

Consultation on Scoreboard Replacement

December 2019



Isle of Man
Government

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1. Aim.

This paper is issued by the Department for Enterprise for the purpose of obtaining views on the look, feel and operation of a replacement Scoreboard for the TT Course.

2. How to respond.

The deadline for responses is 5pm on 31st January 2020.

Responses must be made in writing and sent by email or post to:

motorsport@gov.im

Director of Motorsport

Department for Enterprise

St Georges Court

Upper Church Street, Douglas,

Isle of Man, IM1 1EX

3. Freedom of Information.

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the Freedom of Information Act 2015 (FOIA).

If you want information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information, we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances.

An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Department. The Department will process your personal data in accordance with the Data Protection Act (DPA) and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

4. Data Protection.

The Department for Enterprise (DfE) is carrying out this consultation to direct its plans for the replacement of the TT Course Scoreboards on Glencrutchery Road.

This consultation and the processing of personal data that it entails, is necessary for the exercise of our functions as a government department. If your answers contain any information that allows you to be identified, DfE will, under data protection law, be the controller for this information.

You do not have to give us personal information. If you do provide it, we will use it only for the purpose of asking follow-up questions and determining the impact of the proposed road closure changes.

DfE's privacy policy has more information about your rights in relation to your personal data, how to complain and how to contact the Data Protection Officer, you can access this here:

<https://www.iomdfenterprise.im/policy/privacy-policy>

Your information will be kept securely and destroyed within 1 month after the consultation has been

completed.

5. Consultation

The Scoreboard is situated on the northwest side of Glencrutchery Road right opposite the Grandstand and Nobles Park. It has a fairly elevated position above Douglas with a moderate to high degree of exposure to the elements.

The scoreboard, originally a mobile structure, was incorporated into the current permanent structure in the late 1980's, approximately the same time as the existing Grandstand structure was built.

The Scoreboard is a simple structure comprising a single line of vertical steel stanchions, spaced at about 2 metre centres and clad with timber boarding for displaying rider status and race details. There are cantilevered walkways, top and bottom, and a small cantilevered canopy roof at the very top. Access to the upper walkways is via ladders onto a central landing stage.

The stanchions are built into the pavement, presumably on concrete pads and, for the main part, support the timber boarding on which rider lap positions and times are displayed manually during the races, using hanging tiles.

There is a 1 metre walkway between the outer edge of the walkway and the road/racetrack which has protective "Armco" barrier and immediately outside this a "Geobrugg" concrete barrier and debris fence was erected in 2015.

The scoreboard consists of a north, central and south leader board, providing position and lap times for the top 6 riders, plus two joining sections containing information for each competitor taking part in the race.

The Scoreboard currently provides information to fans in the Grandstand and teams in pit lane, through the use of paper, a number of indicator lights and a positional 'clock' system, currently operated by the Island's Scouts with lap times, lap speeds and position of the top 6 riders on the leader boards. Individual painted 'slates' are used on the scoreboard to provide similar data for each rider and each lap.

In addition to the Scoreboard structure there are 2 timing huts situated on the Northern leader board. The timing huts are stacked on top of each other, with the top level used for timekeeping functions and the lower level used for operation of the Scoreboard lighting system.

6. Replacement

The Scoreboard and timing huts are now in a condition that will require the existing structure to be replaced in the next 12 – 24 months, whilst the Department has identified a number of replacement options, views are being sought from interested parties as to what the replacement should be.

In assessing the need for a replacement, the Department has identified the requirements of the scoreboards and these are:

- a) To provide spectators in the Grandstand and within sight of the Scoreboard with information as to the status of the racing, including rider positions, lap times and speeds;
- b) To provide information to pit crews within pit lane as to the position of their rider(s) and also an indication of when they may be approaching the pits for a scheduled pit stop, through the use of the indicator lights; and

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- c) Due consideration within any replacement design to be given to the tradition and history of the Scoreboard and timing huts.

The Department has identified a number of potential options:

- a) To build a “like for like” permanent fixed replacement with no changes to the overall design;
- b) To build a “like for like” permanent fixed replacement with certain technological changes, with the replacement of certain aspects of operation, the clocks for example, with a more up to date functionality, based around digital panels;
- c) To build a replacement with a mix of old and new technologies in a permanent fixed solution, replacing the Centre, North and South leader boards with digital screens, replacing the joining sections with a traditional design, with the potential of these being manually operated as currently or replaced with updated technology; and
- d) To remove the current structure and to replace the whole scoreboard with one or more mobile digital screens.

The Department therefore requests submissions on any of the options from a) to d) above, or any other alternative solutions, in writing either to the e-mail address or postal address in section 2.

7. Next steps

Following this consultation exercise, any comments, views or ideas provided will be considered by the Department, in conjunction with the Department of Infrastructure and will be used to direct plans for the replacement scoreboard.

