

TLI Cycling – Contingent RTA Cover Guidelines February 2018

Vehicles

- Any vehicle being used as an official lead and/or safety car/motorcycle for a TLI organised cycle race

Drivers/ Riders

Any driver aged over 25 and under 70 who:

- Has had no more than one “at fault” motor claim or incident in the last 3 years
- Has no more than 3 points on their licence
- Has held a full UK licence for more than three years
- Is a member of TLI Cycling
- Has agreed in the form of the signed acceptance to follow the TLI guidelines on driving a lead and/or safety car/motorcycle

Use

- Lead car and/or safety car/motorcycle for a TLI organised cycle race

Cover

- Contingent third party liability in the event of indemnity being denied under the driver/rider own insurance policy due to the use of the vehicle

Limits of indemnity

- Third party property damage £5M
- Third party injury Unlimited

Exclusion

- No cover will operate if there is not a valid insurance policy covering the interest of the driver/rider

Guideline acceptance

- Each driver/rider to sign prior to every race the following declaration:

I have read understood and agree to abide by the TLI Cycling guidelines on driving a lead and/or safety car/ motorcycle

Signature:

Name:

Date:

TLI Cycling Ltd: Contingent Liability Third Party Motor Vehicle Insurance for Lead / Safety & Support Car Drivers 2018

TLI Cycling Ltd has negotiated contingent Third Party Liability Insurance with Integro Sport for the occasions when you use your own motor vehicle in support of a TLI Cycling approved road race held on public roads under TLI Cycling Rules & Regulations.

This policy is effective in the unlikely event of your own motor vehicle Insurer declining to support any legitimate claim arising from an accident / incident associated with your role as a lead / safety or support car driver. It does not replace your own motor vehicle insurance.

If you wish to take advantage of the Contingent RTA Cover you must sign and date the Integro Sport acceptance form BEFORE using your vehicle in a TLI Cycling event.

Driving a Lead Car: -

- As a lead car or support vehicle driver you must comply with all road traffic regulations. You have no dispensations in road traffic law. Your role is to act as an advance warning to other road users of the presence of a cycle road competition/race. As such your presence will afford some degree of protection to the competitors involved, you should not however drive in a manner that contravenes road traffic legislation in an attempt to increase that perceived level of protection.
- All lead and support vehicle drivers should be familiar with the route involved and know when geographical hazards such as bends or junctions are being approached so that they can place their vehicle safely and not hinder other road users or traffic and the following competitors.
- Any vehicle being used as a lead or support vehicle should be clean and comply fully with all aspects of Road Traffic Legislation.
- All occupants of lead and support vehicles should wear personal protection equipment (PPE – Hi Viz clothing) should they need to get out of the vehicle during an event in an emergency.
- Fix the magnetic “Cycle Race Approaching” sign to the roof of your vehicle, and display the flashing roof mounted hazard light. This is powered through your cigarette lighter terminal.
- Stay about 100 - 200 metres ahead and avoid any possibility of drafting / pacing the riders.
- Communications: There will generally be up to two forms of communications available, two way radio link and/or mobile phones. The Lead cars should be double manned and the observer should be responsible for all communications. The lead car driver should drive the vehicle and not be involved with the communications whilst driving.
- Mobile phones: If a driver has to use a mobile phone as a means of communication the vehicle should be fitted with a hands free facility, the mobile phone should be fitted in a cradle. At no time should a hand held mobile phone be used by the driver whilst the vehicle is in motion.
- Be vigilant for any sudden attacks from the peloton, which will usually occur after a drop in race speed, and be prepared to accelerate.
- Drive with headlights on. As a general rule you should not flash your headlights at other motorists unless you are using them as a warning of your presence and an immediate danger that you may present to them.
- If any vehicles overtake the bunch from the rear, pull forwards, indicate left and move over, giving every assistance for them to safely clear the race.
- When approaching a junction / corner, pull well ahead, negotiate the hazard safely, and avoid the peloton closing up on the rear of your vehicle. Riders will often sprint hard out of corners, so be prepared to accelerate smoothly away.

- If you encounter a slow moving hazard such as a tractor, only overtake when it is completely safe to do so. Riders will have been warned that they will be disqualified if they overtake the Lead Car.
- Any rider who you observe to be repeatedly or wilfully crossing a continuous white line, or using the right hand side of the road without a clear line of sight, should be reported to the event organiser.
- At the finish, drive carefully through the finish area, avoiding any competitors who may have completed earlier events.
- Park well through the finish area to avoid riders who may be slowing down after a sprint finish.

In the event of an accident / incident the signed and dated Doodson Sport "Guideline Acceptance" form should be forwarded without delay to the National Secretary.

TLI Cycling Ltd: Contingent Liability Third Party Insurance Cover for Motorcycle Riders 2018

TLI Cycling Ltd has negotiated contingent Third Party Liability Insurance with Integro Sport for the occasions when you use your own motor cycle in support of a TLI Cycling approved road race held on public roads under TLI Cycling Rules & Regulations.

This policy is effective in the unlikely event of your own motor cycle Insurer declining to support any legitimate claim arising from an accident / incident associated with your role as a motor cycle rider. It does not replace your own motorcycle insurance.

If you wish to take advantage of the Contingent RTA Cover you must sign and date the Integro Sport acceptance form BEFORE using your motor cycle in a TLI Cycling event.

Motor-cycle Marshals: -

- You must comply with all road traffic regulations. You have no dispensations in road traffic law. Your role is to act as an advance warning to other road users of the presence of a cycle road race. As such your presence will afford some degree of protection to the competitors involved, you should not ride in a manner that contravenes road traffic legislation in an attempt to increase that perceived level of protection.
- You must be familiar with the route involved and know when geographical hazards, such as bends or junctions are being approached, so that you can safely position your motor bike.
- Any motor-cycle being used in a supplementary Lead or Support role should be clean and fully compliant with all aspects of Road Traffic Legislation.
- All motor-cycle marshals must wear personal protection equipment (PPE – Hi Viz clothing)
- Avoid any possibility of drafting / pacing the riders and, where supporting flag marshals at junctions, ensure that your machine does not impede either competitors or other road users.
- Communications: There will generally be up to two forms of communications available, two way radio link and/or mobile phones. The motor cycle marshal should not use any form of electronic communication whilst riding. At no time should a hand held mobile phone be used by the rider whilst the motor cycle is in motion.
- If a rider has to use a mobile phone as a means of communication the motor cycle should be fitted with a hands-free facility and the mobile phone fitted in a cradle.
- Be vigilant for any sudden attacks from the peloton, which will usually occur after a drop in race speed, and be prepared to accelerate.

- Drive with headlight(s) on. As a general rule you should not flash your headlight(s) at motorists, unless you are using them as a warning of your presence and of an immediate danger that you may present to them.
- If a vehicle overtakes the bunch from the rear, pull forwards, indicate left and move over, giving every assistance for them to safely clear the race.
- When approaching a junction / corner, pull well ahead, negotiate the hazard safely, and avoid the peloton closing up on the rear of your motor bike. Riders will often sprint hard out of corners, so be prepared to accelerate away smoothly.
- If you encounter a slow moving hazard such as a tractor, only overtake when it is completely safe to do so.
- Report the number of any rider you observe to be wilfully crossing a continuous white line, or using the right hand side of the road without a clear line of sight, to the organiser.
- At the finish pass carefully through the finish area, avoiding any competitors who may have completed earlier events.
- Park well through the finish area to avoid riders who may be slowing down after a sprint finish.

Motor cyclists should note that if their riding contravenes road traffic legislation, either intentionally or otherwise, their licence will be at risk. Please ride carefully and help us to keep our riders and other road users safe. Your actions on the road will either enhance or detract from the safety of our sport. Thank you for your support

In the event of an accident / incident the signed and dated Integro Sport "Guideline Acceptance" form should be forwarded without delay to the National Secretary.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Catherine Hughes', with a large, stylized flourish at the end.

**Catherine Hughes ACII, Chartered Insurance Broker
Senior Corporate Broker**

E: cath.hughes@integrogroup.com