



Government Launches Consultation on Closed Road Motor sport!



Act Now: Government launches consultation on Closed Road Motor Sport

What's included:

www.acu.org.uk

What you need to know?



Auto Cycle Union Ltd

How to respond

Who is backing the campaign?



@AutoCycleUnion

The ACU is the internationally recognised National Governing Body for motorcycle sport in the British Isles (less Northern Ireland). Formed in 1903, the ACU has a long tradition in the world of motorcycle sport being a founder member of the World Governing Body, the Federation Internationale Motocyclisme (FIM). The ACU has a major role in furthering the interests of motorcycle sport on a global basis.

Link to consultation: <http://bit.ly/1mHgBq3>

Competition on Closed Roads? – a step closer.....

The entire British motor sport community is urged to come together and respond en masse to a government-backed public consultation on closed road motor sport, launched today by Maria Miller, Secretary of State for Culture, Media and Sport.

The MSA and ACU have been pushing successive governments to empower local authorities with the right to suspend the Traffic Act without have to resort to an Act of Parliament. Such an amendment would open up the way for competitive motor sport events such as Road Race events, sprints and hill climbs to take place on a limited number of British roads, as happens now across most of mainland Europe, closer to home we only have to look at the Isle of Man and Northern Ireland.

Brian Higgins, Chairman of the ACU said, “This consultation marks a huge leap forward in the campaign to get motorsport held on closed public roads. This is something we have been waiting for a long time. If successful this will allow many local communities up and down the country to embrace motorsport and and reap the benefits from it, so we need all our competitors, Officials and volunteers in our Clubs to respond positively to the government consultation before the 10th April deadline”.

“This is something we have been waiting for a long time”

“There has been a lot of hard work gone into this and I would like to thank those in the ACU who have been involved in assisting our colleagues in the MSA who have driven this process forward”.

In consultation with the MSA, the ACU has assisted with producing template responses to the consultation questions, which can be found on the following page.

Craig Carey-Clinch, motorcycle sport public policy expert said: “It’s fantastic that the Government intends to act to support the sport. This consultation is a fantastic opportunity to further boost the UK’s world leading position within motorcycle sport. Closed road events will help bring events to the public in a really positive way. It will significantly contribute to local economies where events are held and further increase the prestige of the sport as whole. I urge all who are keen to experience the excitement of closed public roads events on the UK mainland to support this consultation.



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How to Respond

You will find the consultation document on the website of the Department for Culture, Media and Sport. Please click here to find: <http://bit.ly/1mHgBq3>

The consultation asks for your response to a series of specific questions listed below. Only Questions 1-5 are really relevant, but you can answer as many of the questions as you like.

Suggested template answer to these questions are outlined below, but if you would like to compose your own response, then please feel free to do so.

Q1. Do you agree with the proposal to give local authorities the powers to allow motor sport events on public roads subject to the local consultation? If you disagree please give reasons.

Answer:

Yes I agree. The UK leads the world in terms of motor sport with the UK motor sport industry generating an estimated £9bn for the UK annually and employing 41,000 people in 4,300 companies. Yet the UK lags behind much of the rest of the world, including the Channel Islands, the Isle of Man and Northern Ireland, in not allowing motor sport events to take place on closed public roads. Allowing motor sport events to be held on closed public roads will provide an economic boost to host communities; support the growth of UK motor sport and the associated industry; allow engaging events to be created; and create a valuable platform for taking road safety messaging to the wider public.

Q2. Do you agree that local authorities should be able to close roads for motor sport events? If you disagree please give reasons.

Answer:

Yes I agree. Empowering local authorities to be able to close roads for motor sport events would represent a positive devolution of power. It will mean that local people, rather than politicians in Westminster, will be able to determine what happens on the roads in their region and will ensure that Parliament does not need to spend its valuable time debating whether or not to close a road somewhere in the country. It is an important principle that no organisation other than the Local Authority should be granted powers to close the roads, as this ensures that no event can be forced upon a region against the will of the locally elected Authority.

Q3. Do you agree that local authorities should have the power under certain circumstances to suspend the speed limit and applicable road traffic regulations? If there are any traffic regulations you would prefer not to see suspended, please give reasons.

Answer:

Yes, I agree that local authorities should have the power under certain circumstances to suspend the speed limit and applicable road traffic regulations. This is on the understanding that the road traffic regulations are replaced by established and robust sporting regulations, as laid down by the MSA and ACU, to ensure that all events are well organised, properly regulated and fully insured.

Q4. Do you agree that the Motor Sports Association and the Auto Cycle Union should be the “Authorising Authority” for any motor sport events on public roads?

Answer:

Yes I agree. The Motor Sports Association (MSA) and the Auto-Cycle Union (ACU) both have many decades of experience of governing four- and two-wheel motor sport in the UK. The MSA is recognised by motor sport’s world governing body, the Fédération Internationale de l'Automobile (FIA), as the sole national sporting authority for four-wheel motor sport in the UK. The ACU is similarly recognised by the Fédération Internationale de Motocyclisme (FIM) as the national sporting authority for two-wheel motor sport in the British Isles. They are the only organisations with the experience, knowledge and resources necessary to act as the Authorising Authority for any motor sport events on public roads.

With the MSA and ACU as Authorising Authorities, only drivers and riders who have been formally licensed for competition by the governing bodies would be eligible to take part in motor sport events on closed public roads. The MSA and ACU licencing structures are suitably robust and rigorously enforced to ensure that licensed competitors are suitably competent to take part in the motor sport events they enter.

Q5. Do you agree that the Sports Ground Safety Authority could provide valuable expertise and guidance to ensure motor sport events on roads can be delivered safely?

Answer:

No, I doubt that the SGSA would be able to add value in this environment. Both the Motor Sports Association (MSA) and the Auto-Cycle Union (ACU) operate comprehensive, long-established and successful risk management programmes for four- and two-wheel motor sport respectively.

Motor sport is a unique and complex sporting activity and requires specific experience and expertise to deal with this type of event, with this type of venue and with the particular requirements of managing the risks associated with vehicles travelling at speed. It seems unlikely that the SGSA would be able to offer anything valuable in this context over and above the experts from the MSA and ACU, other than perhaps the facilitation of a forum for liaison with the necessary statutory bodies. Furthermore, the involvement of another body simply introduces an additional layer of bureaucracy that inevitably adds costs to organisers and competitors alike.

Link to consultation: <http://bit.ly/1mHgBq3>

If you have any questions, please contact:

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craig@rowanpublicaffairs.com or telephone: 07979 757484

Gary Thompson, General Secretary ACU Ltd, email; gary@acu.org.uk or telephone:
01788 566414

Living on the Isle of Man, I can see the huge impact that motorsport has on the economy of the Isle of Man, so to introduce the opportunity for motorsport to be held on closed public roads can only be a good thing. Great Britain is steeped in motorsport heritage, we have been hugely successful on both two and four wheels and are a forerunner in the motorsport industry. Now is an ideal time for this to happen.

Steve Parrish, former Grand Prix rider and BBC commentator

I've been a life-long fan of the Isle of Man TT, many years before I started racing there and have seen the massive impact the TT has had on the Isle of Man itself and across the world. The TT is a brand so big that no matter where I go racing – everyone knows or has heard of the TT, so the opportunity to hopefully be able to hold motorsport events on public roads in this country is fantastic.

John McGuinness, 20 times Isle of Man TT winner

Great Britain has always been central to the development of motor sport worldwide, this is there for everyone to see in Formula One. Racing Classic Bikes has really taken off, the resurgence of British bikes is on the up, so if we could get motor racing on closed public roads in this country – it would be superb. It's always surprised me why British legislation has never allowed for this – as long as an event is properly managed and has all the appropriate safety measures in place – this would be of benefit to any local community.

Guy Martin, International Motorcycle Racer

If we could get motor racing on closed public roads in this country – it would be a massive boost to the sport and to the economy. I think it is a brilliant idea and brings motor sport closer to the public. I've raced many years around the Isle of Man at the TT, in Northern Ireland at the North West 200 and in Macau at their annual Grand Prix. The local economies for these events benefit massively from motorcycle sport and it would be great to see it on closed public roads in this country.

Michael Rutter – 8 times winner Macau Grand Prix

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