Woodpecker Stages Rally and has carried out similar roles for the last fifteen years and has been involved in Hill Rallies, Stage Rallies and Cross Country events since 1997 and has previously been an International Stage Commander on the UK rounds of the World Rally Championship (WRC) Wales Rally GB, an International Stage Commander and Radio Controller on WRC Kenya Safari Rally, Stage Commander on many National Stage Rallies the Scottish Borders (and Summer) Hill Rallies and Stage Commander of several closed roads stages on the Isle of Man and mainland UK, he also acts as a senior official on other events, is a licensed Motorsport UK Steward, Safety Delegate, Clerk of the Course for Cross Country and Stage Rally, Training Instructor, Rally National Timekeeper, Safety Car Official, Rally and Cross Country Stage Commander, plus is a competitor at National and International levels.

More recently has undertaken work on behalf of the FIA to setup and run the Cross Car series in Albania, Kyrgyzstan and Rwanda he also runs the Jaguar Land Rover, Bowler Defender Challenge Championship for the UK and Europe.

He has overall responsibility for the safe running of the event through the deployment of experienced personnel. He will take all decisions relevant to the effective and safe running and control of the rally. He is ultimately responsible for ensuring compliance with the Safety Plan.

Deputy Clerks of the Course

David Mitchell will deputise for the Clerk of the Course in the event he is unavailable and will be available to the Clerk of the Course if and when needed. He will co-ordinate the design, construction and turnaround of the stages, He has numerous years' experience of Hill Rallies, having been involved in virtually every Hill Rally since 1971, he has previously been a Hill Rally CofC & Competitor and is heavily involved at a senior level in many stage rallies including Wales Rally GB and is a licensed Motorsport UK Clerk of the Course for Cross Country and Stage Rally, Safety Car Official, and competitor, he is a permanent Event (and Championship) Steward on the British Cross Country Championship.

Andy Mills will deputise for the Clerk of the Course in the event he is unavailable and will be available to the Clerk of the Course if and when needed. He will co-ordinate the design, construction and turnaround of the stages, He has numerous years' experience of Hill Rallies, having been involved in virtually every Hill Rally since 1992 in the UK and Iceland, he has previously been a Hill Rally CofC & Deputy CofC, been involved in the British Cross Country Championship, various stage rallies and International Cross Country Events.

Roger Whitehouse will deputise for the Clerk of the Course in the event he is unavailable and will be available to the Clerk of the Course if and when needed. He will be in Rally HQ and manage the safety and management radio networks and the radio controllers. Roger is a licensed Motorsport UK Clerk of the Course for Stage Rally, Radio Controller, Safety Car Official, and competitor. Roger has performed this role on the 2018, 2019 and 2022 Hill Rallies and many other Hill Rallies and Stage Rallies and has been involved in similar events since 1994. He also acts as a senior official on other events.



Spectator Safety Officer

Sue Sanders has control of spectator safety and her duties include the production of guidelines which match Motorsport UK and Health and Safety requirements, ensuring that those involved in the running of the event are aware of the guidelines and where appropriate have received training in their application and ensuring sufficient marshals and radio marshals are available at the venue in conjunction with the Chief Marshal.

While numerous spectators are not expected, there will be effective safety measures employed to minimise risk to those spectators that do attend.

Sue is a licensed Motorsport UK Steward, Safety Delegate, Clerk of the Course for Stage Rally, Training Instructor, Safety Car Official, Rally Stage Commander, plus is a competitor.



Radio Controller

Roger Whitehouse, whose BIO is covered in the Deputy Clerk of the Course Section above.

Stage Commander 1

Dave Brodie, Dave is an impressive individual with excellent credentials. He will be the Stage Commander for the Appleton Road Stages SS2&4. He is a licensed Motorsport UK Clerk of the Course for Stage Rally, Safety Car Official and is a Registered Rally Stage Commander. Dave has also worked as an International Stage Commander on the UK rounds of WRC (Wales Rally GB) and WRC Kenya Safari Rally as an International Stage Commander, has been an International Stage Commander on the Pirelli Stages Rally and a Stage Commander / Deputy Clerk of the Course on many National Stage Rallies and Cross Country Championship events on mainland UK and closed road Stage Rallies on the Isle of Man.

Stage Commander 2

John Curtis, John will act as one of the Stage Commanders for the event's stages and is one of my regular Hill Rally Stage Commanders. He was a Stage commander on the Welsh Hill Rallies in 2018, 2019 and 2022. He will advise the Clerk of the Course of any developing situations and will be able to control the progress of each stage in the event of an incident. He is a Motorsport UK Registered Cross Country Stage Commander and has been carrying out the role for several years and has extensive experience in assisting in the running of motor sport events including WRC (Wales Rally GB).

Stage Commander 3

Mike Watson, Mike is a registered Rally and Cross Country Stage Commander and is one of my regular Hill Rally and British Championship Stage Commanders, he has been a Stage Commander on the Welsh and Scottish Hill Rallies for as long as I can remember.

Stage Commander 4

Tony Jones is a regular Stage Commander and licenced Clerk of the Course for Stage Rally, Tony has worked on WRC (Wales Rally GB) and just about every rally in the UK and is a regular and rather quick competitor.

Stage Commander 5

Jon Binns, I doubt there is anyone on the UK Rally scene who hasn't heard of or met Jon. His Stage Commander experience is so vast he trains people how to be Stage Commanders and assesses them in that role; Jon has also worked with Dave Brodie and Jon Aston on Wales Rally GB and WRC Rally Kenya.

Chief Paramedic

Graham Hundley is the Chief Paramedic for the event and will be in a response vehicle. Graham has worked as a medical crew on Hill Rallies, British Cross Country Championship and Stage Rally events for decades.



Service Park Manager

Steve Chambers has been the Service Park Manager for several Hill Rallies. Steve (who is Irish) runs a tight ship, he and his team will manage the service parks for the event and keep the competitors and mechanics in order.

Marshals

Marshals will fall into three categories

1. In-Stage Marshals are responsible for a specific area or post. They will be clearly identified by wearing a hi-viz jacket or tabard. In addition to their own and competitor's safety they will be responsible for reporting any non-event personnel within the competing area so that they can be safely moved or removed.
2. Timekeepers are responsible for the stage starts and finishes. They will be clearly identified by wearing a hi-viz jacket or tabard. Timekeepers would not normally be required to assist cars or attend to incidents.
3. Radio Marshals will be allocated to a post within the competitive route and will maintain a network allowing communication between Stage Personnel and the event. Radios will be licensed and comply with current Motorsport UK rules and will be used in accordance with the published Motorsport UK guidance under the control of a Motorsport UK licensed radio controller. Cadet Marshals are encouraged to attend the event and will work within the guidelines issued by Motorsport UK. The majority of marshals present on the day will have marshalled on similar events previously and will therefore have a good knowledge of the event and the event processes.



3.3 Who's Who

RALLY HEADQUARTERS..... Emergency Phone **01904 904 904**

Role	Name	Callsigns	Phone No
Motorsport UK Steward	John Williams	N/A	N/A
Event Steward	Derek Lee	Pilot Stewards	N/A
Event Steward	Nick Dale	Pilot Stewards	N/A
Clerk of the Course	Jon Aston	Maverick 1 (Mgmt Charlie 1)*	01904 904 904
Deputy Clerk of the Course (Field) & Chief Marshal	Dave Brodie	Maverick 99 (Mgmt Charlie 2) *	07795 253563
Deputy Clerk of the Course (Field)	David Mitchell	Safari 1 (Mgmt Oscar 2) *	07850 513130
Deputy Clerk of the Course (Field)	Andy Mills	Safari 1 (Mgmt Oscar 2) *	07999 068033
Spectator Safety Officer	Sue Sanders	Telford 1 (Mgmt Oscar 3) *	07774 476647
Safety Car 0	Simon and Mike Kerfoot	(Mgmt Oscar 1)*	07796 972594
Sweeper Car	Bob Webster	(Mgmt Sweeper 1)*	07836 205390
Radio Controller 81	Stuart Dickenson and Tony Jones	Rally Control	N/A
Radio Controller Mgmt and Deputy Clerk of the Course (HQ)	Roger Whitehouse	Rally Base	07718 047230
Chief Paramedic / CMO	Graham Hundley BEM	(Mgmt Pilot CMO) *	07733 230084
Chief Timekeeper + Results	Simon Blackshaw	Clock 1	07594 908194
Chief Scrutineer	Dave Newton	N/A	07814 595132
Competitor Liaison Officer	Fiona Urwin	N/A	07792 133438
PR Officers	Gary Simpson	N/A	07810 675441
Safeguarding Officer	Debbie Burdred	Maverick Recovery	07763 340670
Service Park Manager	Steve Chambers	N/A	N/A
Driving Standards Observer	Dave & Adam Barker	DSO 1	07885 370345



Stage Commander	Dave Brodie	Maverick 99 / Commander Dave	07795 253563
Stage Commander	John Curtis	Register 2 / Commander John	07449 301715
Stage Commander	Mike Watson	Register 1 / Commander Mike	07525 785648
Stage Commander	Tony Jones	Hallam 5 / Commander Tony	07792 375371
Stage Commander	Jon Binns	Bucanneer 1 / Commander Binns	07530 196459
Rescue Unit 1	Ellie Smith	Calder Rescue	07311 167752
Rescue Unit 2	Steve Hill	Darlington Rescue	07710 131130
Rescue Unit 3	Karl Barraclough	Omega Rescue	07921 269915
Rescue Unit 4	Gerry Morriss	Extractor Rescue	07960 147054
Response 1	Graham Hundley BEM	(Mgmt Pilot CMO)*	07733 230084
Response 2	Ian Goodship (Paramedic)	(Mgmt Response 2)	07974 792343
Response 3	Andrew Bryce (Paramedic)	(Mgmt Response 3)	07803 810602
Response 4	Nathan Hone (Paramedic)	(Mgmt Response 4)	07577 561596
Response 5	EMS Ambulance with 2 techs and blue light qualified driver Ashley Scaife Emily Buchanan	(Mgmt Pilot EMS) *	07447 068776
Recovery 1	Maverick Recovery Debbie Burndred	Maverick Recovery	07763 340670
Recovery 2	Forest Recovery Graham Burton	Forest Recovery	07771 632175
Recovery 3	Lake 3 Recovery Andy Graham	Lake 3 Recovery	07763 144579
Recovery 4	Haggis Recovery Iain McLeary	Haggis Recovery	07988 843742

Call signs with * carry Management Radios with Mgmt call signs on the second line, 81 on the first.



3.4 Radio Procedure

All of you that have radios, have them because you are of great importance to the event's safe running.

Ensure that your set is monitored at all times so that you can be contacted quickly for any assistance and advice required.

You will be in a much better position to perform your job if you have been aware of the status of the event throughout. Monitoring of the radio network, by yourself or your 'secretary' will give you information, which would otherwise be impossible to obtain.

If you have to leave your own radio set at any time during the event, let the controller know where you will be, for how long and how you can be contacted. Sign back on to the network on return.

All radio communications will be routed through the radio network controller who will show that he has finished the current messages by stating that his call sign is 'Clear' or at 'Standby'.

Initiate your transmission by the callsign that you wish to speak to, followed by your own callsign, e.g. 'Auto Sport Control from Auto Sport 5'

The controller will then ask Auto Sport 5 to 'Go Ahead' with his message and then deal with it appropriately.

So that you may indicate to the controller the urgency of your message, you may include one of the following keywords in your initial call to the controller

SAFETY for messages concerning stage safety.
e.g. car overdue, arrowing and spectator marshalling problems, where a slight delay in action can be tolerated.

URGENT for situations requiring immediate action.
e.g. car known to be in difficulty, suspected injuries, stopping further traffic entering the stage.

PRIORITY for Confirmed situations involving injury.
e.g. immediate Rescue services required.

Please use your common sense - do not over-rate the urgency of your message unnecessarily.

If you hear a call made, it could be that you have relevant information that will help. It will assist the controller if you call him using the keyword RELEVANT and await his reply.

e.g. 'Auto Sport Control from Auto Sport 5 - Relevant'.

All other stations with no involvement should remain silent until told that the incident is over or until called by control, unless a second incident occurs.

The use of 'out' at the end of your final transmission.

To enable the exact pinpointing of locations, which can be confusing on stages, the venue map at the rear of this manual shows the junction numbers.

When reporting an incident, be prepared to supply:

- Location of incident (as above)
- Car number involved
- Whether there is any injury or risk of fire
- Whether there is any risk to following cars
- Whether there is any stage blockage

All radio car crews should keep the supplied radio check sheets up to date for each stage run, so that they can immediately report the number of cars past their point and specific car numbers if so requested by control.

Confirm with the controller at the start of the day, exactly at which point of the stage you will tick off that the car has passed you.

All headcounts of cars should be given as competitors only NOT including course cars.



3.5 Safety Procedures

Every official, whether they are Rescue, Recovery, Radio, Medical, Marshal or Official will be identified either by a tabard, armband or identity badge, which must be worn in a visible position at all times.

Any person in stage not displaying the above identification must be challenged and escorted from the competition area to a safe viewing location immediately, if necessary, radioing for any assistance required.

Once an official crew have been allocated to their post, they should not stand down or move from that position unless specifically told to do so by, the Clerk of the Course, Stage Commander, Chief Marshal, Safety Officer or via the 81 Radio network.

If an incident occurs in the vicinity of a crew, members of that crew may attend on foot, but under no circumstances may any official vehicle be moved, nor may any radio be left unattended.

Standard radio procedures will be in operation, whereby all radio traffic will be channelled through the radio network controller, who will ensure that all transmissions are kept short and to the point.

When an incident occurs the nearest radio crew should report the facts to the radio controller who will pass them on to the relevant official for action.

If a competitor goes off but regains the course in the correct direction, you need not report it unless he is obviously cutting the stage in an attempt to gain advantage.

When reporting an incident be prepared to supply the following information and subsequent updates:

- Location of incident referring to sector code
- Car number involved
- Whether there is any injury
- Whether there is any risk of fire
- Whether there is any risk to following cars
- Whether there is any stage blockage
- Whether the SOS/OK board is displayed and if so does it say SOS or OK?

Based on the supplied information a decision will be taken as to the action required, that decision being relayed to the relevant parties via the radio network.

However serious an incident appears, NO OFFICIAL VEHICLE IS TO BE TAKEN ONTO OR ACROSS THE STAGE UNTIL DIRECTED TO DO SO by the Stage Commander, Clerk of the Course or Safety Officer either in person or via the radio network.

The directive for a Rescue, Medical or Recovery vehicle to move will be accompanied by an explicit route to be taken, as even when a stage start has been stopped, competing cars will still be running at competitive speed on other adjacent sectors of the stage.

In the case of any serious injury, the organisers will consult with the Chief Medical Officer for advice relating to the containment of the injury and any requirement for County Emergency Services.

Only the Clerk of the Course, CMO or Safety Officer (on advice from the CMO) are empowered to call the County Emergency Services. This will be made by a call via the standard 999 Emergency Service. After such a call, an official with a radio will remain at the contact telephone for co-ordination purposes.

An official with a radio will immediately go to the RV Point to meet the County Services so as to coordinate the services and ensure that there is immediate and clear access and exit to the venue.

Details of County Services, Rendezvous Points and various maps are listed in a following section.

All activities within the defined service area should be done with consideration of the RACMSA published Health and Safety guidelines.



3.6 Safety Locations

EVENT SAFETY UNITS	Rescue, Recovery, Medic – one set of each based near the start of each stage. Unless re-located by the Clerk or Safety Officer during the event
MANDATORY RADIOS	As per stage maps
RED FLAG POSTS	As per stage maps

3.7 Incident Management

The stages will be operated under the control of the Stage Commander who will ensure that the stages operate safely and correctly, and will direct the response to car stoppages and incidents.

On receipt of a confirmed report that an incident has occurred on stage the Stage Commander or Clerk of the Course will assess the situation and make a decision as to what response is required.

Should immediate medical or rescue assistance be required, the Stage Commander will stop the stage and deploy the rescue and recovery units, giving them explicit instructions on the route to be taken.

The Red Flag system will only be initiated under the explicit instructions of the Stage Commander or Clerk of the Course

The Radio Controller will continue to maintain a log of all radio traffic throughout the incident, logging times of key messages and deployments.

The Arrival Timekeepers will continue to issue arrival times to competitors at the Arrival Control.

No vehicles will enter the stopped stage without the prior authorisation from the Stage Commander, Safety Officer or Clerk of the Course.

The Start Radio Operator will maintain a log of all vehicles that enter the stopped stage, and will monitor the radio and positively log those vehicles later leaving the stage.

On arrival at the scene the Rescue Chief and accompanying Medical Officer will take charge of the incident and casualties, using the available resources.

The CMO will advise the Safety Officer of any additional resources required.

The Stage Commander will ensure that all competitors on stage at the time of the incident are fully accounted for whilst the incident is dealt with, and start preparation plans for any recoveries, stage furniture reset required and the future restart of the stage.

The Clerk and Deputy Clerk of the Course will monitor the situation and address any problems whilst planning any requirements involved in restarting or cancelling the stage, and related event scheduling considerations regarding arrival times for the next stage etc.

If the County Emergency Services are required, then the Clerk of the Course, Safety Officer or CMO will place a 999 call quoting the event details and the arranged County Services Rendezvous Point.

The Clerk of the Course will dispatch a radio to the RV Point to meet the county services, liaise via the Radio Controller, and ensure clear and immediate access to the venue and onwards.

Throughout any incident the Event Secretary will be available in case any N.o.K. details are required

Once the incident has been closed and cleared, all involved safety and official vehicles will positively confirm when they are clear of stage, for the Start Radio to check them off stage.

All parties involved in dealing with the incident will complete an event Incident Form and deliver it to the Safety Officer or Sweeper Car.



Major Incident.

For the purposes of this event, a major incident is defined as any incident involving casualties that are beyond the resources of the event safety crews and where external assistance is required from the county emergency services.

Please note that this event definition of a major incident will certainly not correspond with the major incident definition used by the county services who attend much larger incidents with much greater resources available to them.

A Major Incident can only be declared by the Clerk of the Course in conjunction with the CMO and any other medical personnel who might be on scene and will initially be the eyes and ears of the CMO/CofC. Refer to 8.1 for a more detailed breakdown of the command structure and process to be implemented for an MI.



3.8 Flag Procedure

The Red and Yellow Flag system will operate on all stages of this event.

General.

On any special stage where extreme circumstances make it necessary to authorise the movement of non-competing or rescue vehicles before the stage is cleared of competing cars, the system of Red Flags will be deployed by the Stage Commander or Clerk of the Course.

The flags are located at the mandatory radio locations where a rescue/emergency vehicle may enter the stage following a shortcut and at radio locations these vehicles subsequently pass.

Red Flag Operation.

Specific radio crews will be issued with a red flag and an orange tabard. The flag should be kept in the car and out of sight until the crew are instructed to deploy it.

Only the Stage Commander or Clerk of the Course can instruct the crews to deploy the red flags and this will be done in conjunction with the deployment of the safety vehicles into the stage.

Under no circumstances are the red flags to be deployed other than under explicit instruction from the Stage Commander or Clerk of the Course.

The Stage Commander or Clerk of the Course will deploy the flags by either:

- instructing specific flag posts to display their flag immediately
- instructing flag posts to display the flag when the safety unit(s) pass their location

Care must be taken with junction numbers as they do not run sequentially on all stages.

Flags will be displayed until the Stage Commander or Clerk of the Course instructs their withdrawal.

Red Flag Deployment.

Red Flags will be prominently displayed (held out steady not waved) by a radio crew member wearing a marshals' tabard.

The other radio crew member will continue to monitor the radio and also make note of every competitor that passes under the red flag and ensure the numbers are passed to Rally HQ.

Competitor Procedure

Any competitor who is shown a Red Flag on a stage where they have been notified in advance of a Red Flag system must cease competition immediately and come to a standstill at the side of the course as soon as possible, they must not proceed until advised to do so by an official.

At no time must they overtake any vehicle they encounter on the special stage route.

Failure to comply with this rule will incur a penalty at the discretion of the Clerk of the Course.

Competitors who have been shown a Red Flag will be given a notional time for the stage.

Yellow Flags

These may be used at the marshal's discretion or on instruction from the Clerk of the Course or Stage Commander to warn competitors of a situation that they need to be aware of.



When arriving at a point on the course or stage where a yellow flag is being displayed the competitor must proceed with caution until clear of the incident and might be instructed by a marshal to go round or to the left or right of the incident, obstruction or stranded vehicle.

Any time lost during a yellow flag is Force Majeure.

End of Day Return

At the end of the day, please return flags and any issued tabards to Rally HQ for use on future events.

3.9 Incident Procedure

You may be first on the scene of a serious accident. Do you know the basics of what to do?

1. Remain calm and think about your actions!
2. Keep spectators back and take control of the situation.
3. Ensure that everyone is aware of "NO SMOKING" (If in doubt - Shout it!)
4. Protect yourself, your team and the crew from further accident.
5. Send a marshal 100 metres down the track with the red triangle and yellow flag (if possible) to warn and slow following competitors and to warn your team of approaching cars (with a whistle).
6. Assess the situation for possible fire, injuries, any track blockage and the general safety for passage of following competitors.
7. Send a runner to the nearest radio point with a clear and concise message of your location, the competitor number and your assessment of the situation.
8. Consider turning off the cars external electrical cut off switch, if potential fire risk.
9. Identify if a trained first aider is present at your location.
10. Ask the crew if they are injured or have any pains. Confirm by looking.
11. **IF NO INJURIES:**
 - a. Put the "OK" board on display to the following competitors.
 - b. Allow the crew to get out at their own speed, offering assistance. However, encourage them to hurry if there is possibility of danger or further accident.
12. **IF SERIOUS INJURIES:**
 - a. **Show the "SOS" board** to the next five competitors and leave on display.
 - b. **Approach them from the front of the vehicle** (if possible) to ensure the casualty keeps facing forward.
 - c. **Do not move the casualty**, unless there is immediate danger to them (e.g. from fire or the casualty has stopped breathing).
 - d. **Do not remove a crash helmet** unless it is absolutely essential to do so.
 - e. **Re-Assess the casualty's injuries:**
 - i. Is the casualty conscious? (Shout)
 - ii. Is the casualty breathing? (Look, Listen, Feel)
 - iii. Has the casualty a pulse? (Feel to either side of wind pipe)
 - iv. Is the casualty bleeding? (Look for staining of clothing)
 - f. **Speak calmly** to the casualty and constantly watch them closely.
 - g. **Reassure them** that all is in hand and the rescue team will arrive soon.
 - h. **Continually re-assess** the situation and radio any major change in status.
 - i. **Keep control** of the situation and wait for the Rescue Team.
13. **EMERGENCY FIRST AID:**
 - a. GENERAL: Keep the casualty warm and calm. Never give food or liquids.
 - b. BURNS: Smother any flames with a blanket/jacket, cool burnt area with lots of clean water. Do not pull off clothing, touch burnt area or apply ointments.
 - c. SERIOUS BLEEDING: Cover (or fill) wound with a clean cloth and apply pressure to cloth with thumbs or hand.



- d. BREATHING BUT UNCONSCIOUS: Leave alone but monitor continuously.
- e. REMOVAL FROM CAR: (Only if essential!) Move gently, supporting the head and neck, keeping the back as straight as possible, and lay on flat ground.
- f. CASUALTY NOT BREATHING: Very carefully and gently remove a full face helmet whilst supporting the head and neck, lay on back, ensure mouth and airway is clear, lift chin, pinch nose and blow into the mouth.

DO NOT REMOVE A CASUALTY FROM THE CAR OR REMOVE A CRASH HELMET UNLESS THERE IS IMMINENT THREAT TO THEIR LIFE (EG: FIRE).

LEAVE BOTH OF THESE SPECIALIST ACTS TO THE TRAINED RESCUE TEAMS AS INEXPERIENCED HELP COULD CAUSE FURTHER SERIOUS, EVEN FATAL INJURY



3.10 Event Management

Insurance

The event is run under a permit issued by Motorsport UK and by issue of that permit is indemnified against public liability to the sum of £100 million.

Publicity

Advance publicity is undertaken on the event website, <https://theyorkshirehillrally.com/> and in the associated Facebook group. This publicity is carried out in order to encourage Competitors and Marshals, not Spectators.

Spectators

Due to the remote locations and often bleak conditions of the venues, large numbers of spectators are not anticipated. All spectators and service crews are permitted to view the competing cars from the non-competition area of the venues and approved viewing areas. Motorsport UK approved warning notices will be placed at these points. There will be a dedicated spectator car park at the Service Park. See Venue Setup Plan. There will also be Spectator Viewing Areas for Stages 1,3,13&16 detailed in section 3.12.

First Aid

All stages will be covered by at least one Motorsport UK Rescue Ambulance, Paramedic or Doctor and at least one Motorsport UK Recovery Unit. These will be positioned near the start of the stages. We are planning on having a spare Rescue and Recovery unit at the event to ensure that if one unit is dealing with an incident the event will still be able to continue with sufficient coverage to comply with Motorsport UK requirements.

Toilets

Mobile Toilets will be positioned in the Service Area and may also be at places like Stage Starts and Finishes.

Identification

Senior Officials will be identified by an event issued badge, other Officials and Marshals will be identified by wearing hi-viz jackets or similar when moving around the event.

Temporary Structures

Where used, these will be either mobile event management structures (porta cabin/event management/hospitality type vehicles), or will be of light construction normally erected by timekeeping marshals for protection from the weather. It is not believed that these will need inspection by the relevant regulating authorities prior to the event.

Security

Terrorist Activity is a potential threat at any public event therefore vigilance is always necessary. Any potential threat identified by any person attending the Hill Rally should be identified to Radio Control who will notify the Clerk of the Course who will in turn notify the appropriate civil authorities. The Clerk of the Course will liaise with and seek advice from the civil authority for dealing with such threats.



All persons attending the Hill Rally should be responsible for the security of their own belongings and the organisers will not be held responsible for any losses.

3.11 Traffic Management

As the event is not using closed roads and is not expecting a big influx of spectators there is no need for a TMP.



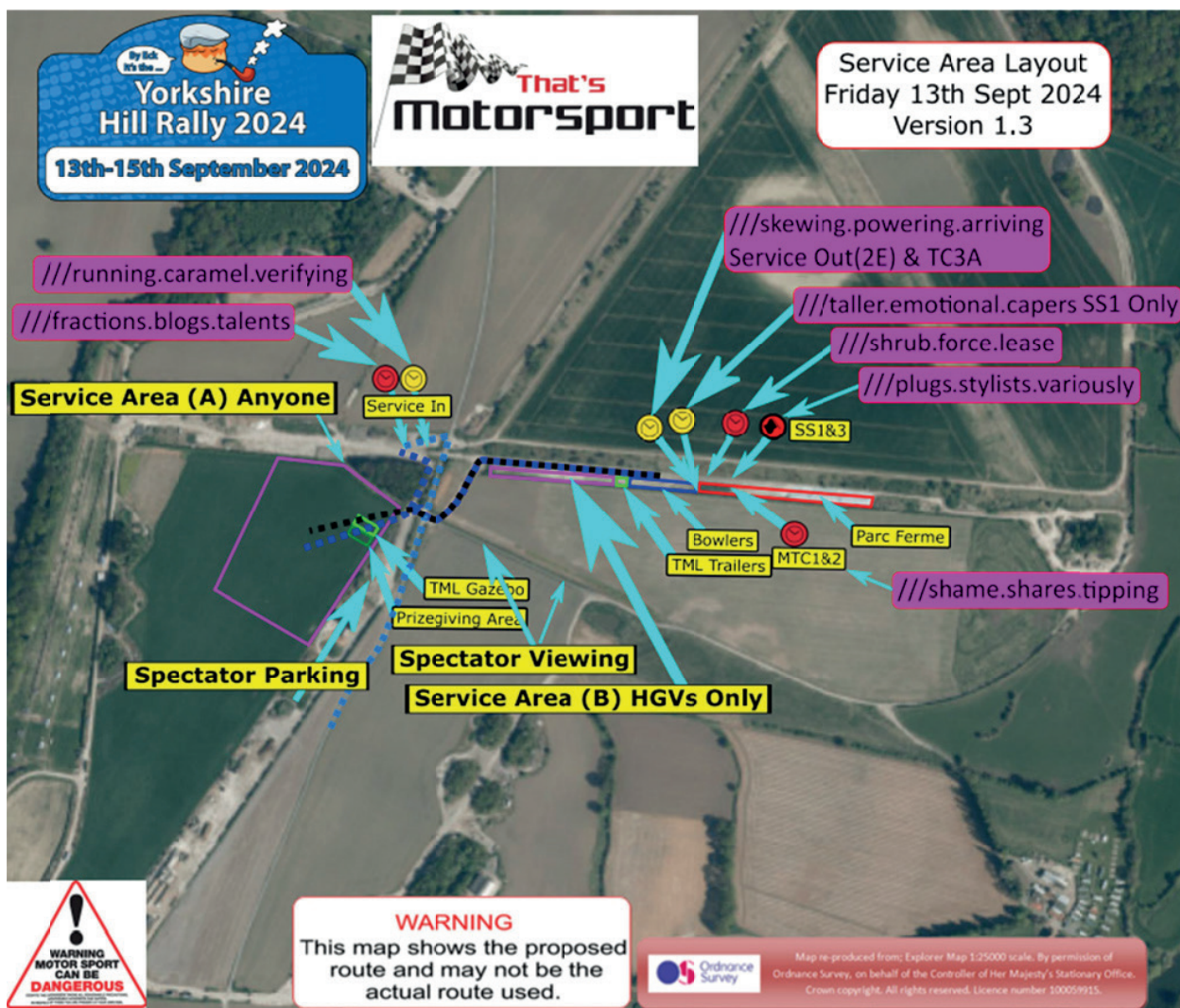
3.12 Spectator Viewing Areas

Hill Rallies; and 4x4 events in general do not attract anywhere near the quantity or types of spectator that stage rallies do. That said we are accommodating towards spectators by opening up the service park at WLS and we have 2 dedicated spectator areas on Friday and Sunday all of which are detailed below.

At previous Hill Rallies, we set aside an enormous car parking area, an excellent viewing point and advertised the event far and wide, a handful of cars parked in the car park and there were approx. 20 spectators in the viewing area. We don't anticipate a lot of spectators.

There are 2 Spectator Viewing Areas (Same location on Friday and Sunday); these will be advertised on the event website nearer the event:

1. Airfield Stage – near Service Park



This venue has easy but narrow road access, hardstanding car parking facilities, toilets and catering.

At certain points during the event and mainly on Friday afternoon immediately before the event, all the competition vehicles will be in the Parc Ferme and visitors can freely walk around the service area look at the cars, take photos and talk to the crews.

If they have any particular favourite crews they can stand by the Parc Ferme Out clock and wave them off into Stage 1.



4 ON EVENT SAFETY

4.1 Event Safety Team

The Event Organising Team has specific responsibilities to:

- Coordinate the planning aspects of the event
- Provide appropriate advice and support as required
- Assist the Event Safety Officer with the production of the Event Safety Plan
- Ensure the plans are implemented during set up and running of the event

4.2 Risk Assessment

A risk assessment has been undertaken for all aspects of the event. This is detailed in tabular form in Appendix C. Whilst acknowledging that risk cannot be totally eliminated, the function of the risk assessment is to identify sources of potential problems and to formulate control measures to ensure that such dangers are reduced to a level that is 'As Low As Reasonably Practicable' (ALARP) in order to allow the event to proceed as safely as possible. Further actions are identified should the risk actually occur.

All Senior Members of the team are asked to be aware of any new risks that may occur during the event, to take suitable actions and to keep a note of them to include in future plans.

Key Risks

Motor sport is perceived as a dangerous activity, although the safety measures in place to support these events have been developed by Motorsport UK to ensure a safer environment.

However, all competitors and officials must be aware of the need for their own safety and that of others. Some of the obvious risks are the potential interaction between competitors and marshals, the whole of the Safety Planning process has this at its heart with marshals being positioned well back from the competing route to reduce this risk. Appendix G contains stage maps which cover the competitive stages and shows Mandatory Safety Radio and Medical Safety Crew positions.



4.3 Stage Management

Motorsport UK through its general regulations lay down the requirements for route management. This involves Safety Cars travelling the stages prior to the competing cars attempting them. These vehicles are clearly marked and are equipped with flashing lights and are in radio contact with Radio Control via the Motorsport UK Safety Frequency. At least one member of the safety car team will have attended a Motorsport UK Safety Car workshop. See Appendix F for the Safety Car Schedule.

These vehicles consist of:

Spectator Safety Car

This car will be driven by Tim Harding and carry Sue Sanders. This will traverse each new stage and check spectator locations and also stage layout ensuring that the stage furniture is correctly positioned, for the first stage of the day it will also ensure that marshals and other vehicles are parked in a safe place and that the stages are set up properly.

00 Safety Car

The 00 car will carry the Deputy Clerks of the Course David Mitchell & Andy Mills, and will be driven by David Mitchell. This will traverse each new stage and check layout ensuring that the stage furniture is correctly positioned, for the first stage of the day it will also ensure that sufficient marshals and radio marshals are in place and that the stages are set up properly, and will cover for 0 car if required.

0 Safety Car

The 0 car will traverse each stage (where possible) ensuring that the stage furniture is correctly positioned, for the first stage of the day it will also ensure that sufficient marshals and radio marshals are in place and that the stages are set up properly. The 0 car will be the final car to traverse the stage before the competing cars.

The 0 car is a Cross Country prepared competition car piloted by previous 0 car drivers and competitors it will traverse each stage at competitive speeds to prepare marshals and spectators for the first official competitor.

Sweeper Car

This vehicle will travel through the stages at the end of each stage, as close as possible behind the last competitor to ensure that all competitors have either completed the stage or are ok and need recovering. They will advise Radio Control of any issues for the Clerk of Course and Stage Commander to be aware of for the following stage.

Safety Car Philosophy

Because the event is run with physically different stages, each stage will be opened by the 0 Car and closed by the sweeper car. Any cars left in stage at the close of each stage will be recovered (where practicable) either to the Service Park or a safe location off-stage (after having ascertained by radio that the crews are uninjured). Recovery of vehicles from the stages is only allowed by permission of the Clerk of the Course.



5 EVENT MANAGEMENT

5.1 Rally Office

Rally Office will be open from 10:00 on Friday 13th Sept and will close after prize giving on Sunday 15th Sept. It will be manned by a Senior Event and the Competitor Liaison Officer. The Event Media Officer will also be available via Rally Office.

6 MEDICAL PROVISIONS

6.1 Rationale

The Motorsport UK Yearbook determines medical cover for this event. Applying the criteria in the HSE Event Safety Guide the medical cover provided on this event surpasses that suggested guide. That criteria and the proposed cover are detailed in Appendix B.

6.2 Medical Posts

These will be positioned at the start of each stage as detailed in Appendix G and in accordance with the requirements of Motorsport UK. The second Rescue Unit (if present) (See 3.3 – First Aid) may be positioned in the Service Park or near to a stage start to ensure a quick response to any incident, however should the Start unit be required to deal with an incident the current stage will be stopped and the second unit moved to the start.

7 COMMUNICATIONS

7.1 Overview

The Event will be using two radio systems which are detailed as follows:

Event Safety (“C” System) – this system is run from Radio Control (positioned in Rally HQ) and links the officials, marshals, medical, rescue and recovery resources together during lives stages.

Management (“A” System) – this system is also run from Radio Control (positioned in Rally HQ) with a separate Radio Controller and is used for organisational purposes.

Due to the potential lack of Mobile Phone Signal at various event locations, the use of Mobile Phones for emergencies is discouraged and at no time should a voicemail be left for anyone.

All senior officials will have a mobile phone as a further point of contact. A dedicated emergency number is available in the marshal’s instructions for marshals who are not near a radio to contact Rally HQ in the event of an incident – this system is not intended to bypass the radio system but is intended to allow the Clerk of Course to be aware of an incident’s severity in advance of a radio arriving at the scene.



7.2 Emergency Services

Any request for emergency services must come from Radio Control via 999.

7.3 Telephones

A dedicated emergency number 01904 904 904 is available to contact Rally HQ. Senior Officials mobile numbers are detailed in Section 3.3.

Digital copies of this Safety Plan are held in the Wizzy Events Library which is available to everyone involved in the event.



8 EVENT SAFETY PLAN

8.1 Event Safety Procedure

Nothing in this section of the Safety Plan will supersede any established chain of command or changes the roles and responsibilities of each event Official. The detailed operation of the Incident Management procedure is contained in section 3.7. In the event of a Major Incident the event will utilise the established Incident Command Structure of Gold, Silver and Bronze.

For the Yorkshire Hill Rally a Major Incident is defined as any incident that cannot be dealt with and controlled by the resources employed by the event. It must be noted that while the event officials may declare a Major Incident and call in outside agencies to deal with it, the attending agency may not treat the incident as a Major Incident and may not form part of the Event Command structure.

The Yorkshire Hill Rally will follow this Command structure:

Gold

- Motorsport UK Steward
- Clerk of the Course

Silver

- Safety Officer
- Chief Medical Officer
- Chief Marshal
- Spectator Safety Officer
- Deputy Clerk of the Course
- Assistant Clerks of the Course (if present)
- Radio Controller

Bronze

- Stage Commander
- Deputy Stage Commander
- Rescue Crew Chief
- Recovery Crew Chief
- Stage Medical Officer

The Motorsport UK Steward and/or Clerk of the Course have the ultimate responsibility for the management of any Major incident and will take advice from the Silver list. The Bronze list will then have responsibility for implementing any instructions given to them.

The Clerk of the Course will not attend the scene of any Major Incident but will remain in Rally HQ under normal circumstances. Exceptional situations may require the Clerk of the Course to attend the incident on the ground but this is not the expected course of action.

The Motorsport UK Steward may be required to attend the scene and will have a Motorsport UK Incident Pack which is also downloadable from the Motorsport UK Website.



The Silver Team may be out in the field and may attend the scene of any incident but not get directly involved; the Assistant Clerk of the Course (if present) will stay at Rally HQ to assist the Clerk of the Course.

The Bronze Team will attend the scene of any incident, set up communication with Radio Control and deal with the incident in line with their training and skills.

At the end of the incident a report from those attending will be required and it is the responsibility of the Safety Officer to collate those reports.

Any media enquiries should be addressed to Rally HQ who will coordinate any communication with the media.

The Entries Secretary or Secretary of the Meeting will be on hand to give any next of kin details that may be required.

The event will support any Official who attends an incident and may require any post-traumatic stress counselling.

See also the event Statement on RIDDOR in Appendix E.



APPENDIX A - MARSHALLING REQUIREMENTS

Mandatory Radio Points are marked on the Stage Maps in Appendix G; each mandatory radio will carry a Red and Yellow flag.

Additional Radios will be deployed when and where necessary (Hot spots)

Spectator Radios will be present at official Spectator Areas along with a suitable number of marshals.

Timing Marshals will be present at ATC, Start, Flying Finish and Stop Lines.

APPENDIX B - SAFETY COVER

Stages	SSU	Doctor/ Paramedic	First Aid	Recovery	Rescue
All	0	4	7	4	4
Service	0	0/1	0/7	0	0/1
Floating	0	1	1	0/1	0/1

Each SSU has an experienced First Aid Trained Person plus a Doctor/Paramedic.

Each Rescue Unit has at least two experienced First Aid Trained Personnel.

Each Recovery Unit carries a first aid kit & burns kit (Several recovery crews are also Rescue Licenced)



APPENDIX C - RISK ASSESSMENT

In all cases we have

- Identified the reasonable hazards
- Decided on the risk posed
- Evaluated the risks (likelihood x severity) – and recorded the findings
- Identified precautions/controls required along with further action if needed
- We will review the assessments and update where required throughout the event

The level of risk is linked to likelihood (how likely the harm is to occur) and severity (the severity of the harm should it occur). The types of risk can be categorised into 3 areas: High, Medium and Low.

Service Crew Viewing Areas				
Hazard	Risk Posed	Risk Eval	Precautions/controls in place	Further action available
Personal injury following incident involving competing car	Injury to service crew or competitor	Low	<ul style="list-style-type: none"> • All viewing areas are separated from competing cars by physical barriers • Prohibited area signs in place • Safety marshals in place • Marshal points are identified and assessed as part of route/site planning • Safety Cars traverse the route prior to the first car to ensure service crews are standing in acceptable areas 	Event emergency crews available on each stage First Aid facilities in place at or near each viewing area
Spectators walking on stage	Spectators attempting to walk onto the rally route in order to gain alternative viewing	Low	<ul style="list-style-type: none"> • Pre event document to inform crews of the permitted viewing areas • Viewing Areas created to provide best viewing with as much space as possible adjacent to the service area • Safety Marshals in place 	Close / delay stage
Stage Finish	Collision of competing cars with marshals	Low	<ul style="list-style-type: none"> • Flying Finish controls situated after a obstacle designed to slow the cars down, i.e. junction or bend so that competitors pass at reduced speed • Flying Finish control operated by a timing beam with timekeepers able to be well back from the stage • Countdown boards in place to ensure competitors know when to slow down • No Service Crews or Spectators allowed in stage finish area • Siting of the stop line takes account of these factors in both position and distance from the timing point 	Close stage



Rally HQ / Service Area				
Hazard	Risk Posed	Risk Eval	Precautions/controls in place	Further action available
Refuelling spillage	Environmental Hazard	Low	<ul style="list-style-type: none"> Ground sheets of a suitable material are in place for any spillage Competing vehicles and Rescue / Recovery vehicles carry spill kits All spillage materials will be disposed of in the correct waste units 	Spill kit to be used if required
Personal injury following incident involving vehicle	Injury to marshal or competitor	Med	<ul style="list-style-type: none"> All viewing areas are separated from competing cars by distance and physical barriers Segregation of vehicles and pedestrians is fundamental to the planning of the Service Area Prohibited area signs in place Marshals in place Scrutineers approved by Motorsport UK Route for Competitors, and others well sign posted 	First Aid facilities at stage starts.
Refuelling Fire Hazard	Injury to fuel dispenser or competitor	Med	<ul style="list-style-type: none"> Refuelling to be carried out after all other work has been completed and with engine switched off Service Area Risk management document provided to all crews 	Sufficient fire fighting equipment in place First Aid facilities nearby
Incident involving Mobile Catering Unit	Injury or illness to Caterer Competitor or Marshal	Low	<ul style="list-style-type: none"> Caterer to hold current Health & Hygiene Certificate to serve food All equipment to be fully serviced and inspected prior to commencing food prep and service and used in accordance with manufacturer instructions Catering Unit to be sited in accordance with the published plan and staying within the confines of the given area 	Sufficient fire fighting equipment in place First Aid facilities in place at or near each viewing area
Trip Hazards within Rally HQ	Personal injury	Low	<ul style="list-style-type: none"> All wires to be routed along wall where possible If trailing across open floors to be taped down and clearly marked Reduce the number of people with access to certain areas Remain within the venue maximum capacities Use existing fire alarm systems Furniture to be placed with clear gaps between them 	Sufficient fire fighting equipment in place First Aid facilities in place at or near HQ
Instability of	Personal injury	Low	<ul style="list-style-type: none"> Display boards erected in accordance with 	First Aid facilities in



display boards			manufacture guidance <ul style="list-style-type: none"> Personnel working the area to check for such hazards and take steps to minimise risk 	place
Competition Element				
<i>Hazard</i>	<i>Risk Posed</i>	<i>Risk Eval</i>	<i>Precautions/controls in place</i>	<i>Further action available</i>
Competitor accident involving injury to the crew or marshal	Personal injury	Med	<ul style="list-style-type: none"> Motorsport UK Licensed Rescue Ambulance on site Motorsport UK Licensed SSU at stage start Motorsport UK Licensed Recovery Unit at Stage Start Paramedic/Doctor attached to each SSU Known danger spots highlighted in Event paperwork Stages set up in accordance with Motorsport UK Regulations Stages to be checked by Safety Car prior to competitors attempting the stage Competition vehicles to be checked by a Motorsport UK Licensed Scrutineer to ensure compliance with technical regulations prior to starting event and after any impact damage incident Third Party Damage to be notified to the event via damage declaration 	Local A&E, Ambulance & Fire rescue Services notified of event Rendezvous Point agreed with above services Land owner notified post event of any damage
Fire Risk	Personal injury	Low	<ul style="list-style-type: none"> Motorsport UK Licensed Rescue Ambulance on site Motorsport UK Licensed SSU at stage start Motorsport UK Licensed Recovery Unit at Stage Start Paramedic/Doctor attached to each SSU Competition vehicles to be checked by a Motorsport UK Licensed Scrutineer to ensure compliance with technical regulations prior to starting event and after any impact damage incident Fire Extinguishers available at Stage Start and finish locations 	Local A&E, Ambulance & Fire rescue Services notified of event Rendezvous Points agreed with above services
Competitor collision with site infrastructure	Personal Injury	Med	<ul style="list-style-type: none"> Stage route planned to minimise the risk of collision Chicanes placed to reduce speed prior to areas of risk Road book diagrams and notes describe route and risks to crews 	Delay / close stage Issue route amendment to avoid issues found during day
Fuel spills	Environmental hazard	Low	<ul style="list-style-type: none"> Spill kits at the start of each stage Spill kit on each Rescue Ambulance and Recovery Unit 	Use spill kit Inform Land Owner



			• Spill kit in each competition vehicle	
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Stage Set Up				
Hazard	Risk Posed	Risk Eval	Precautions/controls in place	Further action available
Volunteers carrying out manual work or misuse of simple hand tools	Cuts grazes splinters bruising due to injury from hammer or similar	High (very likely but with low severity)	<ul style="list-style-type: none"> • Set Up crews to work in pairs • Set Up crews are experienced in this type of activity • Report in using Safety frequency or mobile phone • Get treatment on site using a first aid kit held in HQ Office • Wear suitable boots or shoes and wear gloves to protect the hands 	Travel to local A&E Unit with colleague Call 999 if required Complete Incident Report form
Incident with moving vehicle	Personal injury	Low	<ul style="list-style-type: none"> • Set up co-ordinated with Land Owner in case other users are at venue • Hi-viz clothing / tabards used to highlight set up team members • Use warning beacons if available 	Travel to local A&E Unit with colleague Call 999 if required Complete Incident Report form
People driving/wandering into the stage during set up	Personal injury	Low	<ul style="list-style-type: none"> • Maintain low speed limit • Use warning beacons if available 	Travel to local A&E Unit with colleague Call 999 if required Complete Incident Report



APPENDIX D - MEDICAL PROVISION CRITERIA

Criteria to determine the minimum requirements for Officials and Service Crews medical cover.

Taken from The Event Safety Guide HSE publications pages 121-124

Item	Details	Score
A. Nature of event	Motor sport	4
B. Venue	Outdoor in confined location	2
C. Standing/seated	Standing	3
D. Audience profile	Predominately young adults	3
Total 1 A+B+C+D=		12
E. Past history	Good data, low casualty rate previously (less than 1%)	-1
F. Expected numbers	<1000	1
Total 2 E+F=		0
G. Expected queuing	Less than four hours	1
H. Time of year	Summer	2
I. Proximity to definitive care	Less than 30 mins by road	0
J. Profile of definitive care	Choice of A&E departments	1
K. Additional hazards	Motor sport	1
L. Additional on site facilities	Suturing	-2
Total 3 G+H+I+J+K-L		3
GRAND TOTAL 1+2+3=		15

Suggested Cover

4x First Aider

Based on above assessment the event safety cover (See Appendix B) more than reaches these recommended minimum criteria



APPENDIX E - RIDDOR REPORTING

Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR)

The Yorkshire Hill Rally will report event related accidents based on the October 2013 changes to RIDDOR

We will report as follows:

- Any work related accident leading to a death or fatality will be reported
- Any fracture (excluding fingers, thumbs and toes) or amputations
- Any injury likely to lead to permanent loss of sight or reduction in sight
- Crush injuries leading to internal organ damage
- Serious burns (more than 10% of the body or damaging eyes, respiratory system or other vital organs)
- Scalping which require hospital treatment
- Unconsciousness caused by head injury or asphyxia
- Any other injury requiring admittance to hospital for more than 24 hours
- Work related accidents involving members of the public or people who are not at work if they are taken from the scene of the accident to hospital for treatment (we will not report the hospital treatment they received)

We will not report

- If people are taken to hospital purely as a precaution when no injury is apparent
- Road traffic collisions unless involving those driving event vehicles

We will keep records of any reportable incident in order to learn from these incidents for future events, if in doubt, we will report via the HSE on-line preform



APPENDIX F – SAFETY CAR SCHEDULE

Estimated Safety Car Schedule

All Times are before First Competitor

	Marshals Latest Arrival on Site	Marshals Latest at Location	Time Keeper	Radio Check	Stewards	Spec Safety Officer	DCoC / 00 Safety Car	0 Safety Car
Call Sign Mgmt					Pilot Stewards	Oscar 3	Oscar 2	Oscar 1
Call Sign 81			Clock 1 Clock 2		Ranger 9	Telford 1	Safari 1	
FCD minus	90	75	60	55	50	35	25	10





2024 YHR - Safety Car Schedule V1.2

When / Where	Marshals		Time Keeper	Radio Check	Stewards	Spec Safety Officer	Safety Car			Sweeper (EST)
	Latest Arrival on site	Marshals Latest at Location					00 / Deputy CofC	Safety Car 0	FCD	
Friday										
SS1	13:35	13:50	14:05	14:10	14:15	14:30	14:40	14:55	15:05	15:50
SS2	13:49	14:04	14:19	14:24	14:29	14:44	14:54	15:09	15:19	16:04
SS3						15:53	16:03	16:18	16:28	17:13
SS4						16:05	16:15	16:30	16:40	17:25
Saturday										
SS5	09:43	09:58	10:13	10:18	10:23	10:38	10:48	11:03	11:13	11:58
SS6	10:38	10:53	11:08	11:13	11:18	11:33	11:43	11:58	12:08	12:53
SS7	11:07	11:22	11:37	11:42	11:47	12:02	12:12	12:27	12:37	13:22
SS8			14:49	14:54		15:14	15:24	15:39	15:49	16:34
SS9			15:44	15:49		16:09	16:19	16:34	16:44	17:29
SS10			16:13	16:18		16:38	16:48	17:03	17:13	17:58
Sunday										
SS11	08:13	08:28	08:43	08:48	08:53	09:08	09:18	09:33	09:43	10:28
SS12	08:42	08:57	09:12	09:17	09:22	09:37	09:47	10:02	10:12	10:57
SS13	09:38	09:53	10:08	10:13	10:18	10:33	10:43	10:58	11:08	11:53
SS14			12:00	12:05		12:25	12:35	12:50	13:00	13:45
SS15			12:29	12:34		12:54	13:04	13:19	13:29	14:14
SS16			13:25	13:30		13:50	14:00	14:15	14:25	15:10

APPENDIX G - EVENT TIMETABLE





Yorkshire Hill Rally 2024



Leg 1 Version 1.4

Friday 13th Sept 2024

TC	Location	SS Dist Miles	Liason Dist Miles	Total Dist Miles	Elapsed Time hh:mm	Bogey Time mm:ss	Target Time mm:ss	First Car Due
MTC1 Parc Ferme Out								15:00
RS 1			0.04	0.04	00:02			
1A	SSA 1 - (Voxcloud) Airfield 1 (Range Rover Register)				00:03			15:02
1B	SS 1	2.6		2.6	00:04	03:07	09:22	15:05
1C	SF 1							15:09
RS 2			1.02	1.02	00:05			
2A	SSA 2 - (PAR Homes) Appleton Road 1 (That's Motorsport Ltd)				00:03			15:14
2B	SS 2	1.7		1.7	00:03	02:02	06:07	15:17
2C	SF 2							15:20
RS 3			1.05	1.05	00:05			
2D	Service A - Airfield				01:00			15:25
2E	Service - Out							16:25
3A	SSA 3 - (Voxcloud) Airfield 2 (Range Rover Register)				00:03			16:25
3B	SS 3	2.6		2.6	00:04	03:07	09:22	16:28
3C	SF 3							16:32
RS 4			1.02	1.02	00:05			
4A	SSA 4 - (PAR Homes) Appleton Road 2 (That's Motorsport Ltd)				00:03			16:37
4B	SS 4	1.7		1.7	00:03	02:02	06:07	16:40
4C	SF 4							16:43
RS 5			1.05	1.05	00:05			
4D	Service B - Airfield				02:00			16:48
MTC2 Parc Ferme In (Early Check-in Permitted)								18:48
Friday Totals		8.6	4.18	12.78			Sunrise - York	06:34
Distance Percentage		67%	33%				Sunset - York	19:24



Yorkshire Hill Rally 2024



Leg 2 Version 1.4

Saturday 14th Sept 2024

TC	Location	SS Dist	Liason Dist	Total Dist	Elapsed	Bogey	Target	First Car
SS		Miles	Miles	Miles	Time	Time	Time	Due
					hh:mm	mm:ss	mm:ss	
MTC3	Parc Ferme - Airfield							10:00
RZ	<i>Distance to next Fuel Station</i>			1st Fuel Station 4.61 Miles from Service				
RZ	<i>Distance to next Fuel Station</i>			2nd Fuel Station 15.96 Miles from previous fuel station				
RZ	<i>Distance to next Fuel Station</i>			3rd Fuel Station 12.62 Miles from previous fuel Station				
RS 6		34.69		34.69	01:10			
5A	SSA 5 - (Discovery Centre) - Kilburn 1 (Range Rover Register)				00:03			11:10
5B	SS 5	7.54		7.54	00:11	09:03	27:09	11:13
5C	SF 5							11:24
RZ	<i>Distance to next Fuel Station</i>			Fuel Station 10.81 Miles from Previous Stage				
RS 7		20.05		20.05	00:41			
6A	SSA 6 - (Birchall Food Service) - Full Sutton 1 (Sheffield & Hallam)				00:03			12:05
6B	SS 6	8.99		8.99	00:13	10:47	32:22	12:08
6C	SF 6							12:21
MS	<i>Management Service Fuel and Tyres only</i>				00:05			
RS 8		2.38		2.38	00:08			
7A	SSA 7 - (RCM 4x4) - Stamford Bridge 1 (Buccaneer Motor Sport Club)				00:03			12:34
7B	SS 7	9		9	00:14	10:48	32:24	12:37
7C	SF 7							12:51
RZ	<i>Distance to next Fuel Station</i>			1st Fuel Station 5.64 Miles from Previous Stage				
RZ	<i>Distance to next Fuel Station</i>			2nd Fuel Station 9.52 Miles from previous fuel station				
RS 9		19.54		19.54	00:40			
7D	Service C - Airfield				01:00			13:31
7E	Service - Out							14:31
RZ	<i>Distance to next Fuel Station</i>			1st Fuel Station 4.61 Miles from Service				
RZ	<i>Distance to next Fuel Station</i>			2nd Fuel Station 15.96 Miles from previous fuel station				
RZ	<i>Distance to next Fuel Station</i>			3rd Fuel Station 12.62 Miles from previous fuel Station				
RS 10		34.69		34.69	01:10			
8A	SSA 8 - (Discovery Centre) - Kilburn 2 (Range Rover Register)				00:08			15:41
8B	SS 8	7.54		7.54	00:11	09:03	27:09	15:49
8C	SF 8							16:00
RZ	<i>Distance to next Fuel Station</i>			Fuel Station 10.81 Miles from Previous Stage				
RS 11		20.05		20.05	00:41			
9A	SSA 9 - (Birchall Food Service) - Full Sutton 2 (Sheffield & Hallam)				00:03			16:41
9B	SS 9	8.99		8.99	00:13	10:47	32:22	16:44
9C	SF 9							16:57
MS	<i>Management Service Fuel and Tyres only</i>				00:05			
RS 12		2.38		2.38	00:08			
10A	SSA 10 - (RCM 4x4) - Stamford Bridge 2 (Buccaneer Motor Sport Club)				00:03			17:10
10B	SS 10	9		9	00:14	10:48	32:24	17:13
10C	SF 10							17:27
RZ	<i>Distance to next Fuel Station</i>			1st Fuel Station 5.64 Miles from Previous Stage				
RZ	<i>Distance to next Fuel Station</i>			2nd Fuel Station 9.52 Miles from previous fuel station				
RS 13		19.54		19.54	00:40			
10D	Service D - Airfield				02:00			18:07
MTC4	Parc Ferme In (Early Check-in Permitted)							20:07
	Saturday Totals	51.06	153.32	204.38		Sunrise - York		06:36
	Distance Percentage	25%	75%			Sunset - York		19:21



Yorkshire Hill Rally 2024



Leg 3 Version 1.4

Sunday 15th Sept 2024

TC	Location	SS Dist	Liason Dist	Total Dist	Elapsed	Bogey	Target	First Car
SS		Miles	Miles	Miles	Time	Time	Time	Due
					hh:mm	mm:ss	mm:ss	

MTC5	Parc Ferme - Airfield							09:00
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RZ	Distance to next Fuel Station			1st Fuel Station 4.61 Miles from Service				
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RZ	Distance to next Fuel Station			2nd Fuel Station 9.18 Miles from previous fuel station				
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RS 14			19.18	19.18	00:40			
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11A	SSA 11 - (Gregg Motorsport) - Full Sutton 3 (Sheffield & Hallam)				00:03			09:40
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11B	SS 11	8.89		8.89	00:13	10:40	32:00	09:43
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11C	SF 11							09:56
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MS	Management Service Fuel and Tyres only				00:05			
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RS 15			2.38	2.38	00:08			
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12A	SSA 12 - (Bowler) - Stamford Bridge 3 (Buccaneer Motor Sport Club)				00:03			10:09
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12B	SS 12	8.73		8.73	00:13	10:29	31:26	10:12
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12C	SF 12							10:25
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RZ	Distance to next Fuel Station			1st Fuel Station 5.39 Miles from Previous Stage				
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RZ	Distance to next Fuel Station			2nd Fuel Station 9.51 Miles from previous fuel station				
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RS 16			20.08	20.08	00:40			
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13A	SSA 13 - (Fairview Farm Holiday Accom) - Airfield 3 (Range Rover Register)				00:03			11:05
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13B	SS 13	2.58		2.58	00:04	03:06	09:17	11:08
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13C	SF 13							11:12
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13D	Service E - Airfield				01:00			11:12
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13E	Service - Out							12:12
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RZ	Distance to next Fuel Station			1st Fuel Station 4.61 Miles from Service				
----	-------------------------------	--	--	--	--	--	--	--

RZ	Distance to next Fuel Station			2nd Fuel Station 9.18 Miles from previous fuel station				
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RS 17			18.98	18.98	00:40			
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14A	SSA 14 - (Gregg Motorsport) - Full Sutton 4 (Sheffield & Hallam)				00:08			12:52
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14B	SS 14	8.89		8.89	00:13	10:40	32:00	13:00
-----	-------	------	--	------	-------	-------	-------	-------

14C	SF 14							13:13
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MS	Management Service Fuel and Tyres only				00:05			
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RS 18			2.38	2.38	00:08			
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15A	SSA 15 - (Bowler) - Stamford Bridge 4 (Buccaneer Motor Sport Club)				00:03			13:26
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15B	SS 15	8.73		8.73	00:13	10:29	31:26	13:29
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15C	SF 15							13:42
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RZ	Distance to next Fuel Station			1st Fuel Station 5.39 Miles from Previous Stage				
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RZ	Distance to next Fuel Station			2nd Fuel Station 9.51 Miles from previous fuel station				
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RS 19			20.08	20.08	00:40			
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16A	SSA 16 - (Fairview Farm Holiday Accom) - Airfield 4 (Range Rover Register)				00:03			14:22
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16B	SS 16	2.58		2.58	00:04	03:06	09:17	14:25
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16C	SF 16							14:29
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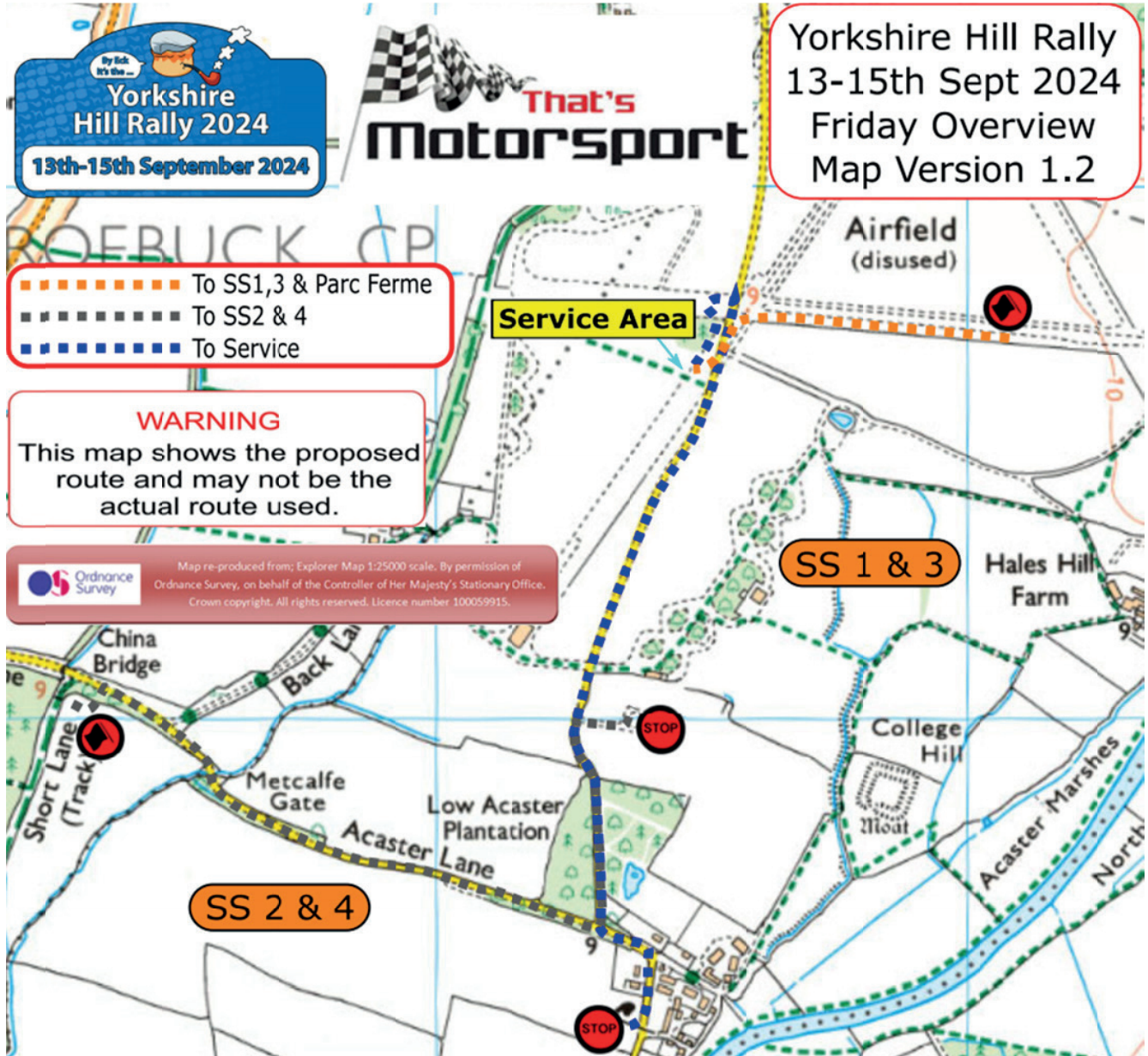
MTC6	Parc Ferme In							14:29
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	Sunday Totals	40.4	83.08	123.48			Sunrise - York	06:38
	Distance Percentage	32.72%	67.28%				Sunset - York	19:19

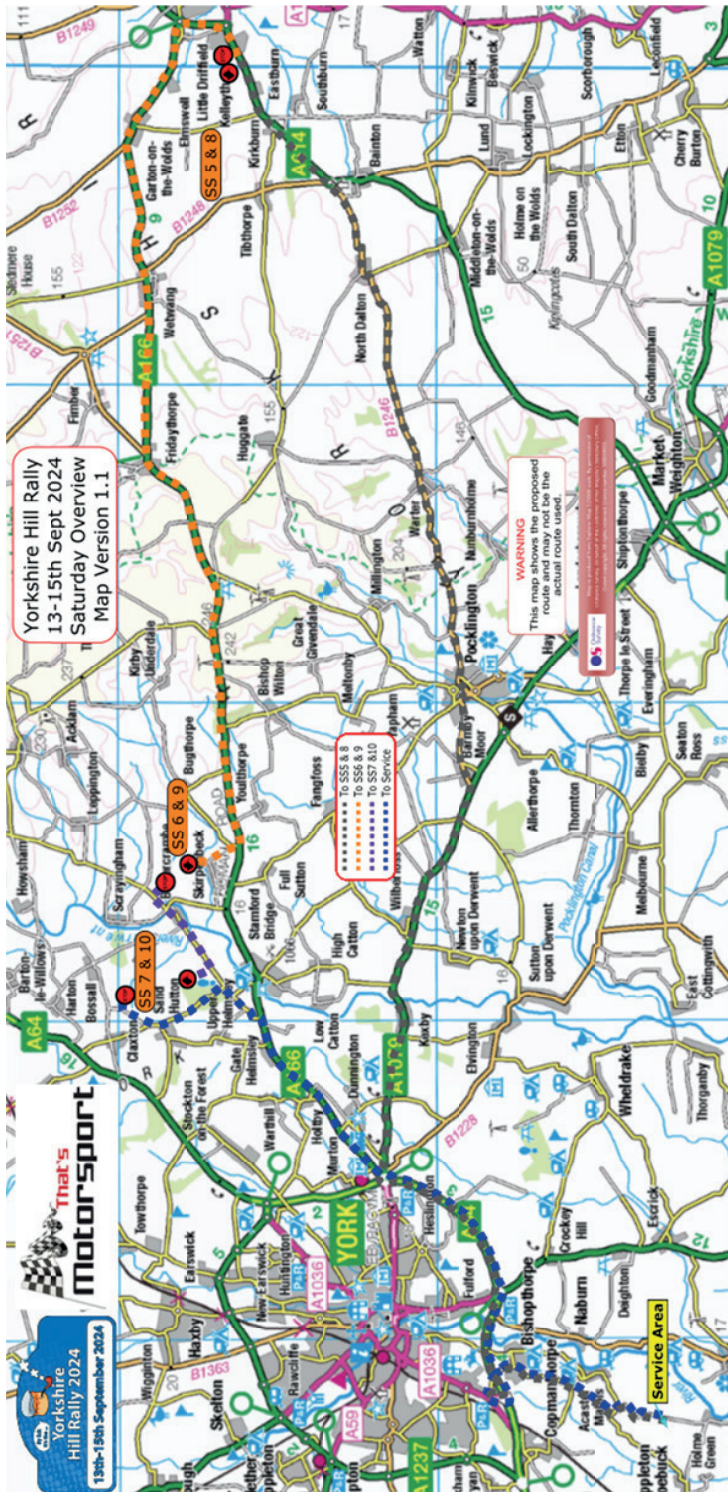
Event Totals:								
	Friday Totals	8.6	4.18	12.78				
	Saturday Totals	51.06	153.32	204.38				
	Sunday Totals	40.4	83.08	123.48				
	All Totals	100.06	240.58	340.64				
	Distance Percentage	29%	71%					

APPENDIX H – STAGE & OVERVIEW MAPS

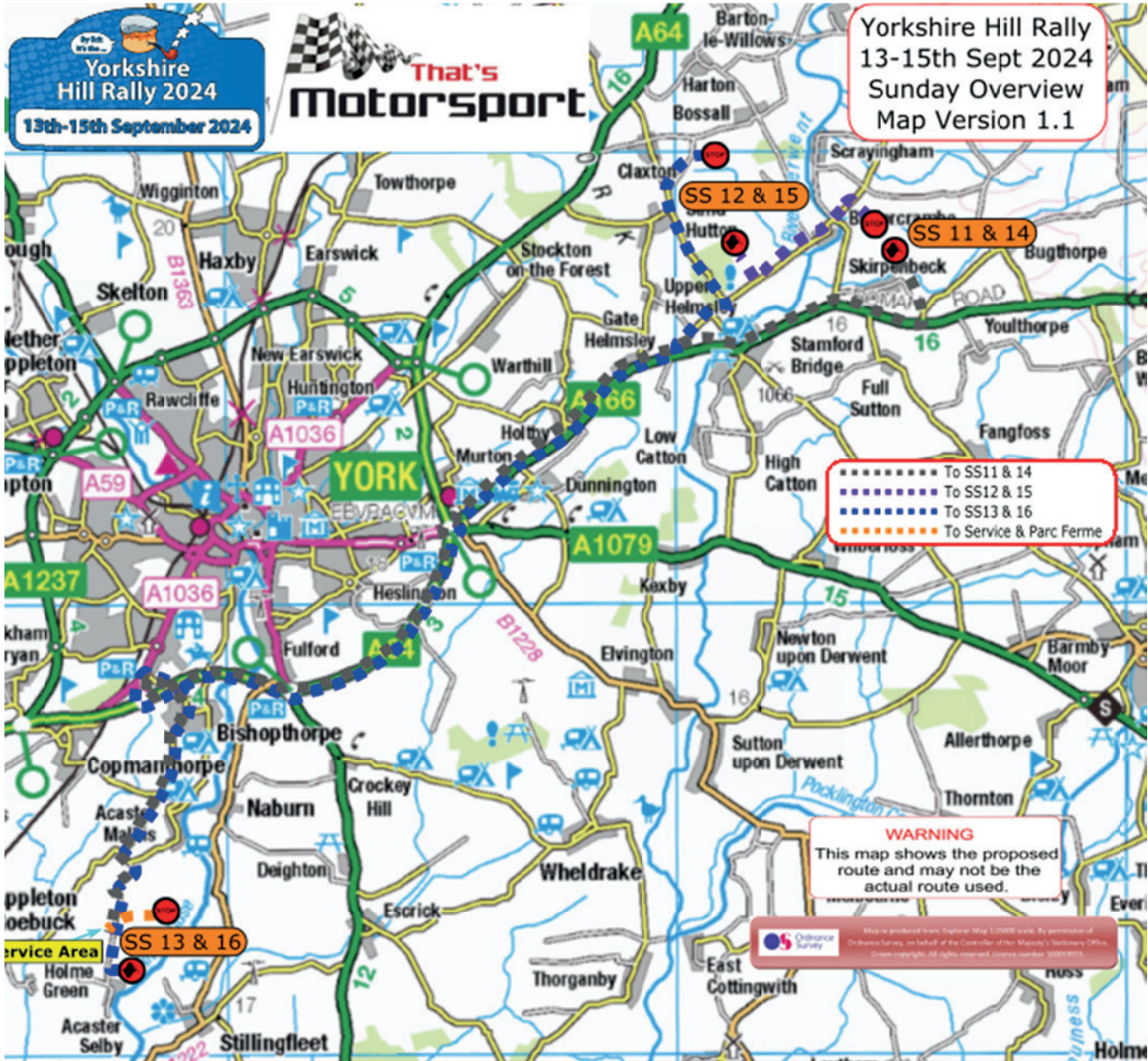
FRIDAY OVERVIEW



SATURDAY OVERVIEW



SUNDAY OVERVIEW



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SS1 & 3 – Airfield, 2.6 Miles

Marshals latest arrive on site:	13:30	Stage Ready:	14:00	Radio Check:	14:10	FCD:	15:05 & 16:30
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Stage Senior Officials

Role	Name	Mobile Number
Stage Commander	John Curtis	07449 301715

Stage Rescue & Recovery Details

Role	Name	Call Sign(s)	Mobile Number
Medic	Graham Hundley BEM	Mgmt Pilot CMO	07733 230084
Rescue	Paul Barraclough	Omega Rescue	07899 068155
Recovery	Graham Burton	Forest Recovery	07771 632175

Stage Radios – MSUK Channel 1

Junc	Red Flag	'C'	Purpose
P1 (Start)		Yes	Start
P4	X	Yes	Mandatory, Access Road & Possible Specs
P5	X	Yes	Mandatory, Access Road & Possible Specs
P8	X	Yes	Mandatory, Access Road & Possible Specs
(Stop)		Yes	Stop

Short Cuts

4 > 5, 7 > 8, 6 > 9/10/Stop

Stage Locations

Stage Access:	SE 57563 42774	GPS 53.877976 , -1.1259001	W3W: scatter.hazy.welfare
Stage Start:	SE 57919 42742	GPS 53.877655 , -1.12049	W3W: plugs.stylists.variously
Stage Exit:	SE 57265 42003	53.871084 , -1.1305726	W3W: crockery.achieving.needed

Emergency Rendezvous Points

Ref	Location	Map	GPS	What3words
RVP-1	Acaster Malbis Airfield YO23 2PW (500m North of RVP)	SE 57438 42782	53.878061 , -1.1278045	labs.civil.amaze

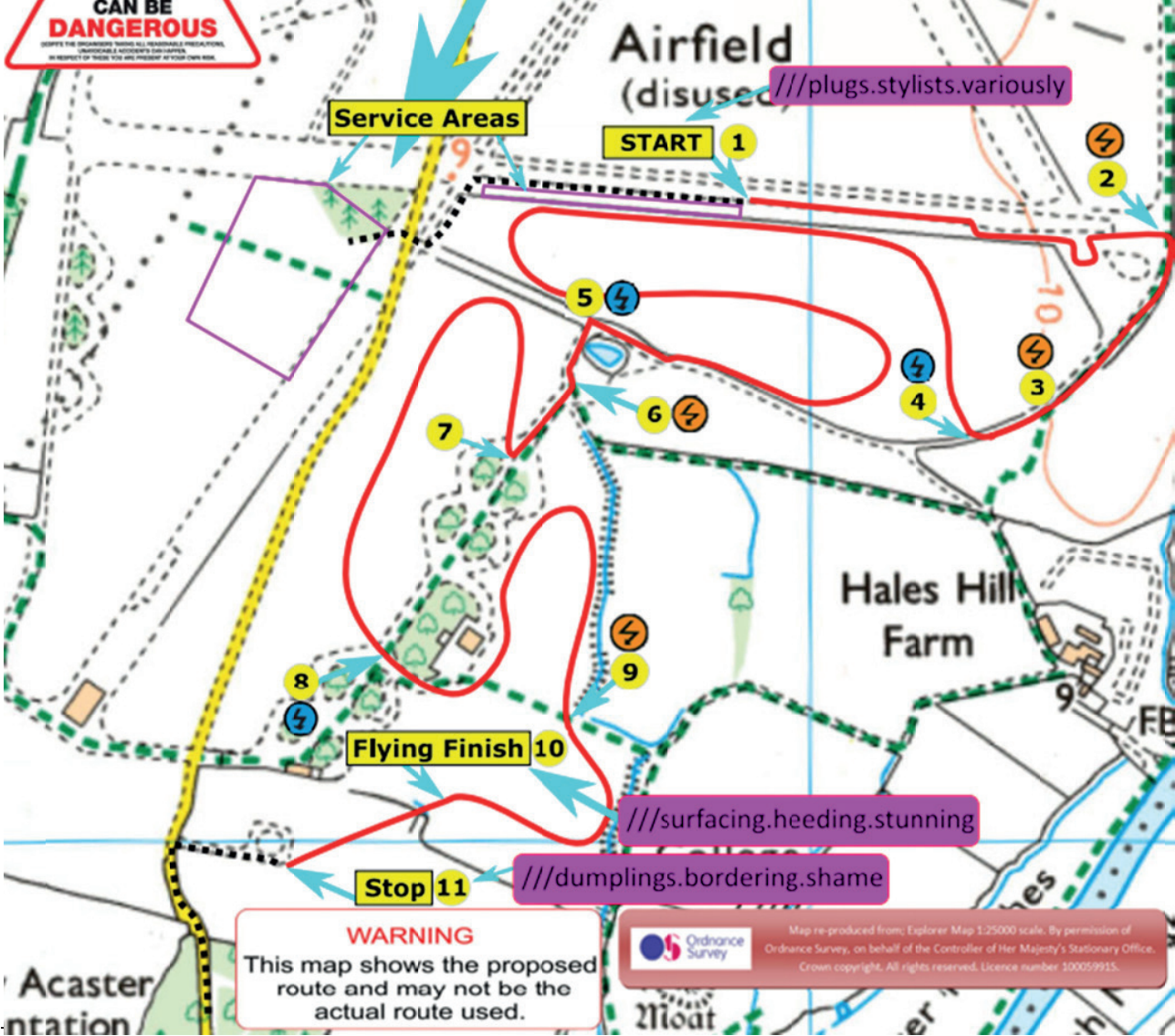


By the way...
Yorkshire Hill Rally 2024
13th-15th September 2024

SS1 & 3
Airfield
Friday 13th Sept 2024
Version 1.3



RVP-1



Map re-produced from: Explorer Map 1:25000 scale. By permission of Ordnance Survey, on behalf of the Controller of Her Majesty's Stationary Office. Crown copyright. All rights reserved. Licence number 100059915.

SS2 & 4 – Appleton Road, 1.7 Miles

Marshals latest arrive on site:	13:45	Stage Ready:	14:15	Radio Check:	14:22	FCD:	15:19 & 16:44
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Stage Senior Officials

Role	Name	Mobile Number
Stage Commander	Dave Brodie	07795 253563

Stage Rescue & Recovery Details

Role	Name	Call Sign(s)	Mobile Number
Medic	Andrew Bryce	Mgmt Response 3	07803 810602
Rescue	Gerry Morriss	Extractor Rescue	07960 147054
Recovery	Debbie Burndred	Maverick Recovery	07763 340670

Stage Radios – MSUK Channel 1

Junc	Red Flag	'C'	Purpose
P1 (Start)		Yes	Start
(Stop)		Yes	Stop

Short Cuts

None, but its open fields

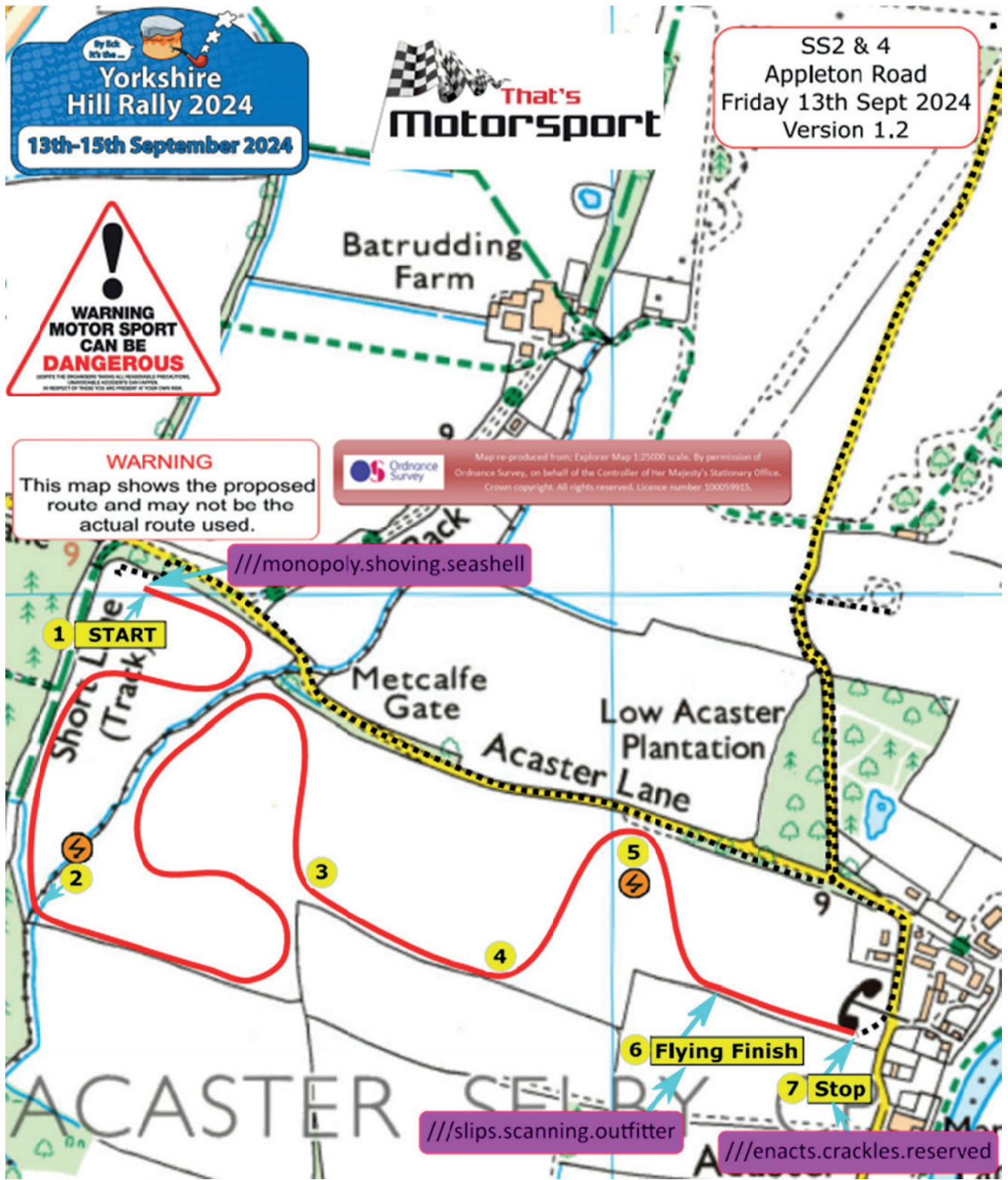
Stage Locations

Stage Access:	SE 57092 41677	53.868176 , -1.1332682	W3W: skims.handfuls.renewals
Stage Start:	SE 56991 41696	53.868351 , -1.1347997	W3W: tragedy.lengthen.books
Stage Exit:	SE 57389 41424	53.865862 , -1.1287969	W3W: obviously.rang.filer

Emergency Rendezvous Points

Ref	Location	Map	GPS	What3words
RVP-1	Acaster Malbis Airfield YO23 2PW (500m North of RVP)	SE 57438 42782	53.878061 , -1.1278045	labs.civil.amaze





SS5 & 8 – Kilburn, 7.54 Miles

Marshals latest arrive on site:	09:45	Stage Ready:	10:15	Radio Check:	10:18	FCD:	11:13 & 15:47
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Stage Senior Officials

Role	Name	Mobile Number
Stage Commander	Mike Watson	07525 785648

Stage Rescue & Recovery Details

Role	Name	Call Sign(s)	Mobile Number
Medic	Nathan Hone	Mgmt Response 4	07577 561596
Rescue	Steve Hill	Darlington Rescue	07710 131130
Recovery	Graham Burton	Forest Recovery	07771 632175
Floating Rescue	Karl Barraclough	Omega	07921 269915
Floating Recovery	Debbie Burndred	Maverick Recovery	07763 340670
Floating Medic	Graham Hundley BEM	Mgmt Pilot CMO	07733 230084

Stage Radios – MSUK Channel 1

Junc	Red Flag	'C'	Purpose
P1 (Start)		Yes	Start
P8	X	Yes	Mandatory
P18	X	Yes	Mandatory
P27	X	Yes	Mandatory
(Stop)		Yes	Stop

Short Cuts

Several via sealed roads

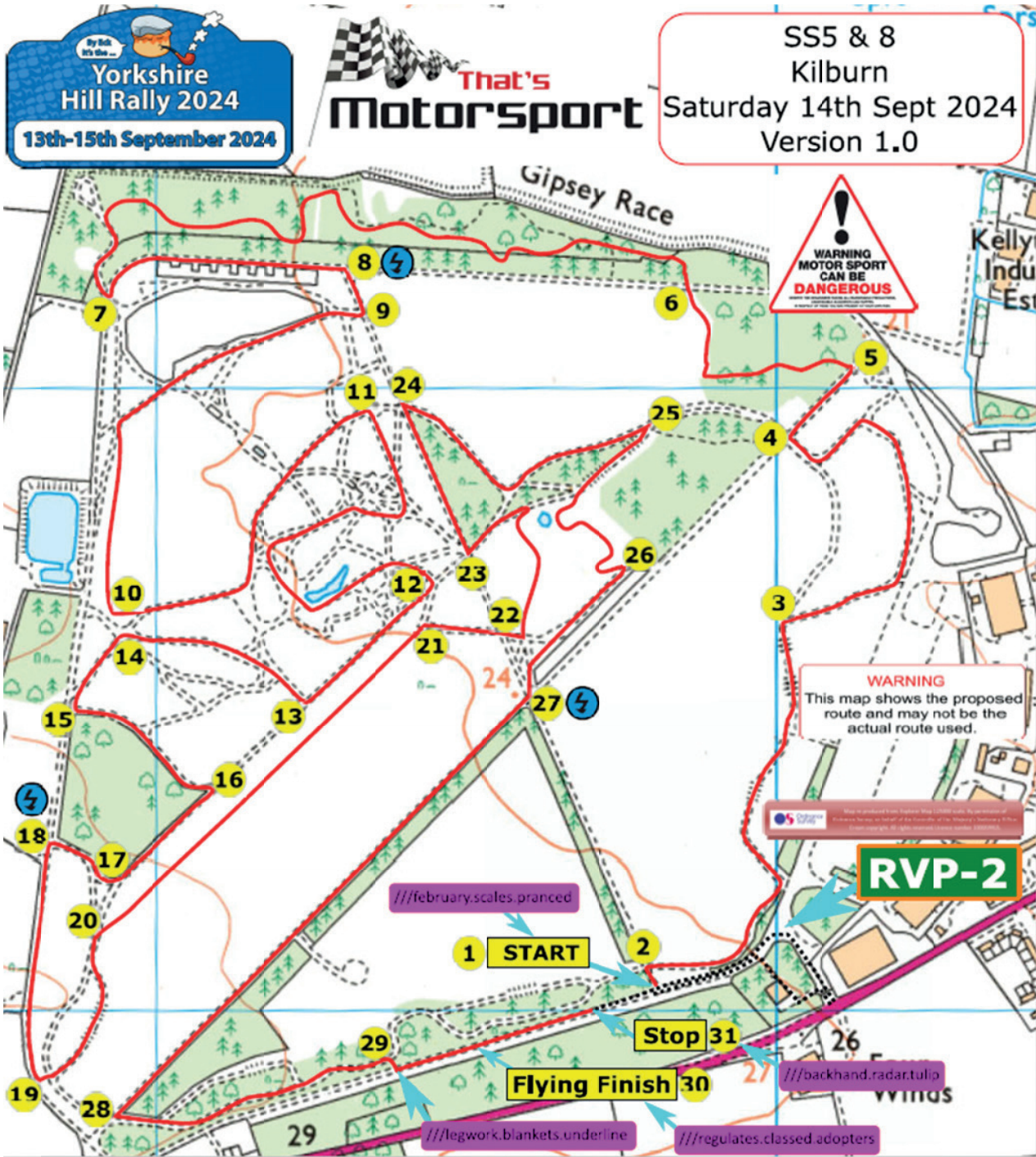
Stage Locations

Stage Access:	TA 00054 56083	53.991107 , -0.47541618	W3W: zinc.willing.puddings
Stage Start:	SE 99807 56038	53.990754 , -0.47919273	W3W: amicably.taxi.interests
Stage Exit:	TA 00054 56083	53.991107 , -0.47541618	W3W: zinc.willing.puddings

Emergency Rendezvous Points

Ref	Location	Map	GPS	What3words
RVP-2	YO25 9LH (200m South of RVP)	TA 00010 56145	53.991675 , -0.47607064	cashiers.resides.chapters





SS6 & 9 – Full Sutton, 8.99 Miles

Marshals latest arrive on site:	10:30	Stage Ready:	11:00	Radio Check:	11:12	FCD:	12:07 & 16:41
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Stage Senior Officials

Role	Name	Mobile Number
Stage Commander	Tony Jones	07792 375371

Stage Rescue & Recovery Details

Role	Name	Call Sign(s)	Mobile Number
Medic	Ian Goodship	Mgmt Response 2	07974 792343
Rescue	Ellie Smith	Calder	07311 167752
Recovery	Andy Graham	Lake 3 Recovery	07763 144579
Floating Rescue	Karl Barraclough	Omega	07921 269915
Floating Recovery	Debbie Burndred	Maverick Recovery	07763 340670
Floating Medic	Graham Hundley BEM	Mgmt Pilot CMO	07733 230084

Stage Radios – MSUK Channel 1

Junc	Red Flag	'C'	Purpose
P1 (Start)		Yes	Start
P6	X	Yes	Mandatory
P11	X	Yes	Mandatory
P14	X	Yes	Mandatory
(Stop)		Yes	Stop

Short Cuts

2 > 7, 7 > 11, others across fields

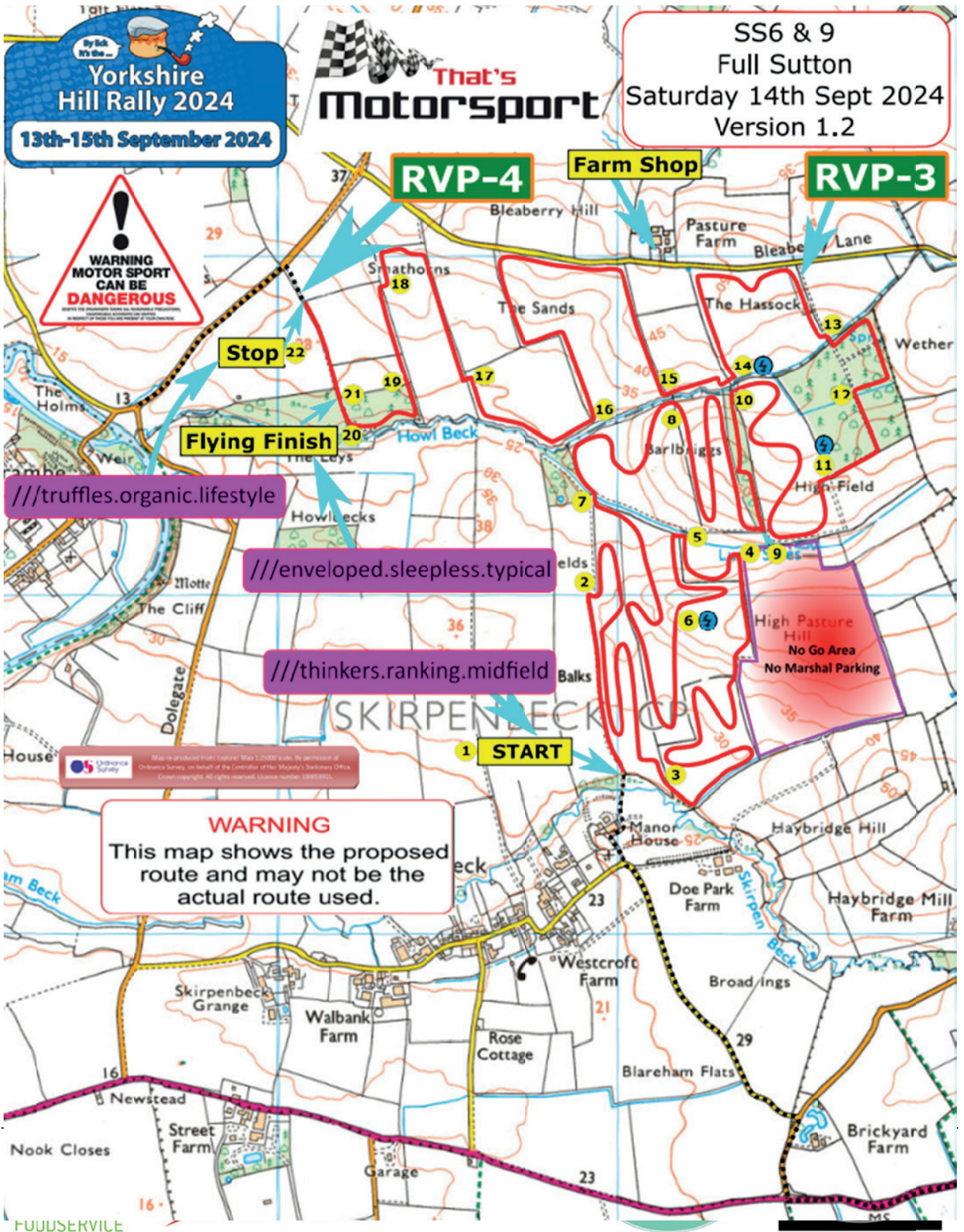
Stage Locations

Stage Access:	SE 75025 57211	54.005480 , -0.85679412	W3W: invoices.creatures.pitch
Stage Start:	SE 75020 57481	54.00791 , -0.856805	W3W: thinkers.ranking.midfield
Stage Exit:	SE 74019 58972	54.021449 , -0.87170720	W3W: winks.befitting.teeth

Emergency Rendezvous Points

Ref	Location	Map	GPS	What3words
RVP-3	YO41 1JQ	SE 75542 58969	54.021203 , -0.84846854	items.conjured.wires
RVP -4	YO41 1AU	SE 74074 58873	54.02055 , -0.870893	truffles.organic.lifestyle





SS7 & 10 – Stamford Bridge, 9.0 Miles

Marshals latest arrive on site:	11:00	Stage Ready:	11:30	Radio Check:	11:41	FCD:	12:36 & 17:10
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Stage Senior Officials

Role	Name	Mobile Number
Stage Commander	Jon Binns	07530 196459

Stage Rescue & Recovery Details

Role	Name	Call Sign(s)	Mobile Number
Medic	Andrew Bryce	Mgmt Response 3	07803 810602
Rescue	Gerry Morriss	Extractor Rescue	07960 147054
Recovery	Ian McLeary	Haggis Recovery	07988 843742
Floating Rescue	Karl Barraclough	Omega	07921 269915
Floating Recovery	Debbie Burndred	Maverick Recovery	07763 340670
Floating Medic	Graham Hundley BEM	Mgmt Pilot CMO	07733 230084

Stage Radios – MSUK Channel 1

Junc	Red Flag	'C'	Purpose
P1 (Start)		Yes	Start
P3	X	Yes	Mandatory
P7	X	Yes	Mandatory
P14	X	Yes	Mandatory
(Stop)		Yes	Stop

Short Cuts

Start > 14, Start > 3 (via road), Start > 7 (via road), 14 > 15, others across fields

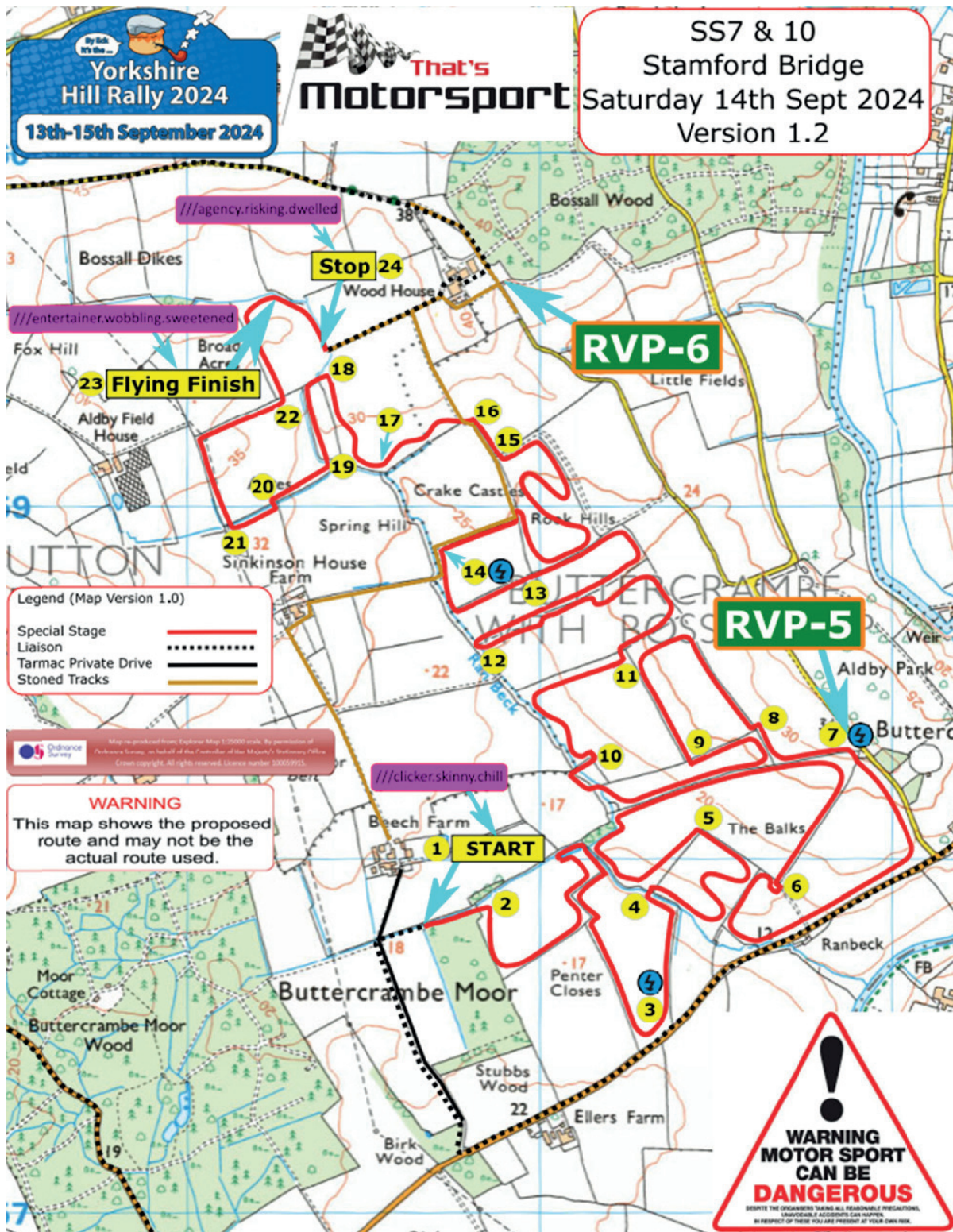
Stage Locations

Stage Access:	SE 71784 57171	54.005587 , -0.90624332	W3W: entertainer.disarmed.crackles
Stage Start:	SE 71670 57812	54.01136 , -0.907833	W3W: clicker.skinny.chill
Stage Exit:	SE 71417 59451	54.026122 , -0.91130733	W3W: slouched.pesky.crabmeat

Emergency Rendezvous Points

Ref	Location	Map	GPS	What3words
RVP-5	YO41 1AT	SE 72914 58316	54.015712 , -0.88873386	dumplings.helps.bike
RVP -6	YO60 7NY	SE 71886 59629	54.027653 , -0.90410829	gymnasium.archive.racked





SS11 & 14 – Full Sutton, 8.89 Miles

Marshals latest arrive on site:	08:00	Stage Ready:	08:30	Radio Check:	08:40	FCD:	09:35 & 12:42
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Stage Senior Officials

Role	Name	Mobile Number
Stage Commander	Tony Jones	07792 375371

Stage Rescue & Recovery Details

Role	Name	Call Sign(s)	Mobile Number
Medic	Nathan Hone	Mgmt Response 4	07577 561596
Rescue	Steve Hill	Darlington Rescue	07710 131130
Recovery	Graham Burton	Forest Recovery	07771 632175
Floating Rescue	Ellie Smith	Calder	07311 167752
Floating Recovery	Debbie Burndred	Maverick Recovery	07763 340670
Floating Medic	Graham Hundley BEM	Mgmt Pilot CMO	07733 230084

Stage Radios – MSUK Channel 1

Junc	Red Flag	'C'	Purpose
P1 (Start)		Yes	Start
P6	X	Yes	Mandatory
P11	X	Yes	Mandatory
P14	X	Yes	Mandatory
(Stop)		Yes	Stop

Short Cuts

2 > 7, 7 > 11, others across fields

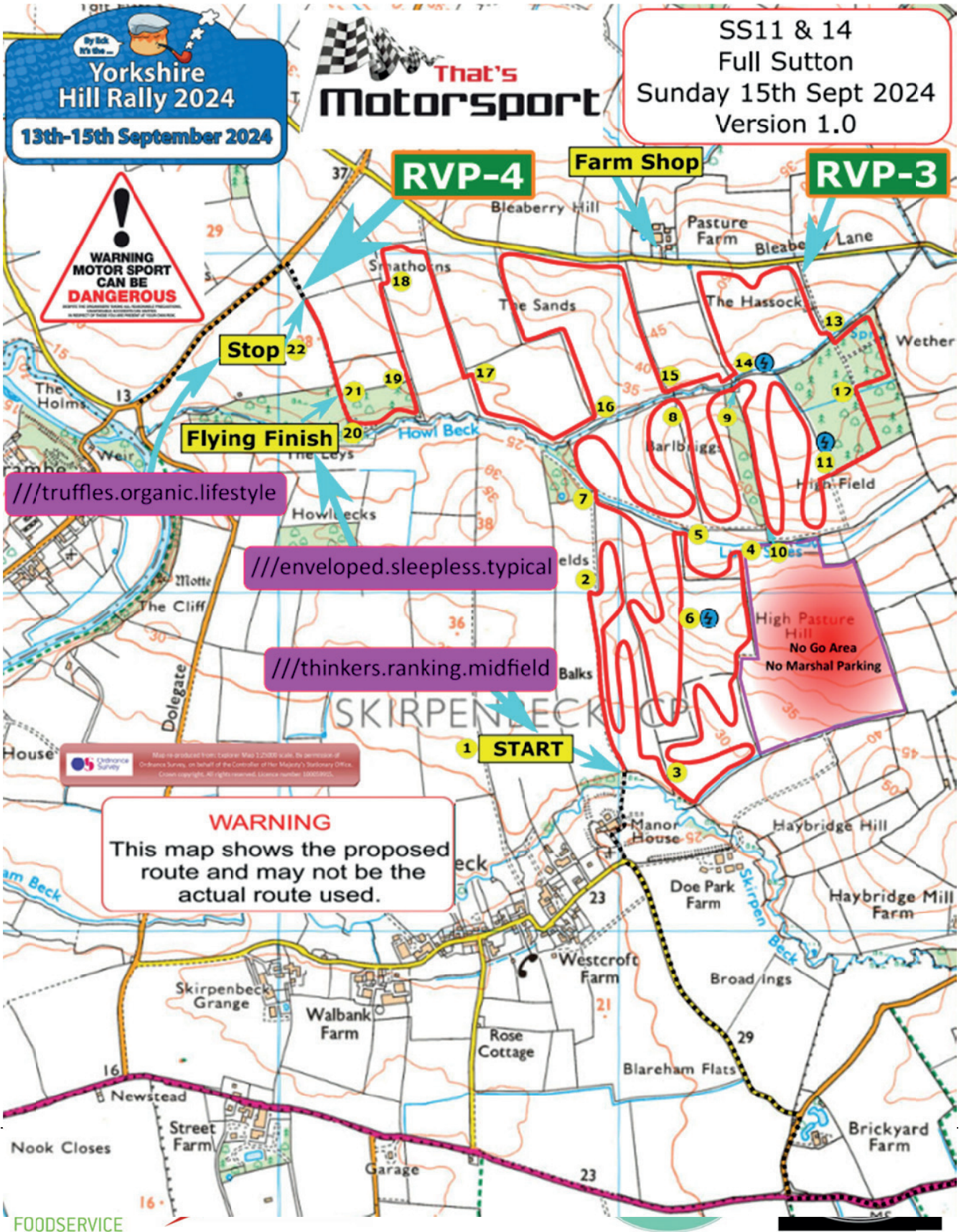
Stage Locations

Stage Access:	SE 75025 57211	54.005480 , -0.85679412	W3W: invoices.creatures.pitch
Stage Start:	SE 75020 57481	54.00791 , -0.856805	W3W: thinkers.ranking.midfield
Stage Exit:	SE 74019 58972	54.021449 , -0.87170720	W3W: winks.befitting.teeth

Emergency Rendezvous Points

Ref	Location	Map	GPS	What3words
RVP-3	YO41 1JQ	SE 75542 58969	54.021203 , -0.84846854	items.conjured.wires





SS12 & 15 – Stamford Bridge, 8.73 Miles

Marshals latest arrive on site:	09:30	Stage Ready:	10:00	Radio Check:	10:09	FCD:	10:04 & 13:11
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Stage Senior Officials

Role	Name	Mobile Number
Stage Commander	Jon Binns	07530 196459

Stage Rescue & Recovery Details

Role	Name	Call Sign(s)	Mobile Number
Medic	Andrew Bryce	Mgmt Response 3	07803 810602
Rescue	Gerry Morriss	Extractor Rescue	07960 147054
Recovery	Ian McLeary	Haggis Recovery	07988 843742
Floating Rescue	Ellie Smith	Calder	07311 167752
Floating Recovery	Debbie Burndred	Maverick Recovery	07763 340670
Floating Medic	Graham Hundley BEM	Mgmt Pilot CMO	07733 230084

Stage Radios – MSUK Channel 1

Junc	Red Flag	'C'	Purpose
P1 (Start)		Yes	Start
P3	X	Yes	Mandatory
P7	X	Yes	Mandatory
P14	X	Yes	Mandatory
(Stop)		Yes	Stop

Short Cuts

Various across fields

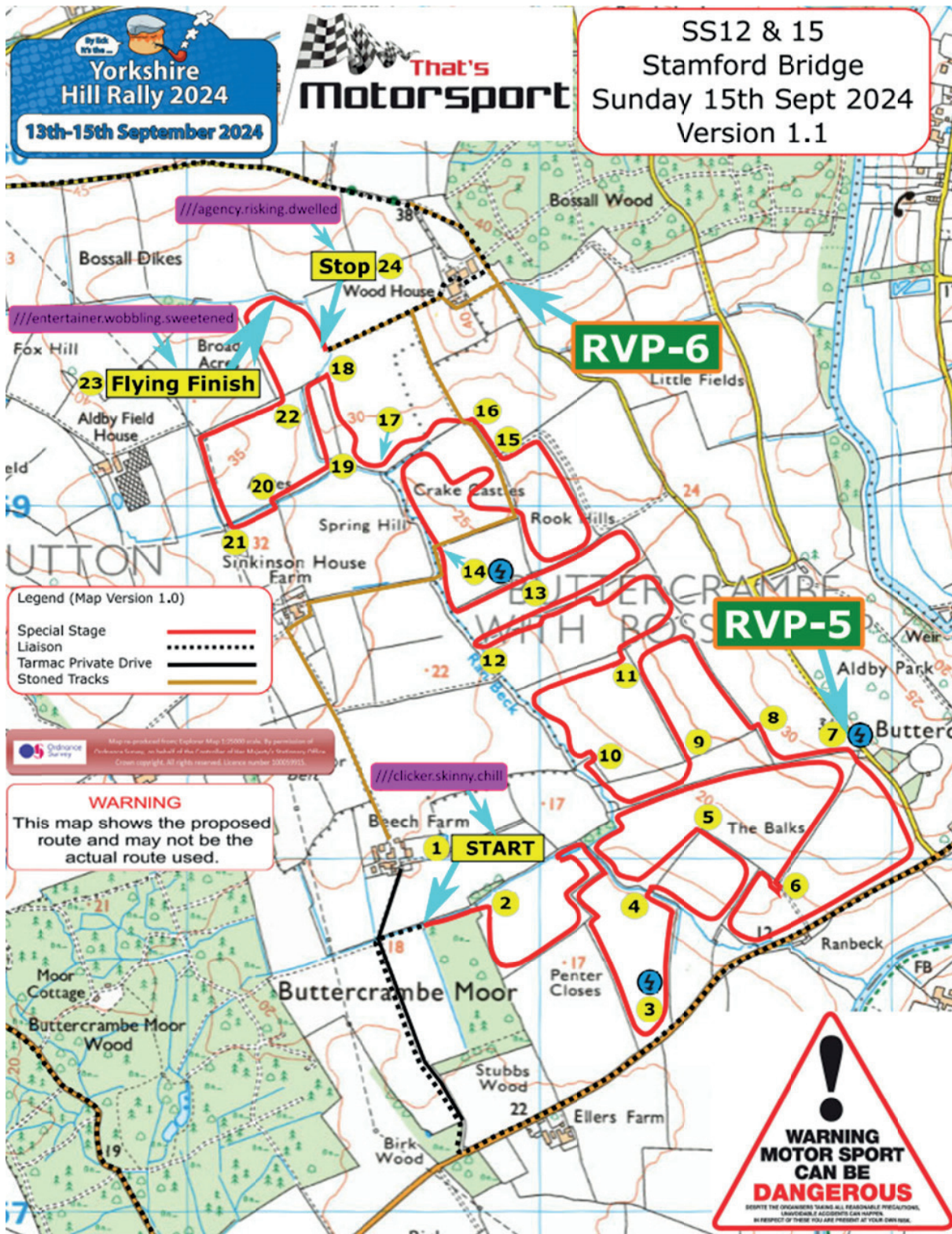
Stage Locations

Stage Access:	SE 71784 57171	54.005587 , -0.90624332	W3W: entertainer.disarmed.crackles
Stage Start:	SE 71670 57812	54.01136 , -0.907833	W3W: clicker.skinny.chill
Stage Exit:	SE 71417 59451	54.026122 , -0.91130733	W3W: slouched.pesky.crabmeat

Emergency Rendezvous Points

Ref	Location	Map	GPS	What3words
RVP-5	YO41 1AT	SE 72914 58316	54.015712 , -0.88873386	dumplings.helps.bike





SS13 & 16 – Airfield, 2.58 Miles

Marshals latest arrive on site:	09:30	Stage Ready:	10:00	Radio Check:	10:03	FCD:	10:58 & 4:05
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Stage Senior Officials

Role	Name	Mobile Number
Stage Commander	John Curtis	07449 301715

Stage Rescue & Recovery Details

Role	Name	Call Sign(s)	Mobile Number
Medic	Ian Goodship	Mgmt Response 2	07974 792343
Rescue	Paul Barraclough	Omega Rescue	07899 068155
Recovery	Andy Graham	Lake 3 Recovery	07763 144579

Stage Radios – MSUK Channel 1

Junc	Red Flag	'C'	Purpose
P1 (Start)		Yes	Start
P3	X	Yes	Mandatory, Access Road & Possible Specs
P6	X	Yes	Mandatory, Access Road & Possible Specs
P7	X	Yes	Mandatory, Access Road & Possible Specs
(Stop)		Yes	Stop

Short Cuts

1 > 3, 1 > 5, 6 > 7

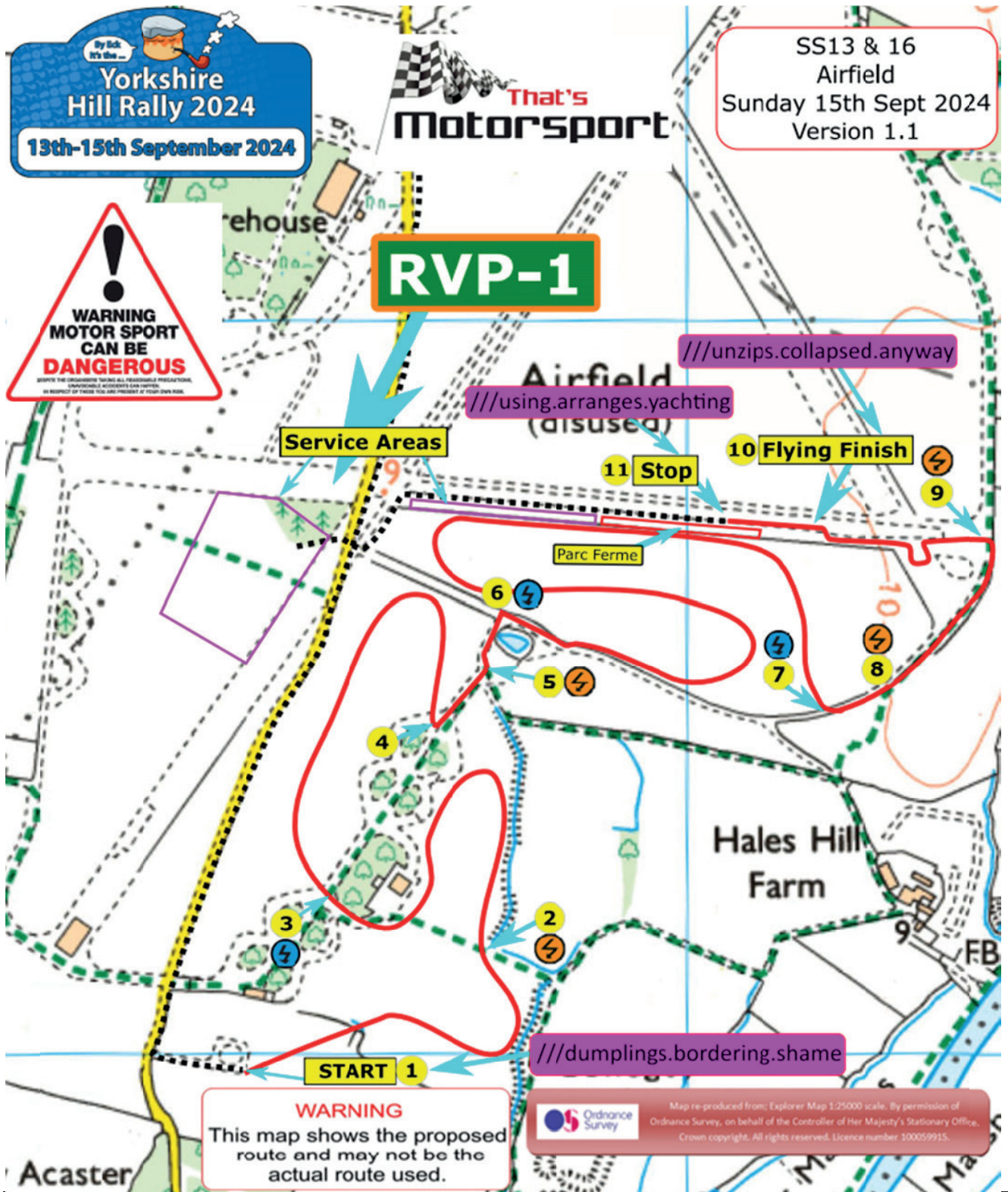
Stage Locations

Stage Access:	SE 57265 42003	53.871084 , -1.1305726	W3W: crockery.achieving.needed
Stage Start:	SE 57350 41991	53.870970 , -1.1292851	W3W: cycles.crouching.thrusters
Stage Exit:	SE 57563 42774	GPS 53.877976 , -1.1259001	W3W: scatter.hazy.welfare

Emergency Rendezvous Points

Ref	Location	Map	GPS	What3words
RVP-1	Acaster Malbis Airfield YO23 2PW (500m North of RVP)	SE 57438 42782	53.878061 , -1.1278045	labs.civil.amaze





APPENDIX I - EMERGENCY DETAILS

EVENT

Yorkshire Hill Rally 2024 organised by That's Motorsport Ltd.

VENUES

Rally HQ will be at Acaster Malbis Airfield, YO23 7BN
which will be the main Rally Headquarters for the duration of the event.

There will also be 16 Special Stages based in and around the South and Easy area of York.

RENDEZVOUS POINTS

Name	Postcode	OS MR	Sat Nav	W3W
RVP-1 Service Park	YO23 2PW (500m North of RVP)	SE 57438 42782	53.878061 , -1.1278045	labs.civil.amaze
Airfield & Appleton Road	Use Service Park RVP-1			
RVP-2 Kilburn	YO25 9LH (200m South of RVP)	TA 00010 56145	53.991675 , -0.47607064	cashiers.resides.chapters
RVP-3 Full Sutton Mid	YO41 1JQ	SE 75542 58969	54.021203 , -0.84846854	items.conjured.wires
RVP-4 Full Sutton Stop	YO41 1AU	SE 74074 58873	54.02055 , -0.870893	truffles.organic.lifestyle
RVP-5 Stamford Bridge Mid	YO41 1AT	SE 72914 58316	54.015712 , -0.88873386	dumplings.helps.bike
RVP-6 Stamford Bridge Stop Plus	YO60 7NY	SE 71886 59629	54.027653 , -0.90410829	gymnasium.archive.racked



Stage Locations

Name	Postcode	OS MR	Sat Nav	W3W
Service Park	YO23 2PW (500m North of RVP)	SE 57438 42782	53.878061 , -1.1278045	labs.civil.amaze
Airfield Start	YO23 2PT	SE 57919 42742	53.877655 , -1.12049	plugs.stylists.variously
Airfield Stop	YO23 7BP	SE 57383 41974	53.870812 , -1.1287862	garage.clues.dried
Appleton Road Start	YO23 7BP	SE 56355 42003	53.871186 , -1.144415	monopoly.shoving.seashell
Appleton Road Stop	YO23 7BP	SE 57301 41403	53.865688 , -1.130145	enacts.crackles.reserved
Kilburn Start	YO25 9DJ	SE 99803 56046	53.990823 , -0.479258	february.scales.pranced
Kilburn Stop	YO25 9DJ	SE 99713 56008	53.9905 , -0.480633	backhand.radar.tulip
Full Sutton Start	YO41 1HF	SE 75020 57481	54.00791 , -0.856805	thinkers.ranking.midfield
Full Sutton Stop	YO41 1AU	SE 74074 58873	54.02055 , -0.870893	truffles.organic.lifestyle
Stamford Bridge Start	No Usable Postcode	SE 71670 57812	54.01136 , -0.907833	clicker.skinny.chill
Stamford Bridge Stop	YO60 7NX	SE 71383 59445	54.026075 , -0.911825	agency.risking.dwelled



RALLY HQ PHONE NUMBER

Rally Headquarters, Emergency Number

Phone: 01904 904 904

COUNTY EMERGENCY SERVICES

To be called via standard 999 service by Clerk of the Course, CMO only.
Fire, Ambulance, Police and Hospital Services will have been notified by email.

It is not our intention or desire to use 999 to call a county ambulance because we will have an EMS Ambulance crewed by 2 techs and a blue light qualified driver who together with a Paramedic will transport any patients to Hospital.

A&E HOSPITALS

York Hospital (8 Miles from site)
Wigginton Road, York, YO31 8HE
Type of Hospital: Major acute - Major A&E - Open 24 hours

OS MR: 105/ SE 601 531
Phone: 01904 726042

Scarborough Hospital (51 Miles from site)
Woodlands Drive, Scarborough, YO12 6QL
Type of Hospital: Major acute - Major A&E - Open 24 hours

OS MR: 101/TA 019 885
Phone: 01723 342145

ON EVENT EMERGENCY COVER

4 Motorsport UK licensed Rally Rescue Units
1 Response Units
4 Motorsport UK licensed Rally Recovery Units
4 Motorsport UK licensed Paramedic/Doctor (Including Chief Paramedic)
Freestanding 9kg Dry Powder and 9L Foam Fire Extinguishers at each Stage Start/Finish and Service Park/Parc Ferme with Environmental Spill Kits



APPENDIX J - BIBLIOGRAPHY & REPORT AUTHORS

The following Documents were referred to in the compilation of this plan.

- The Event Safety Guide (Second Edition) - HSE 1999
- Managing Health and Safety at Motor Sports Events - A guide for Motorsport Event Organisers - HSE 2016
- Service Area Risk Management Rev 2 – Motorsport UK
- Stage Rally Safety requirements - Motorsport UK
- Stage Rally Safety Cars Roles and Responsibilities – Motorsport UK
- Motorsport UK Rally Media Accreditation – Motorsport UK
- The Motorsport UK Yearbook (Known as the Blue Book) – Motorsport UK
- Motorsport UK Health and Safety Policy – Motorsport UK
- Motorsport UK Motor Club Manual – Motorsport UK
- Motorsport UK Risk Management Tool – Online at <https://www.msauk.org/assets/msariskmanagementtool.pdf>
- Risk Assessment A Brief Guide to controlling Risk in The Workplace – HSE 08/14
- Reporting of Accidents and Incidents at Work – a brief guide to Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013 (RIDDOR) – HSE 10/13





Yorkshire Hill Rally 2024
13th - 15th Sept 2024

