

BARNSELY METROPOLITAN BOROUGH COUNCIL

REPORT OF: EXECUTIVE DIRECTOR GROWTH AND SUSTAINABILITY

TITLE: SOUTH YORKSHIRE STAGES RALLY 2023

REPORT TO:	CABINET
Date of Meeting	15 November 2023
Cabinet Member Portfolio	Environment and Highways
Key Decision	Yes
Public or Private	Public

Purpose of report

To request Cabinet to consider, and if minded approve, granting the issue of a Motor Race Order, on the basis that there are no grounds for objection, for a closed road rally within the borough and managed and delivered by South and Hallamshire Motor Club on 10th December 2023.

Council Plan priority

- Healthy Barnsley – does not relate to this proposal
- Learning Barnsley – does not relate to this proposal
- Growing Barnsley – there is the potential of a boost in income for local businesses such as cafes and hotels
- Sustainable Barnsley – does not directly relate to this proposal however, the event organisers will be providing funding for carbon offset
- Enabling Barnsley – does not relate to this proposal

Recommendations

That Cabinet:

1. Consider the application made by Sheffield and Hallamshire Motor Club for the Council to issue a Motor Race Order to allow them to hold a closed road rally in the borough on Sunday 10th December 2023
2. If Cabinet are satisfied there are no reasonable grounds for objection, agree to the issue on a single time basis a Motor Race Order for this event.

1. INTRODUCTION

- 1.1 Road racing on the public highway is normally unlawful. However, the Road Traffic Act 1988 was amended to create a controlled process which can make road races lawful in certain circumstances. Road races must be approved by the local Highway Authority and a relevant motorsport governing body. Such bodies must be approved by regulations made by the Secretary of State.
- 1.2 The process for a lawful road race is as follows:
 - a. The promotor of an event applies for a motor racing order to an approved governing body (in this case to *Motorsport UK*).
 - b. The governing body undertakes public consultation.
 - c. The governing body issues a permit for the race.
 - d. The promotor, having received a permit, makes an application for a motor racing order to the highway authority at least six months before the event.
 - e. The highway authority decides whether or not to make an order.
- 1.3 If a Motor Racing Order is made then the event is lawful and a number of road traffic and other offences do not apply to people who participate in the event, so long as they act in accordance with the Order.
- 1.4 The Highway Authority may not make the motor race order unless it is satisfied that:
 - a. Adequate arrangements have been made to allow the views of the local community to be taken into account, and
 - b. The person proposing to promote the event has shown that the event is commercially viable, and
 - c. Effective arrangements have been made to involve local residents, the police and other emergency services in the planning and implementation of the event.
- 1.5 In deciding whether or not to make an order the Highway Authority must consider anything it considers relevant and it must also consider:
 - a. The likely impact of the event on the local community, and
 - b. The potential local economic and other benefits (in respect of tourism or otherwise)
 - c. Any other local considerations that the Council thinks relevant.
- 1.6 On June 6th 2023 Council representatives received notification from the Sheffield and Hallamshire Motor Club that they had successfully secured a race permit and wish to progress the necessary activities with the Council to secure a Motor Race Order to hold a closed road rally in the Penistone East and Penistone West wards. The closed road rally would consist of:
 - a. A four-stage event using category 3 and 4 roads in rural areas and villages in the west of the Barnsley borough;

- b. The event will be held on Sunday 10th December 2023;
 - c. There will be 120 competitors in the event;
 - d. The maintenance area will be based in the grounds of Magna, Sheffield Road, Rotherham. Competitors will drive under normal highway conditions to, from and between the competitive stages and will be subject to normal highway regulations and restrictions when not driving on closed road sections;
 - e. A map of the route can be found in Appendix Bii.
- 1.7 Motorsport UK issued the necessary permit on 5th June 2023 (permit number 129759). In considering and issuing this permit the explicit “no objection in principle” from both South Yorkshire Police and the Council (as the Highway Authority) was required. No objection in principle was provided by the Council and South Yorkshire Police (who in providing this noted a number of concerns including in relation to safety: risk to spectators and residents, disruption to residents and local businesses, risk of protest, road safety, lessons learnt from an incident at a similar event in the East Riding of Yorkshire in February 2023 all of which are considered in appendix C.v).

2. PROPOSAL

- 2.1 It is proposed that Cabinet consider the application made by Sheffield and Hallamshire Motor Club, and if minded, approve the issue of a Motor Race Order on the basis of there are no grounds for objection.
- 2.2 In order to make a Motor Race Order the Highway Authority has to consider the following points:
- a) ***Adequate arrangements have been made to allow the views of the local community to be taken into account.***

Evidence and analysis –

The Council convened a multi-agency Safety Advisory Group including representatives from the emergency services and Council services. The Group has met monthly since autumn 2022 to consider both highway and events safety themes, including the approach taken by the club to engage residents and community stakeholders.

Within this meeting consultation is held with colleagues from the fire service, police, ambulance service and Barnsley Council’s licensing and regulatory services team. South Yorkshire Police’s current view of the event is one of non-objection in principle.

It is a requirement of the application process that Sheffield and Hallamshire Motor Club undertake thorough consultation with all affected residents and businesses. The motor club has compiled a log of those properties affected and consulted. During the period 30/09/2023 to 21/10/2023 representatives from the club visited 287 properties, of which 111 were spoken to directly with the remainder being left an information letter. 17 residents requested support

during the event ranging from accommodating pre-arranged appointments (i.e. vets, shopping, care support) to specific timed access for livestock welfare visits and family events.

The club have also exhibited at the Penistone show.

To date, two formal complaints have been received about the proposed event by the Council and dealt with using the Council complaints process. Some residents have concerns regarding lack of access to their properties for a non-essential road closure, comparing the event with a road closure for highway resurfacing or utility works. Complaints have also been received from event venues and a local Café who sells Christmas trees, with the road closures impacting their business at key times. The organiser's have actively attempted to ameliorate these concerns with various proposals. Comments have been posted on local social media groups with a mix of both positive and negative commentary. The club is yet to release the Residents Handbook which sets out, amongst other things, how residents can safely leave and return to their properties, but this will be released w/c November 6th.

The motor club have had detailed discussions on their proposals with both Penistone East and West members and the MP for Penistone and Stocksbridge. Both the MP and Conservative and Liberal Democrat members fully support the event.

Appendix C1 sets out in detail the scope of public consultation and local resident engagement that the organisers have undertaken.

It is felt that the organisers have demonstrated a good understanding of the need to consult and liaise with the local and business community and have undertaken this, responding to specific local concerns when raised.

b) The person proposing to promote the event has shown that the event is commercially viable;

Evidence and analysis –

Financial information has been presented to Council Officer's showing the costs of holding the event, administration and planning costs, set up and delivery costs, entry fees charged and sponsorship income. This shows that the projected income exceeds the cost of running the event.

c) Effective arrangements have been made to involve local residents, the police and other emergency services in the planning and implementation of the event.

Evidence and analysis -

The Council convened a multi-agency Safety Advisory Group including representatives from the emergency services and Council services. The Group has met monthly since autumn 2022 to consider both highway and

events safety themes. An ongoing action log has been maintained and there are currently no outstanding actions of sufficient concern to object to the issue of a Motor Race Order (albeit this does not preclude any arising following issue of the Order, therefore the proposed Order includes a clause for the Council to withdraw the order at any time if outstanding concerns of merit remain).

Within this meeting consultation is held with colleagues from the fire service, police, ambulance service and Barnsley Council's licencing and regulatory services team. South Yorkshire Police's current view of the event is one of non-objection.

Appendix C1 sets out in detail the scope of public consultation and local resident engagement that the organisers have undertaken.

The consensus of opinion from all blue light partners is the event is being well organised and there are no material matters outstanding that suggest the event cannot progress as described.

- 2.3 It should be noted that whilst Motorsport UK have granted a rally permit having been satisfied that the organisers have taken steps to run the event in a reasonably safe way, it is not possible to entirely eliminate all risks. A recent similar event in the East Riding of Yorkshire on 26th February 2023 resulted in serious injuries to a member of the public. There are multiple residential properties on the route with the walls of dwelling parts of some residential properties are within a metre of the carriageway surface.
- 2.4 The rural nature of the rally routes means there are few opportunities for local businesses to capitalise on any spectators. It is likely there will be overnight stays for drivers and their attendant teams, which will benefit local hotels and guest houses. A designated spectator area which will hold up to 800 people is being staged by the Organisers which will bring additional footfall to the area. This may in turn lead it increased footfall in Penistone town centre. Since the maintenance base is in Rotherham, this benefit will be enjoyed mostly by businesses outside the Barnsley borough. Sheffield and Hallamshire Motor Club have prepared reports on the matters below with these show in Appendix C:
 - a. Consultation arrangements and outcomes
 - b. Financial viability
 - c. Community impacts and mitigations (including mitigation of impacts on individual households/properties)
 - d. Economic and community benefits

3. IMPLICATIONS OF THE DECISION

3.1 Financial Considerations

- 3.1.1 Consultations have taken place with representatives of the Director of finance (S151 Officer).

- 3.1.2 The organisers will make a financial contribution of approximately £5,000 to Barnsley Council, which will cover agreed costs incurred to create the necessary legal orders and ensure appropriate scrutiny of the route.
- 3.1.3 The organisers will also make a financial contribution of £1,500 to the Council to pay for green initiatives, offsetting any negative carbon impacts.
- 3.1.4 If the event goes ahead further financial impacts could occur which are not currently budgeted for and will require appropriate governance approval if they are to occur.
- 3.1.5 A considerable amount of officer time has had to be dedicated to this application via a core group of officers. Whilst not incurring additional direct costs to the Authority, this has diverted officer focus and time from other priorities. In addition, wider involvement of officers and partners (notably the emergency services) have dedicated time to the application.
- 3.1.6 The race is to be fully insured by the organiser and therefore no financial impact would occur to BMBC if insurance was required to be activated.
- 3.1.7 Sheffield and Hallamshire Motor Club have indicated that a further event may be proposed for autumn 2024 and potentially future years afterwards. A review of the economic benefits and value for money will be undertaken should approval be granted for rally in 2023 so that this can be considered as part of any future application. This report will be presented back to Cabinet at a future date. Any future application will require appropriate governance and financial implications will be considered accordingly at this stage.

4. Risk Implications

- 4.1 Motor sport has obvious inherent risks. Whilst Sheffield and Hallamshire Motor Club have satisfied Motorsport UK that the rally aspects of the event will be run safely, as illustrated by the incident in East Riding in February 2023, risks cannot be eliminated. The Council will not be the organiser for or deliver/manage the event however, in the event of any incident there is the potential for the approval process to be questioned. The extent of this would likely depend on the seriousness of the incident, and whether the incident involved only those competing in and/or delivering the event or members of the public. Therefore, Cabinet must be satisfied that the Council has undertaken reasonable due diligence if the decision to grant a motor race order is made. It should be noted that the Council's own Regulatory Services are the enforcing authority for motorsport workplace health and safety, not the Health and Safety Executive (HSE). So should a work-related incident occur Regulatory Services may be the investigating authority.
- 4.2 Whilst the proposed rally will not be delivered by the Council and therefore will not directly impact Council staff, there are ancillary risks. Council staff will need to undertake pre and post event highways assessments exposing them to business as usual risks. In addition, in the event of any major incident

Council staff may be required to respond as part of routine emergency response arrangements. However, Council staff will not be on/in the rally route in any official capacity albeit they may be present in the 'rally control' as liaison along with representatives of the emergency services.

- 4.3 The closure of any roads has the potential to impact on the response to an emergency incident. Inherent to the draft Motor Race Order is a clause for the Council to stop the event in emergency circumstances to facilitate any necessary emergency response and/or if concerns regarding safety arise and are not suitably mitigated by the organisers.
- 4.4 The closure of roads and exclusion of normal road users and pedestrian has the potential to disrupt communities and individuals' right to a private life. However, the closure of roads for events is not uncommon or without precedent in the Council (e.g. Tour de Yorkshire, town hall based events). Sheffield and Hallamshire Motor Club have consulted communities affected, considered community impacts and put in place, in their view, reasonable mitigations as outlined in appendices Ci and Ciii (including provision to not adversely impact those who rely on home based health services and/or domiciliary care services when the roads are closed).
- 4.5 The event is unlikely to generate as much economic benefit for local hospitality industry as originally envisaged when the project was first muted, as the maintenance area is located in Rotherham MBC area and the proposed event in Penistone the evening before the rally has been cancelled. A designated spectator area which will hold up to 800 people is being staged by the Organisers which will bring additional footfall to the area. This may in turn lead it increased footfall in Penistone town centre.
- 4.6 This report has been submitted earlier than the decision could actually be made to allow Sheffield and Hallamshire Motor Club sufficient time to market the events, process entries and make final arrangements etc. Given this it must be noted there are residual/ongoing risks that will be outstanding and which will remain subject to due diligence via the Safety Advisory Group such as final arrangements for spectator areas and the facilities required, set up and clear down arrangements. On this basis the Motor Race Order again includes a clause for the Order to be withdrawn if safety concerns are not addressed to the satisfaction of the Safety Advisory Group or Council.

5. Legal

- 5.1 The creation of a Motor Race Order suspends the rules of the road, meaning if the requirements of the order are followed the driver cannot be prosecuted for offences such as speeding or causing death by careless driving.
- 5.2 In deciding whether to approve the issue of the Motor Race Order, Cabinet must be satisfied there are no reasonable grounds for refusal. In coming to its decision, Cabinet must only take into account relevant considerations, namely the tests set out in sections 1 & 2 above. It should not take into account any irrelevant considerations.

5.3 The Council's own Regulatory Services are the enforcing authority for motorsport workplace health and safety, not the HSE. Regulatory Services have confirmed this position with the HSE.

6 Equality

- 6.1 The Public Sector Equality Duty applies to the Council when it makes decisions. The duty requires us to have regard to the need to:
- a. Eliminate unlawful discrimination, harassment and victimisation and other behaviour prohibited by the Act. In summary, the Act makes discrimination etc on the grounds of a protected characteristic unlawful
 - b. Advance equality of opportunity between people who share a protected characteristic and those who do not.
 - c. Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding
- 6.2 The equality impact assessment indicates that the proposals in this report will not have a disproportionately adverse impact on any people with a particular characteristic.

7 Sustainability

- 7.1 The rally will use high powered cars powered by internal combustion engines being driven at high speeds. These are naturally not as efficient as standard road cars. There will also be a considerable support operation required consisting of additional vehicles, generators etc, which will contribute to the carbon footprint of the event. There is currently no active travel alternative to rallying, however the car rally will make a financial contribution of £1,500 to the Council to pay for green initiatives such as insulation in an attempt to make the event carbon neutral.
- 7.2 Concerns have been raised at similar events with regard to impact on wildlife. At a similar event in Essex consultation was held with the RSPB, who confirmed they did not expect an event such as this would impact on nesting birds and other wildlife. Whilst noise levels will be higher than normal traffic, vehicles must still comply with relevant noise legislation with the rally cars meeting Motorsport UK requirements with cars subject to scrutineering.
- 7.3 The sustainability wheel is show below:



8 Employees

- 8.1 The organisation and preparation of legal documents for the event has already required a significant draw on the resources of Council employees.
- 8.2 The event falls during the winter maintenance period so additional hours and shifts may be required to facilitate access to the proposed route (for which if outside or in addition to priority one and two gritting routes a charge may be applied to Sheffield and Hallamshire Motor Club however, a service cannot be guaranteed.
- 8.3 Condition surveys of the highway prior to and post the event will be a significant undertaking for Barnsley Council, as will the rectification of any damage caused by the event.
- 8.4 The event will be delivered and marshalled by the Sheffield and Hallamshire Motor Club however a number of Council employees may either be present in the 'rally control' or required to be available in the event of any incident.

9 Communications

- 9.1 A robust communications strategy is required to ensure highway users are fully aware of the proposed road closures. Sheffield and Hallamshire Motor Club are leading on communicating with affected residents and businesses. This is not a Council event and therefore it is proposed that all communications are driven by the motor club.
- 9.2 The event if agreed could lead to increased calls to the Council in the immediate period before and during the event regarding road closures and diversions. It is proposed that an automated message be placed on the Council's customer contact line diverting referring these enquiries to Sheffield and Hallamshire Motor Club as the event organisers.
- 9.3 For safety reasons the event requires the complete closure of the route to vehicles and pedestrians. There is therefore the potential for considerable disruption to residents and service users on the day of the event, and potentially a day before and after the event to enable set up of the event (for example placing hay bales in the road for protection). The organisers would stop the rally at a safe point to allow emergency vehicles access to the route.
- 9.4 The organisers are aiming to accommodate all reasonable requests for access.
- 9.5 The organisers will issue a Residents Handbook to everyone living on the route which has details of the events and the relevant contact telephone numbers.

10 CONSULTATION

- 10.1 It is a requirement of the application process that Sheffield and Hallamshire Motor Club undertake thorough consultation with all affected residents and businesses. The motor club has compiled a log of those properties affected and consulted. They have also exhibited at the Penistone show.
- 10.2 The motor club will make three visits to all properties affected by the event to speak with the occupier, and provide written information.
- 10.3 As part of the pre-event analysis and discussion, Barnsley Council has organised monthly Safety Advisory Group (SAG) meetings. Within this meeting consultation is held with colleagues from the fire service, police, ambulance service and Barnsley Council's licencing and regulatory services team. South Yorkshire Police's current view of the event is one of non-objection.
- 10.4 The motor club have had detailed discussions on their proposals with both Penistone East and West members and the MP for Penistone and Stocksbridge. Both the MP and Conservative and Liberal Democrat members fully support the event.
- 10.5 Following routine consultation on the necessary temporary traffic regulation orders (TTROs) required to facilitate the event, the Council has received 3 responses to date requesting further details. This consultation information was posted to social on November 3rd by a member of the public which has prompted various complaints/concerns from residents (23 at 7th November 2023) including in relation to impacts on businesses, access to properties, risks to people and property and how the nature of the events fits with the Council's green agenda. All concerns relating to access and business impacts have been referred to Sheffield and Hallamshire Motor Club as the event organiser.

11 ALTERNATIVE OPTIONS CONSIDERED

- 11.1 The alternative would be to refuse to approve the Motor Race Order. This would mean the event cannot take place as it would not be able to be held lawfully. The grounds for refusal would need to be reasonable and relevant to the requirements set out in S.1.4 and S 1.5 previously.
- 11.2 Refusal of the event would remove the risk of damage to property and Barnsley Council's highway asset. It would also remove the risk of death and serious injury caused by accidents as a result of the rally.
- 11.3 Refusal of the event would also eliminate the inconvenience that some residents would experience.
- 11.4 Refusal to approve the event would also mean Barnsley lose any potential economic benefit of overnight stays in local hotels and additional revenue for catering outlets.

12 REASONS FOR RECOMMENDATIONS

- 12.1 Having considered the application and supporting information, Officers see no grounds for objection and recommend the issue of a Motor Race Order to the event organisers.

13 GLOSSARY

- Motor Race Order – legal order allowing motor racing on the public highway, made under the Road Traffic Act 1988, [section 12](#) as amended in 2015.

14 LIST OF APPENDICES

Appendix A: Financial Implications – not required as detailed within the report

Appendix B: Draft Motor Race Order

- Motor Race Order
- Map of proposed route

Appendix C: Reports from Sheffield and Hallamshire Motor Club:

- Consultation arrangements and outcomes
- Financial viability
- Community impacts and mitigations (including mitigation of impacts on individual households/properties)
- Economic and community benefits
- Summary incident report and lessons learnt from the incident in East Riding in February 2023

15 BACKGROUND PAPERS

[Details of background papers **MUST** be included]

If you would like to inspect background papers for this report, please email governance@barnsley.gov.uk so that appropriate arrangements can be made

16. REPORT SIGN OFF

Financial consultation and sign off	Ashley Gray – Strategic Finance Business Partner 24/10/2023
Legal consultation and sign off	<i>Sukdave Ghuman</i> 7 November 2023

Report Authors:

- Simon Dobby; Head of Corporate Health, Safety and Emergency Resilience
- Matthew Bell; Head of Highways and Engineering
- John Finch; Head of Culture and Visitor Economy

Date: 7 November 2023

Appendix Bii – Stage Route Overview



**Appendix Ci: summary of consultation arrangements and outcomes
(provided by Sheffield and Hallamshire Motor Club)**

White's Bakery,
Penistone, South Yorkshire Stages
Consultation arrangements and outcomes
Report for BMBC Cabinet Report (As September 2023)



Introduction

Sheffield and Hallamshire Motor Club (S&H) have undertaken consultation in 2 ways in line with Motor Sport UK's (<https://www.motorsportuk.org/wp-content/uploads/2019/08/2019-07-24-guideline-document-outlining-the-application-process.pdf>) prescribed process for all properties affected by the event.

1. Visiting every property directly affected by the road closures 3 times prior to the event. (All properties either on the route or their access to the highway network is blocked by road closures).

If the residents are at the property at the time of the visit they are spoken to about the event. If they have any concerns or objections, these are recorded and are given a letter with S&H contact details, should they require additional information. If there is no one present at the property a letter with contact details and brief information about the event is posted at the property. Resident Handbook (see appendix 1) is issued on the 3rd visit.

2. Public consultation. Attending major local events, via the democratically elected bodies and social media

Social Media

Hollywood Media have been engaged to promote the event on social media to both the motorsport community and local residents, safety and spectator information is a critical part of the event information that will increase as we get closer to the event start.

The 3 local bus companies have been contacted and will be advised of the details of the ceremonial start and the road closures.

Updates as of 25th September 2023

1. Visiting every property directly affected by the road closures

To date all properties have been visited for the first time. The relevant ward councilors have been very supportive in assisting with these visits.

Number of properties visited 1 st time	357
Number of residents spoken to	209
Number of letters where no resident present	148

- There have been several requests for additional information which have satisfied residents.
- There have been 2 formal objections:

1. Relating to a property at the side of the road, additional protection in the form of extra, large round bales has been proposed, this has been approved by MSUK Safe Delegate at a recent site visit and relayed to BMBC SAG and Highways Department
2. A local business, we are currently negotiating the use of a field as a spectator location and propose to offer the affected business the catering outlet and a stall for their other business.

The second round of visits commenced start September; third visits will take place in October.

Second round of PR visits (September)

Objective: populate pr log with personal contact information gain signature approval to record info as per GDPR. Record answers to questions (see appendix 2 for Questionnaire)

As of 6th November 2023

Number of properties visited 2 nd time to date	287
Number of residents spoken to	111
Number of letters where no resident present	176
Number of residents requiring further support/action	17

Most residents were happy to give contact information and answered the questionnaire.

Positive Feedback

We have received many positive responses from residents and business owners.

“Really looking forward to the event will invite friends to join us”. Local Resident.

“I am going to have a special event to coincide with this event”. Bar owner in Penistone.

“I am glad to know in advance as this is not my sort of thing, I shall go away for the weekend” Resident.

“I will have horses to tend to but I am sure I can fit in with your time scale so long as I know in advance” Resident.

“I am happy this event is coming to the area it will be good for the local economy” B&B owner.

Negative Feedback

“We’re concerned about the risk to residents and property” Local Resident

“I think the event will be too fast” Local Resident

“I don’t think the road surface is safe” Local Resident

2. Public Consultation

To date S&H have attended 3 local major events; Penistone Show September 2022, Penistone Tractor Run April 2023 and Penistone Mayors Gala June 2023.

We have had a large stand with rally cars and members of the organising team at each event to discuss any concerns and provide event information.

To date there have been no objections from these events and the publicity has generated offers of assistance from Penistone Round Table and Several of the young farmers.

Elected Members, Penistone Town Council (PTC) and Parish Councils

Elected Members attend meetings with BMBC (SAG & KIT) and are engaged in the planning of the event. They can direct any concerned parties to the most appropriate contact. PTC are updated and are assisting with the ongoing promotion of the event. Parish Councils have been invited to PTC meetings to provide them with updates, these meetings will continue.

Appendix Cii: summary of financial viability (provided by Sheffield and Hallamshire Motor Club)

The budget is continually being updated as specific costs for our event are received. Budget will be available for inspection at the next SAG / KIT meeting but due to the Commercial sensitivity we reserve the right to retain this information. Our initial calculations and budget is based on information provided from other events (Beverly and Clacton)

Due to the event moving from the planned October date to December we have been very conservative with our ticket sales projection.

The Service Park has had to be moved from Mercedes at Tankersley. Initially we thought we might get access to the Oakwell Stadium in Barnsley, but this was unavailable and as a result we have had to move out of the borough. Our new Service park will be at Magna in Rotherham and should not too significantly increase the road mileage. We hope to host a small ceremonial start on Sunday morning and the venue will be open to spectators for a small charge.

Ticket sales for spectators on the Sunday will be split between the landowner, tenant farmer if applicable and S&H, discussions with spectator locations landowners lead S&H to believe there will be further charity donations from the landowners. A detailed budget has been forwarded to BMBC.

Appendix Ciii: community impacts and mitigations (including mitigation of impacts on individual households/properties) (provided by Sheffield and Hallamshire Motor Club)

Economic & Community Impact, Mitigation and Actions

Economic Impact

The Economic benefits can be subdivided into two parts; those directly related to the event and those indirectly related to the event.

Several years ago, MSUK commissioned Sheffield University to provide a report on the projected economic benefits of closed road motorsport events based on events similar to the Jim Clark Rally that takes place in Dunns, Scotland, report attached. It should be noted this is an established event over 4 days but provides a guide as to the possible opportunity.

Directly

As this is the first running of the event, we have obtained figures from the Clacton event. Estimated spend during the event per crew £1000.00 via our social media and event documentation we will promote B&B's etc.

Estimated spend per spectator not including access to scrutineering/spectator areas £25.00 per person. We expect 1,000 to 2,000 Spectators to the Official spectator areas and 600 to 700 visitors to the service park.

We expect most of the event spend to be within the BMBC area but some overspill to Wakefield, Rotherham, and Sheffield. Unfortunately, some of the spend in the BMBC area will be diverted to the Rotherham area due to the change of the service park from Tankersley to Magna at Rotherham.

There were too many civic events in Penistone over the Christmas period, and it was thought there would be too much disruption. It is hoped that for next year, as we plan to revert to our original date in October, we will be able to stage a more spectacular ceremonial start event.

Indirectly

The event puts Penistone and Barnsley on the map for visitors and businesses, the event will promote the location and we will assist any business groups, BMBC, individuals or attractions to promote specific attractions or locations if approached prior to the event.

<i>The ease of access to the area and event is a big positive over the location of similar sized events in the UK.</i>			
<i>Economic Impact cont.</i>	<i>Impact (Benefit)</i>	<i>Impact (Possible Issues)</i>	<i>Mitigation / Actions</i>
Local Business	<p><i>*Some local businesses will benefit both financially on the day and post event from broader advertising / event day sales.</i></p> <p><i>*The Round Table and Young Farmers have been engaged and supporting the event promotion.</i></p>	<p><i>*Some local businesses have the event passing them and will not be able to open at that location on event day.</i></p> <p><i>*Congestion around the event area due to spectators and visitors to the area.</i></p>	<p><i>*BMBC Highways Department have advised a route which minimises disruption, whilst creating opportunity for hospitality outlets.</i></p> <p><i>*Businesses which are not able to open have been supported by SHMC.</i></p> <p><i>*Farmers on the route will be supplying straw bales which are used in the event.</i></p>
Tourism	<i>The event will attract participants and spectators from outside of the community, promoting the area as a tourism destination. The increased exposure may leave to future tourism growth.</i>	<i>Unknown prior to the event.</i>	<p><i>No mitigations required.</i></p> <p><i>Learning from the event will inform the possibilities for future events.</i></p>

<i>Community Impact</i>	<i>Impact (Benefit)</i>	<i>Impact (Possible Issues)</i>	<i>Mitigation / Actions</i>
Residents	<i>Residents will have prime opportunity for spectating the event.</i>	<i>Some residents may not wish to spectate and may have an issue with noise.</i>	<p><i>*BMBC Highways Department have advised a route to maximise the spectator experience.</i></p> <p><i>*Residents will have been visited 3 times prior to the event and given event details verbally/written. The Resident Handbook contains all information relevant for residents.</i></p>

<p>Community Engagement</p>	<p><i>*There are opportunities for involvement in the event as a Marshall volunteer.</i> <i>*There are opportunities for local establishments such as schools, church, or business to use the event to foster a community activity on the day.</i> <i>*Cultural and social impact, where enthusiasts create a sense of excitement and entertainment.</i></p>	<p><i>Unknown prior to the event.</i></p>	<p><i>No mitigations required.</i></p> <p><i>Learning from the event will inform the possibilities for future events.</i></p>
<p>Transport</p>	<p><i>Verbal enquiries with the bus companies indicated there will be little if no disruption due to the route plan.</i></p>	<p><i>Public transport may be affected on some of the routes and unable to run on the event day.</i></p>	<p><i>*The three local bus companies have been contacted and event details forwarded to enable them to inform their customers in advance of the event.</i></p>
		<p><i>Where taxi companies are uninformed, it may affect their routes.</i></p>	<p><i>*Where possible, all Barnsley taxi companies will be informed of the event.</i></p>
<p>Deliveries</p>	<p><i>Unknown</i></p>	<p><i>Where delivery companies are uninformed, it may affect their routes.</i></p>	<p><i>*Residents are informed in advance of the event and road closures</i> <i>*Where possible delivery companies and supermarkets will be informed of the event.</i></p>
<p>Care Providers</p>	<p><i>Unknown</i></p>	<p><i>Where care providers are uninformed, it may affect their plans.</i></p>	<p><i>*Residents are informed in advance of the event and road closures</i> <i>*Where possible care companies will be informed of the event.</i></p>
<p>Infrastructure Development</p>	<p><i>Any road damage / repairs and safety measures may inform BMBC future plans.</i></p>	<p><i>Residents may have higher expectations that actual deliverable development.</i></p>	<p><i>*Keep residents informed via usual BMBC infrastructure development channels.</i> <i>*Road/ Infrastructure damage due to</i></p>

			<i>the event is covered by SHMC</i>
Environmental Concerns	<p><i>MSUK have commissioned consultants to provide a formula to calculate the carbon produced by the event, this will be used to calculate the cost of offsetting the carbon produced at the event, as Sheffield & Hallamshire wish to keep the benefits of the event as local as possible we will not be paying to plant trees in Scotland but have agreed that BMBC can spend funds on carbon reducing projects i.e. replacing street lighting to more efficient lamps and or school projects. We shall also use the BMBC formula to assess visitor spend. Form is below.</i></p>		
Safer Roads Partnership	<p><i>Sheffield & Hallamshire will be working with the Safer Roads Partnership to promote road safety, stressing to young drivers that the cars entering the event are bespoke vehicles with significantly enhanced safety features and the crews are all experienced all new rally drivers have to pass a test before being able to apply for a competition license which is mandatory to be able to compete in the event.</i></p> <p><i>The navigators will relay to the driver pre prepared route safety notes informing them of hazards as they approach them. All of this will be used to illustrate to young drivers the high level of safety required to drive in competition.</i></p>		

Visitor spend questionnaire

E12 **Was your visit part of a stay away from home?**

Yes 1

No 2

E14 **What types of accommodation did you stay in?**

With friends or family 1

In paid accommodation (e.g. hotel) 2

Other 3

E14 only shown if E12="Yes"

E14a **What other type(s) of accommodation did you stay in?**

E14a only shown if E14="Other"

How many nights did you stay in Barnsley?

E14b With friends or family

E14c In paid accommodation (e.g. hotel)

E14d Other

E14b only shown if E14="With friends or family". E14c only shown if E14="In paid accommodation (e.g. hotel)". E14d only shown if E14="Other".

Per day, how much money did you spend in Barnsley on yourself and others?

E15 On local travel (in Barnsley only)

E15a At the event itself (e.g. on food, drink, merchandise/shopping etc.)

E15b On accommodation (if you stayed away from home)

E15c On food, drink, shopping etc. outside the event/venue

E15d On other purchases

E15f **What other purchases did you make?**

E15f only shown if value given for E15d

E16 **Was this expenditure just for you, or did it also cover other people?**

Just me 1

Me and others 2

E16a **How many others?**

E16a only shown if E16="Me and others"

Appendix Civ: economic and community (including mitigation of impacts on individual households/properties) (provided by Sheffield and Hallamshire Motor Club)

The Economic benefits can be subdivided into two parts. Those directly related to the event and those indirectly related to the event. A number of years ago MSUK commissioned Sheffield University to provide a report on the projected economic benefits of closed road motorsport events based on events similar to the Jim Clark Rally that takes place in Dunns, Scotland, report attached. It should be noted this is an established event over 4 days, but provides a guide as to the possible opportunity.

Directly

As this is the first running of the event, we have obtained figures from the Clacton event

Estimated spend during the event per crew £1000.00 via our social media and event documentation we will promote B&B's etc

Estimated spend per spectator not including access to scrutineering/spectator areas £25.00 per person. We expect 1,000 to 2,000 Spectators to the Official spectator areas and 600 to 700 visitors to the service park.

We expect the majority of the event spend to be within the BMBC area but some overspill to Wakefield, Rotherham and Sheffield. Unfortunately, some of the spend in the BMBC area will be diverted to the Rotherham area due to the change of the service park from Tankersley to Magna at Rotherham.

There were too many civic events in Penistone over the Christmas period, and it was thought there would be too much disruption. It is hoped that for next year, as we plan to revert to our original date in October, we will be able to stage a more spectacular ceremonial start event.

Indirectly

The event puts Penistone and Barnsley on the map for visitors and businesses, the event will promote the location and we will assist any business groups, BMBC, individuals or attractions to promote specific attractions or locations if approached prior to the event.

The ease of access to the area and event is a big positive over the location of similar sized events in the UK.

Post event

MSUK have recently commissioned consultants to provide a formula to calculate the carbon produced by the event, this will be used to calculate the cost of offsetting the carbon produced at the event, as Sheffield & Hallamshire wish to keep the benefits of the event as local as possible we will not be paying to plant trees in Scotland but have agreed that BMBC can spend to funds on carbon reducing projects i.e. replacing street lighting to more efficient lamps and or school projects. We shall also use the BMBC formula to assess visitor spend. Form is attached.

Community

Sheffield & Hallamshire will be working with the Safer Roads Partnership to promote road safety, stressing to young drivers that the cars entering the event are bespoke vehicles with significantly enhanced safety features and the crews are all

experienced all new rally drivers have to pass a test before being able to apply for a competition license which is mandatory to be able to compete in the event. The navigators will relay to the driver pre prepared route safety notes informing them of hazards as they approach them. All of this will be used to illustrate to young drivers the high level of safety required to drive in competition.

Visitor spend questionnaire

EI2	Was your visit part of a stay away from home?	
	<input type="radio"/> Yes	1
	<input type="radio"/> No	2

EI4	What types of accommodation did you stay in?	
	<input type="checkbox"/> With friends or family	1
	<input type="checkbox"/> In paid accommodation (e.g. hotel)	2
	<input type="checkbox"/> Other	3

EI4 only shown if EI2="Yes"

EI4a	What other type(s) of accommodation did you stay in?
	<input type="text"/>

EI4a only shown if EI4="Other"

How many nights did you stay in Barnsley?

EI4b	With friends or family	<input type="text"/>
EI4c	In paid accommodation (e.g. hotel)	<input type="text"/>
EI4d	Other	<input type="text"/>

EI4b only shown if EI4="With friends or family". EI4c only shown if EI4="In paid accommodation (e.g. hotel)". EI4d only shown if EI4="Other".

Per day, how much money did you spend in Barnsley on yourself and others?

EI5	On local travel (in Barnsley only)	<input type="text"/>
EI5a	At the event itself (e.g. on food, drink, merchandise/shopping etc.)	<input type="text"/>
EI5b	On accommodation (if you stayed away from home)	<input type="text"/>
EI5c	On food, drink, shopping etc. outside the event/venue	<input type="text"/>
EI5d	On other purchases	<input type="text"/>

EI5f	What other purchases did you make?
	<input type="text"/>

EI5f only shown if value given for EI5d

E16

Was this expenditure just for you, or did it also cover other people?

- Just me 1
- Me and others 2

E16a

How many others?

E16a only shown if E16="Me and others"

Appendix Cv: summary incident report and lessons learnt from the incident in East Riding on 26th February 2023 (provided by Sheffield and Hallamshire Motor Club)

Incident summary

The incident occurred on a stage at a point of a fast approach to a slight bend over a crest and leading to a chicane. The road conditions were dry and the weather dry and sunny. A competitor lost control whilst braking and collided with a telephone pole and the car continued on through a hedge, surrounding a farmhouse, and collided with three spectators standing in the private garden. Those injured were attended to by both rally medical resources and stewards and the emergency services with the event temporarily stopped following the rally operating procedures.

Lessons learnt points to action.

The incident was investigated by both the rally organisers and Motor Sport UK, the lessons learnt include:

- All chicanes to be sited away from natural hazards and habitation – this has been reviewed and as necessary changes made for the South Yorkshire Stages Rally
- Future events to work, when published, within new chicane guidelines being developed by Motor Sport UK. These are expected to be adopted for the South Yorkshire Stages Rally and Motor Sport UK have reviewed the rally route and infrastructure as part of the licensing process.
- Discuss with residents about unsafe viewing areas and make recommendations for safer viewing. This will explicitly be reviewed as part of resident consultation for the South Yorkshire Stages Rally and as necessary residents informed of risk area that must not be used. Rally stewards will undertake periodic monitoring of residential risk areas.
- Review of response arrangement between the rally organisers and emergency services. Specific meetings between Sheffield and Hallamshire Motor Club and the emergency services have taken place in developing arrangements for the South Yorkshire Stages Rally.