

THE NATIONAL VINTAGE TRACTOR & ENGINE CLUB (NORTH SOMERSET GROUP)

CODE OF PRACTICE FOR ROAD RUNS

Purpose and scope

- This code of practice has been prepared to provide guidance to organisers of and participants in road runs taking place under the auspices of the National Vintage Tractor & Engine Club (North Somerset Group). It is derived from the Road Run COP issued by the National Committee of NVTEC.
- The Code covers the basic requirements for the safety of the general public and those taking part in the road run.
- The object of the code is to set minimum standards for the organisation of the event and the conduct of participants. To this end, the COP consists of two sections, the first applicable to the organisation of the event and the second to participants.

Part 1 – Organisation

GENERAL REQUIREMENTS

- The club shall have Public Liability and Employers Liability Insurance in place.
- The organisers shall inform the police in the area that they are holding a road run. They should also check that no other significant event which could impact on the road run is taking place on the same day.
- The organisers shall ensure that documentation is in place to record that all necessary steps have been taken to meet the requirements of this COP.
- The number of participants in the event and the vehicles they drive will be at the discretion of the organisers, having due regard to the nature of the route. The road run will not take place during the hours of darkness.
- Vehicles will set off on the road run as directed by the Safety Marshal.
- The organisers will appoint one driver who will act as leader for the run. They will also appoint a driver to act as sweeper at the rear of the run. The identity of these two drivers and their vehicles will be made known to all entrants before the run starts.

SAFETY MARSHALS

- Safety Marshals must be competent to perform their duties. It would be advantageous if they had attended the one day safety course run by the NTET.
- Safety Marshals are to be in place at all major road junctions to assist participants as they join the major road and to direct vehicles onto the correct route. At minor junctions the run leader will instruct the driver immediately behind him to stop and remain at the junction to direct the remainder of the vehicles. This driver shall remain (no matter how long it takes) until the sweeper approaches the junction, whereupon he shall re-join the run immediately in front of the sweeper.
- Safety marshals will have a First Aid box to hand and where competent, will offer basic first aid assistance.
- In the event of a significant incident Safety Marshals are to contact the Emergency Services immediately. The Safety Marshal present at such an incident must then contact all Safety Marshals to the rear of the incident and (if possible) divert all remaining tractors away from the incident. If it is a serious incident the road run is to be immediately cancelled and all tractors are to return to their setting out point.
- Communications must be maintained at all times between all of the Safety Marshals. Mobile phones may be used, these can also be used to contact the Emergency Services if needed.
- Organisers must ensure that adequate numbers of Safety Marshals are on duty on the day of the road run.

BREAKDOWNS

- If a Safety Marshal is notified to attend to, or comes across a breakdown, he must attend to the vehicle in question and stop with the vehicle until it is safely moved from the highway. All breakdowns should be moved to the side of the road to allow other road users to pass, both drivers and Safety Marshals must be extra vigilant of other road users.
- If the broken down vehicle cannot be easily repaired it should be moved back to the setting off point of the run, preferably on a trailer or may be towed behind another tractor of suitable capacity, on a rigid bar. Tow chains and ropes are to be avoided due to the lack of control the towed vehicle may have over steering or braking.

LUNCH BREAK

- It is a normal requirement to have a lunch break, the time and place to be agreed upon before the start of the road run and details given to all participants and Safety Marshals.
- At the lunch stop, all vehicles must be parked in an orderly manner as directed by the Safety Marshal, and care must be taken not to obstruct other road users and the General Public.
- After the Lunch break, the tractors will leave in an orderly manner as directed by the Safety Marshal. All road run participants must give way to all traffic and the general public when exiting onto the highway.

COMPLETION OF THE ROAD RUN

- On the completion of the road run a count must be made to see that every tractor has returned. If any tractor has not returned it must be accounted for as soon as possible.
- Where feasible, a final run of the circuit by car or other vehicle should be made by the Safety Marshal(s) and a report passed back to the main organiser that all is safe, clear and tidy and that all signs, direction arrows etc. have been picked up.

Part 2 - Participants and their vehicles

VEHICLE AND DRIVER REQUIREMENTS

- Prior to starting the run, all drivers will be required to sign a declaration confirming that:-
 - their vehicle is currently taxed and insured for the road.
 - their vehicle is roadworthy (the assessment of this shall include, but not necessarily be limited to, tyres, brakes, steering and lighting).
 - all drivers have passed their driving test and hold a current licence valid for the class of vehicle they are driving.
- Drivers will be required to assist in the running of the event by acting as marshals at road junctions as directed by the run leader.
- Drivers shall at all times obey the legitimate instructions of the Safety Marshalls and other representatives of the organisers.

PASSENGERS

- All tractors irrespective of their seating capacity (whether as originally designed or modified) must have only one person on the tractor i.e. the driver. **ONE TRACTOR ONE BUM.**
- The carriage of passengers in link boxes is not permitted.
- Trailers may be used for the carrying of passengers. The trailer shall be in a roadworthy condition, i.e. tyres, brakes and lighting must be working and in good condition.
- The towing pin attaching a trailer to a tractor shall incorporate a safety fitting on the bottom of the pin to prevent it jumping out of engagement. The towing pin shall be the correct pin for the job in hand. No substitute pin shall be used.
- The trailer shall have sides that are a minimum of 18 inches above the seating base. Any children that are being carried shall be accompanied and supervised by an adult. All seating shall be fixed securely to the trailer. Further extensive guidance on trailer construction can be found in HSE Agricultural Information Sheet No. 36 (Carriage of passengers on farm trailers), copies of which can be provided on request.

ROAD COURTESY

- All drivers are to behave in a manner that befits themselves and the organisers.
- Drivers should be aware that vintage tractors are old and slow moving therefore any other traffic must be given priority over the tractors on the run. If there should be traffic build up behind him, the tractor driver must pull over at the earliest opportunity when it is safe to do so and let the backlog of traffic pass. Failure to do so could lead to prosecution.
- The General Public must be respected at all times.