

## **RALLY POLICY 2023 – IMPORTANT NOTE**

In July 2023, the Committee for the Environment & Infrastructure determined that for the remainder of 2023 and 2024 it would not accept applications for major events that would require a significant amount of administration time to organise and require multiple road closures. These major events often necessitate public consultation and/or consideration of risk assessments.

The pause in acceptance of applications for major events is to enable Traffic & Highway Services to investigate streamlining processes and also whether there would be justification in levying an administrative charge for facilitating events which can take a significant amount of time to plan but are considered a non-core service. Organisations who typically hold the same or a very similar event each year and where the traffic management measures remain unchanged will not be impacted by this decision.

If you are considering holding an event that requires multiple road closures, please contact Traffic and Highway Services at [traffic@gov.gg](mailto:traffic@gov.gg) as soon as possible to discuss whether this can be considered.

## **POLICY APPLICABLE TO THE HOLDING OF RALLY EVENTS**

### **Preamble**

Traffic and Highway Services' responsibilities include, amongst others, the maintenance of the structure and wearing surfaces of the public road network, road safety, and traffic management, which includes the co-ordination of 'special events'.

'Special events' is a broad term used for events which occur in the highway or are likely to have a significant impact on road users. Special events need to be well-co-ordinated to help ensure the safety of participants at events, manage road users' expectations (i.e. possible delays or diversion routes) and ensure that organisers adhere to the necessary requirements.

It is recognised that whilst there are positive benefits from racing events, there are also potential downsides, and there may not be universal support.

The primary benefits of motor racing are:

1. Additional expenditure in local businesses supporting the event (drivers or spectators)
2. Additional income from sports tourism (drivers or spectators)
3. Non-economic benefits in the form of social benefits resulting from events

The primary disbenefits include:

1. Road closures, particularly in the form of diversions or delays.
2. Potential casualty at an event.
3. Negative impact on the environment e.g. in the form of pollution, noise, damage, etc

This policy seeks to balance the interest of all parties.

## **Legal Basis**

It should be noted that Traffic and Highway Services is responsible for the co-ordination of temporary closures of public highways and for special events held in the highway. It can approve events in accordance with its powers under The Traffic Signs and Traffic Light Signals Ordinance, 1988 (as amended), and subject to any reasonable conditions.

## **Overarching Policy**

**The Committee *for the* Environment and Infrastructure will balance the needs of all Islanders, the Island's infrastructure, and the natural environment.**

**It will allow one rally-type event in Guernsey each year. An event will only be allowed where it meets the policy guidance in this document and the conditions set out by Traffic and Highway Services which are designed to encourage a well-co-ordinated event.**

## **Further Policy guidance**

A prospective event holder must demonstrate they have considered managing the risk to which competitors, officials, spectators, and any others may be exposed. For a vehicle to impact a building or other structure can be extremely expensive, particularly if the building/structure is of a historic nature, or unlikely to be repaired to its original state if a natural feature.

### Landowners, residents & commercial operators:

In considering any potential course, thought needs to be given to the needs of those occupying roadside properties be they residential or commercial, including farmland, community facilities, churches, care homes, etc. Not all such occupiers will be agreeable to not being able to access or exit their property for periods of time. Assuming agreement of all concerned is obtained, thought must be given to the possibility of access arrangements being needed by emergency services. In general, the fewer the number of roadside premises that have access to the proposed course the easier it is. A prospective event holder must undertake early visits to residents on the proposed route as this is one of the most essential tasks to be carried out.

The acceptability of closing sections of public highway will, amongst other factors, be influenced by the disruption such closure will cause to local services including bus services, community support, etc. The emergency services must be consulted in order to determine the avoidance of primary routes.

### Spectator Management

Race events are likely to attract spectators. A prospective event holder must demonstrate that they have given thought as to how this situation is managed. The property to either side of the proposed course is likely to be in private or commercial ownership. Persuading a home

owner not to spectate from the front garden may be a challenge as will dissuading the erection of some sort of viewing structure. A prospective event holder must never underestimate how spectators will walk considerable distances over fields, etc. to reach what they regard as the ideal viewing spot.

### Environment

An event will not be allowed on a road that borders an area with Environmental Designations e.g. an SSS (Site of Special Significance).

### Marshalling

Marshalling must be provided as dictated by the motor sport governing body.

### Emergency arrangements

A prospective event holder must contact the emergency services to ensure plans are in place as to how they will access an emergency during road closure times. This is in addition to the emergency arrangements specific to the event.

## **Traffic and Highway Services' Conditions**

### **Conditions for holding a motor racing event**

1. A copy of the motor sport governing body application, including risk assessments and a copy of the motor sport governing body's permission are submitted to THS prior to the event taking place;
2. Endorsement of the motorsport event is given by the Guernsey Police;
3. Any other appropriate risk assessments are submitted to THS and it has been confirmed that it has no further comments;
4. The event is organised in accordance with all appropriate health and safety, environmental health, and pollution legislation in Guernsey;
5. ACLMS is consulted and confirm that any impact on the environment would be negligible;
6. Guernsey Water is consulted and any conditions they stipulate are undertaken;
7. The Parish(es) and property owners along the route are consulted and provided with contact details for THS should they wish to raise any concerns;
8. Cleaning materials deemed suitable by THS are available at locations on the race routes to quickly deal with any fuel or other spillages;
9. Any damage to public or private land, including any spills, are recorded exactly, reported to the landowner, and THS immediately following the event;
10. Where required, any damage is to be made safe and, if required, appropriate warning signs arranged, prior to the re-opening of the road. The event organiser will be responsible for meeting the cost of any repair work.

### **Delegated powers**

Officers at Traffic and Highway Services have delegated authority to permit one event per year where it can be demonstrated that the event conforms with this policy and its own operational conditions.

### **Appeals**

In the event of an appeal against a decision made by officers, an appeals process is delegated to the Director of Traffic and Highway Services.