
It is natural to feel that the rally threatens various aspects of rural life, and we hope that this document brings across our sense of responsibility to the local area.

Of course, we want to provide an exciting event for participants and onlookers, but not at the expense of safety nor good relations with the community. The Mull Car Club and partners have held the Mull rally on a 'Closed Public Road' basis safely and successfully since 1958, and that has brought enormous benefits to the Island, socially and economically.

In addition, the organising team members for the 'Mull' Rally have many decades of experience in organising rallies, including closed road rallies, in Scotland, England and the Isle of Man. Safeguarding participants and onlookers and ensuring a welcome for subsequent years are top priorities for us.

- Collection of equipment
- Tidy up litter etc
- Survey route for property damage
- Seek feedback from competitors and community
- Pay the bills

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- Supplementary regulations
 - Operation Manual
 - Safety Plan
 - Incident Management Procedure
 - Stage Safety Manual
 - Stage Set Up Instructions
 - Marshal Instructions
 - Competitor Final Instructions
 - Competitor Load Book
 - Communications Manual
 - Results Procedure
 - Entry List
 - Spectator Guide

Enabling Legislation

- The Motor Sport on Public Roads (Scotland) Regulations 1991 (allows various parts of the road traffic act to be suspended)

Importing Regulations

- The General Regulations of Motorsport 45 (incorporating the provisions of the International Sporting Code of the FIA) - technical and organisational aspects.
- Event-specific supplementary regulations

Permissions

- Permit issued by Motorsport 45 (includes public liability insurance)
- Motor Race Order issued by (County) Council
- Police Authorisation Letter
- Route Liaison Officer (Authorisation Letter)
- Supplemental details e.g. Grade Licence, spectator area etc

Closed public road rallies are popular in many areas of the UK in Northern Ireland and the Isle of Man for many years, the Isle of Mull and Warwickshire since the 1950s and more recently on the wider mainland.

Overcoming this popularity into providing local economic benefits was recognised by the central and devolved governments and legislation was introduced to make such rallies easier to organise.

*ince the passing of new legislation in ' &\$@, new events have become established in +ssex, Aerefordshire, Ceredigion, .ancashire, Aertfordshire, Coventry, Cornwall and 2umfries 3 =alloway and more are in the pipeline. In each case, good communications between the organisers and the community has helped each party understand the other-s viewpoint and reach agreements. 7ithout exception, the post)event feedback has been positive, and the events have developed in subse, uent years.

The primary benefit to the local area is the increa

communication with Rally Control AC. (t Rally Control AC are the Clerk of the Course, the Motorsport 45 Steward, the Police Commanding Officer, a representative from the council and a Chief Medical Officer, who is in contact with the local Hospital and emergency services. (ll of these parties need to be satisfied that the special stage is ready to start from a safety perspective, before the go)ahead is given.

The rally provides an ambulance and doctor at the start each stage, who are primarily there to react quickly to rally incidents, but can be deployed to assist non-rally related incidents on the route, for example if a resident fell ill.

Perhaps surprisingly, narrow and bumpy roads are more suitable for rallying than smooth fast roads. The challenging nature brings the speed down, which helps with safety. Smooth fast roads, such as (roads, lead to potentially high)consequence accidents.

In addition, the road use and closure is undertaken in full collaboration with the roads authority, who may decide that remediation works are required before or after the event. The roads authority is responsible for undertaking that works, which may be beneficial to the residents long term.

(s mentioned above, the organisers work in collaboration with roadside properties, including farms, prior to the event. This includes such details as ensuring fencing and gates are suitable to prevent stray livestock on the road. Where necessary, a specific shepherd is employed to ensure hill sheep do not pose a hazard. This method has been successfully employed on the Mull rally for many years.

Our experience with the Mull rally, which takes place during deer rutting season, is that the passage of the course car convoy alerts the animals to the road being busier than normal and they head higher into the hills. There are approx. 5000 deer on Mull. The (rally rally is proposed to take place entirely in daylight, we've never had a deer issue on Mull in daylight. Very occasionally we see a deer in the night)time sections, but we don't plan any night)time sections on the (rally rally.

