

CODE of GOOD PRACTICE
for the use of
ALDERSLEY LEISURE VILLAGE CYCE TRACK
Wolverhampton

Issue 2: 5th May 2007

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- 1) Prior to use the track, drainage covers and the outer two lanes of the running track must be inspected for debris and foreign objects. All such debris should be removed and disposed of in a suitable and safe manner. Such debris should include cans, bottles, twigs, waste paper, any glass, ring pulls, safety pins and stones larger than 5,00mm diameter.
- 2) Any spillage of a potentially hazardous liquids or solids must be reported to the duty manager and the track thoroughly cleaned prior to use.
- 3) All ancillary equipment such as hurdles, marker cones, lap boards, lap bells, tables, chairs etc. must not be placed on the track, drainage covers or the outer two lanes of the running track.
- 4) All gates leading onto the track must be closed and secured prior to use.
- 5) No athletes or footballers are allowed in the track centre when the cycle track is in use.
- 6) Lighting must be of sufficient quality to ensure a consistent level throughout the lap without dark patches. Any failed elements must be reported to the stadium staff.
- 7) The track should not be used when the surface is wet due to rain and has a shine on the surface or has ice forming in it. The track is only suitable for use in dry or damp conditions.
- 8) There must be a qualified or trainee coach from the governing body at all training sessions.
- 9) There must be a minimum of two persons using the track at any one time the second person need not be a cyclist but an observer based in the track centre.
- 10) All riders will conform to the coach's instructions and no individual exercises are permitted without the express permission of the coach.
- 11) The coach will conduct a risk assessment of the venue immediately prior to its use.
- 12) The coach will ask for a declaration of each rider's (and/or deryn pilot's) health and note/report any declaration of ill health or current medication. Should the coach consider the risk to a rider's (and/or deryn pilot's) health to be too great then they may exclude them from part or all of the session.
- 13) All riders and deryn pilots must travel in an anti-clockwise direction except under exceptional circumstances as directed by the organiser of the event.
- 14) All riders and deryn pilots must wear a helmet that meets or exceeds the conditions specified by "British Cycling" Regulations.
- 15) It is recommended that eye protection (shatter proof) be worn by all Riders and Deryn pilots.
- 16) Groups using the track must not include a mixture of fixed and free-wheel machines.
- 17) No machines must be left against the perimeter fence.
- 18) All riders must leave the track from the inside and not by climbing over the perimeter fence.
- 19) No object or persons must be placed upon the perimeter fence.
- 20) All machines must be kept inside the arena during training and race events – not in the stands or outside the perimeter fence. Except for maintenance or repairs.
- 21) All riders and deryn pilots must look over the appropriate shoulder before moving up or down the track.
- 22) Any rider wishing to pass a rider who is on or below the "Sprinters Line" must do so on the outside and not cut inside that rider. The "Sprinters Line" is the 50mm wide white line running circumferentially around the track 90cm from the inside edge.
- 23) Any accident needing first aid or medical attention should be reported to the duty manager and details of those involved recorded including the name and address and a description of the injuries.
- 24) Any person wishing to cross the track during a session or event must do so with extreme care.
- 25) The sound of a long whistle blast or a gun shot will be the signal for all riders to immediately and safely leave the track. This is to be used in event of an emergency. i.e. a crash, a medical or security emergency or the outbreak of fire etc.
- 26) Any rider disregarding the coach's, deryn pilot's or race official's instructions (or compromising other rider's safety) shall be expelled from the exercise, session or race.

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The following practices apply specifically to the use of ‘Derny’ pacing machines:

- A) All derny pilots must be British Cycling members and qualified to the level appropriate to the event, size of derny.
- B) The ‘Derny’ may be a motorcycle or motor scooter up to 125 cc with the area around the exhaust and rear wheel free from sharp edges and protrusions.
- C) Fuel must not be stored with the derny or kept on the premises at Aldersley Leisure Village.
- D) Prior to and post use, it is the responsibility of the derny pilot to ensure that the vehicle is in good working order with special attention to fuel levels, tyre pressures/condition and brakes.
- E) Checks made to the derny must be completed and the results logged in the maintenance record kept with the appropriate machine. This is in addition to the regular maintenance checks.
- F) Any damage or non-compliance must be reported and corrected by an approved maintenance officer before the machine is used.
- G) At no time should a pilot commence a session/event on less than 50% of a full tank of fuel.
- H) At the end of each session it is the responsibility of the pilot to return the vehicle with sufficient fuel for the next user and the keys returned to the WWCC track secretary or appropriate person.
- I) When not in use the derny must be securely padlocked to the structure of the storage building and the building locked and fully secured.
- J) Keys to the derny will be kept by the WWCC track secretary and issued to the appropriate pilot/s.
- K) When the derny/s are in use no other exercise or individual riding is allowed on the track.
- L) No rider is allowed to overtake the derny at any time during an event/exercise. The only exception to this will be in the case of emergency.
- M) The maximum number of riders allowed behind a derny when racing or when conducting specific exercises shall be 10.
- N) The maximum number of riders allowed behind a derny for steady paced warming up shall be 20.
- O) Each group of riders selected should be of a similar ability.
- P) Between each exercise and when not in use the Derny must be parked on the hard standing inside the running track and NOT on the tartan running surface.
- Q) Any derny overtaking another MUST do so on the outside and must leave at least two clear bike lengths between the last rider in line and the derny being overtaken before moving down the track.
- R) The derny being challenged must leave sufficient space for the overtaking derny to complete the manoeuvre safely and must not ‘hold off’ or increase speed.
- S) All riders and pilots taking part in the derny race or exercise must be fully briefed by the coach, pilot or appropriate official prior to commencing the event/exercise.
- T) The derny will ‘pick up’ Riders by joining it from above the riders and above the stayers’ line.
- U) Hand signals given by pilots using a motorcycle or motor scooter will be with the left hand only.
- V) Any rider losing contact with the derny or string of riders must leave the track as soon as it is safe to do so. They must not stay on the track or circle above the stayers’ line or rejoin the string.
- W) In exercises where the rider immediately behind the derny is required to move out and draw level with the derny, this must be done on the outside (RH side) only. It is recommended that this be done on the exit of a bend and preferably on entering the ‘wind assisted’ straight.
- X) All derny pilots must sign the derny pilots’ handbook and agree to abide by it and this code of conduct prior to taking any derny session.
- Y) Any Derny pilot failing to observe the handbook or this code of conduct will be subject to disciplinary action and ultimately withdrawal of their accreditation as a derny pilot.

NB. These practices are specific to the cycle track at Aldersley Leisure Village and are supplemental to those issued by British Cycling.

In the event of contradiction between these guidelines and those issued by British Cycling, the British Cycling issue will take precedence.