

## Safety and Welfare

### Extra Mile Challenges

### Safety and Welfare Guidelines

The Organisers' overriding objective is for everyone involved to return home safely after an enjoyable and successful Challenge. These guidelines are intended to provide helpful guidance but safety is absolutely the personal responsibility of each participant. The Trustees, Organisers, Sponsors and Marshals are not responsible for the participant's safety during this excursion and accept no liability for any death, injury, illness or loss resulting from it.

Both in terms of safety instructions and other implications, the following is not necessarily a complete list. In drawing participants' attention to these issues, the Organisers do not take responsibility for issues not covered. Each participant is responsible for their own and their co-participants' safety and must also ensure that they are adequately insured and prepared for any eventuality that might arise from participating in this Challenge.

The Organisers and Marshals reserve the right to impose sanctions to enforce these guidelines. Where considered appropriate these may include disqualification of any individual participant or entire team from further participation in the Challenge. The decision of Extra Mile Challenges is final.

These Instructions may seem rather stern, but that simply reflects the Organisers' concern for your safety and that of everyone involved in the Challenge.

1. Prepare well in advance. The Challenge is not a race, and you do not need to be a regular athlete to take part. However you do need to be reasonably fit. Regular training over a couple of months or more, gradually building up the effort you put into it is advisable. The earlier you start the sooner you will be able to assess what you need to do to be ready. Advice may be available from your local gym or cycling club. If you are in any doubt about whether you are fit enough to participate, take medical advice. See also our [FAQs](#) which contain other useful information about preparation.

2. Cyclists and drivers must make themselves fully aware of and comply with all applicable local highway codes (or the equivalent), laws and regulations. NB all roads on the Challenge route will be open to normal traffic throughout the Challenge.

Carry a warning triangle and a reflective jacket. Both of these are now legal requirements in France. It is your responsibility to check out all applicable legal requirements. You may find the AA's webpage on European driving, [http://www.theaa.com/motoring\\_advice/overseas/countrybycountry.html](http://www.theaa.com/motoring_advice/overseas/countrybycountry.html) a useful starting point.

3. CYCLISTS MUST WEAR BRITISH STANDARDS APPROVED CYCLING HELMETS AT ALL TIMES WHILE RIDING.

4. Cyclists must use fully-effective front and rear lights compliant with all applicable local laws when cycling in darkness or reduced visibility.
5. At STOP junctions, riders must place two feet on the ground. Look left, right, left again etc. Be aware that vehicles will be approaching from a different direction from that which your instincts may expect.
6. Support vehicles stopping for a changeover or for non-traffic reasons must fully leave the road with NONE of the vehicle's wheels left on it. Where this is not possible, a manned traffic warning triangle must be placed 20 metres before the vehicle identifying the hazard to other road users and particularly to cyclists who, may have their 'heads down'.
7. No other changeover must take place within 20 metres either side of a parked vehicle where the vehicles are unable to park completely off the road.
8. When pulling back out onto the road in a right-hand drive vehicle after a stop or changeover, the front seat passenger must also check that no cyclists or other road users will be affected by your vehicle. Reduce the risk with clear, planned communication, for example a 'yes' or 'no' from the front seat passenger before setting off. Use your horn and indicators to alert other road users.
9. Cyclists travel very quickly, particularly downhill when they will often exceed speeds of motor vehicles. Drivers of support vehicles must not cause an obstruction to cyclists from their own or any other team at any time. Take extra care if the road surface is wet, when stopping distances will be far longer than in dry conditions – especially for bikes.
10. Cyclists must be very careful when in close proximity to other cycles. The overtaking or following cyclist is under a duty to stay clear of the cyclist in front and must allow for the fact that the cyclist in front may turn or brake or take some other urgent action. The overtaking or following cyclist must be able to take avoiding action that puts no-one at any risk of injury. Allow enough space and communicate with the cyclists around you to let them know what you are doing BEFORE you do it! NB "Slipstreaming" – following close to the wheel of the bike in front of you – is not allowed.
11. Particular caution is urged in congested situations where other two and four-wheeled vehicles are merging with Challenge riders.
12. Hand signals must be given when turning right and left and an audible warning must be given to the cyclist in front prior to overtaking.

All team members must read the [*Conditions of Entry*] issued by the organisers, and these Safety and Welfare Guidelines and agree to comply with them fully. They must also understand that participating in the Challenge may pose physical risks and must not hold the Trustees, Organisers, Sponsors or Marshals responsible for any death, injury, illness or any aspect of safety, welfare or any other matter relating to or resulting from the Challenge. All team members MUST sign the individual entry form issued by the organisers, including the declaration of compliance, and return it to the organisers, Extra Mile Challenges. You will not be allowed to participate in the Challenge unless we have received it.



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