

<b>Title of policy/ practice/ strategy/ legislation etc.</b>	<b>Motor Sport on Public Roads (Scotland) Regulations 2019</b>
<b>Lead Minister</b>	<b>Michael Matheson MSP, Cabinet Secretary for Transport, Infrastructure and Connectivity</b>
<b>Lead official</b>	<b>George Henry, Head of Road Policy</b>
<b>Directorate Division Team</b>	<b>Roads Directorate  Transport Scotland  Road Policy Team</b>

## Stage 1 - Planning

### 1. What is the aim of your policy/strategy/plan?

The purpose of the Scottish Statutory Instrument is to introduce a two stage authorisation process to allow motor sports to be held on closed public roads in Scotland. This places the relevant motorsports governing bodies (i.e. Motorsport UK and Scottish Auto-Cycle Union)) at the heart of the permit process to ensure that the organisations with the experience and skills of authorising and running events can use their skill and experience to oversee the events.

Organisers of events, such as the Beatson's Mull Rally, will be required to approach the relevant Motor Sports Governing Body who will have the ability to issue a motor sport permit, before the organisers can apply to a local authority for a Motor Sport Order. It is not envisaged that there will be a large number of events authorised under this SSI which is initially targeted to cover the Jim Clark Rally and the Isle of Mull Rally which are the only two closed road events that have taken place in Scotland in recent years. However, there is however scope to extend the number of events in future years if there is appetite to do so.

## Stage 2 - Evidence

### 2. What impact will your policy/strategy/plan have on island communities?

Currently it is a criminal offence to promote or take part in a race or trial of speed on public roads in Scotland. The only exceptions to this are events authorised under the Scottish Borders Council (Jim Clark Memorial Rally) Order Confirmation Act 1996 and

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the Strathclyde Regional Council Order Confirmation Act 1990. Both these private acts made at Westminster authorise and allow, respectively, the Jim Clark Rally and the Isle of Mull Rally.

However, neither of these rallies have been held on closed public roads in recent years due to ongoing issues faced by the event organisers with insurance cover following two tragic incidents, that resulted in one fatality at the Snowman Rally in 2013 and three fatalities at the Jim Clark Rally in 2014.

The SSI make provision for local authorities to authorise motor sport events jointly with the relevant Motor Sports Governing body, potentially unlocking benefits at a local level, by issuing a motor sport order. Island communities like Mull, which hosts the Beatson's Mull Rally, could benefit greatly by the changes proposed via the SSI as it would enable the local authority to approve rallies on their islands, should they wish.

The Mull Rally has been an annual event since 1969 at which time the time trials took place off-road, but in 1990 the Strathclyde Regional Council Order Confirmation Act, enabled the rally to take place on sections of closed public roads, which was approved by the local authority. In 2016, the Mull rally attracted up to 150 crews, and attendance at the event was estimated to be 5,000 over the two days, which generated approximately £1 million for the local economy.

Although the key economic driver of such events is the number of spectators who attend, it is not the only factor. Major rallies can involve up to 200 competitors, their families and their crew, as well as a large number of officials and volunteer marshals. These groups will also contribute to the local economy via their spending. High profile events, like the Beatson's Mull Rally also attracts considerable interest from national and international media, which has also benefitted local tourism.

### **3. What consultation have you had with the island communities on your policy/strategy/plan?**

The motorsports on closed public roads consultation was designed to gather the views of stakeholders and individuals to help inform the Scottish Government's policy in relation to motorsports on closed public roads, and to assist in the development of any future legislation in this area.

The public consultation was held between the 3<sup>rd</sup> December 2018 and the 28<sup>th</sup> January 2019 and we received a total of 3,788 responses. Nine questions were asked in total and a clear majority of respondents (98% in favour) supported the introduction of a two stage application process to allow motorsport events to be held on closed public roads.

The responses included a number from island businesses who highlighted their support for the proposals contained within the consultation, particularly as the regulations provide flexibility to local communities by enabling local authorities to "exercise road closures for additional motorsport events e.g. in the winter months to bring a much needed boost to the local economy out-with the main tourist season, and offer flexibility as required." The Mull Community Council noted the extreme

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importance that rallying events have for the local community. This view was also supported by Marketing Mull & Iona, who said:

“It makes sense for decision making for specific road closures for motorsport events in an area to be delegated to the Local Authority, who have the local knowledge and existing working relationships with event organisers to ensure minimum disruption for all road users. This has been the case for the Mull Rally for many years, which has been successfully managed...”

It should be noted that public roads are not all closed at once, instead only small sections of public roads are closed for a couple of hours whilst crews undertake their time trials. More importantly, the Jim Clark and Mull Rallies have been running since 1969, and the local authorities who approve these rallies work closely with the community to ensure that people can still get around during the event.

### STAGE 4 - DECISION

#### 4. Does your policy/strategy/plan require an Islands Community Impact Assessment?

The provisions within the SSI do not raise island specific issues or concerns. We do not believe an Island Community Impact Assessment is required as the provisions make no distinction to various communities across Scotland.

**Your deputy director (or above) should sign and date in the box below.**

<b>Sign off of the Island Communities Impact Assessment template</b>	<b>Name: Hugh Gillies</b> <b>Job title: Director of Roads, Transport Scotland</b>
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The final stage is to complete the Island Communities Impact Assessment summary template for publication on the Scottish Government website. This should be published on the Scottish Government's website – contact **Rural Economy and Communities** for more details.

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The final step of the Island Communities impact assessment process is to complete the **SUMMARY TEMPLATE** which should be published alongside other impact assessments.

### ISLANDS COMMUNITIES IMPACT ASSESSMENT SUMMARY TEMPLATE

<b>Title of Policy, Strategy, Programme etc.</b>	<b>Motor sport on public roads (Scotland) Regulations 2019</b>
<b>Summary of aims and expected outcomes of strategy, proposal, programme or policy</b>	<p>The purpose of the Scottish Statutory Instrument is to introduce a two stage authorisation process to allow motorsports to be held on closed public roads in Scotland. This places the relevant motorsports governing bodies (i.e. Motorsports UK and the Scottish Auto-Cycle Union) at the heart of the permit process to ensure that the organisations with the experience and skills of authorising and running events can use their skill and experience to oversee the events.</p>
<b>Summary of evidence</b>	<p>The Motorsports on closed public roads consultation was designed to gather the views of stakeholders and individuals to help inform the Scottish Government's policy in relation to motorsports on closed public roads, and to assist in the development of any future legislation in this area.</p> <p>The public consultation was held between the 3<sup>rd</sup> December 2018 and the 28<sup>th</sup> January 2019 and we received a total of 3,788 responses. There was a clear majority (98%) who supported the introduction of a two stage application process to allow motorsport events to be held on closed public roads.</p> <p>The responses included a number from island businesses who highlighted their support for the proposals contained within the consultation, including the Mull Community Council who noted the importance that rallying events have for the local community. Indeed, respondents recognised the flexibility that the regulations provide to local communities by enabling local roads authorities across Scotland to "exercise road closures for additional motorsport events e.g. in the winter months to bring a much needed boost to the local economy out-with the main tourist season....".</p>

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	<p>It should be noted that public roads are not all closed at once, instead only small sections of public roads are closed for a couple of hours whilst crews undertake their races or time trials.</p> <p>Local authorities are best placed to determine applications for motorsport events. Since 1969, local authorities have been working closely with event organisers and the local community to ensure that people can still get around during the Jim Clark and Mull rallies. The SSI is providing the necessary powers to enable local authorities across Scotland to hold events that benefit local areas.</p>
<b>Summary of assessment findings</b>	<p>The provisions within the SSI do not raise island specific issues or concerns. Therefore, we do not believe an Island Community Impact Assessment is required as the provisions make no distinction to various communities across Scotland.</p>
<b>Sign off</b>	<p><b>Name: Hugh Gillies</b></p> <p><b>Job title: Director of Roads, Transport Scotland</b></p>