	<b>REPORT TO CABINET TO BE HELD ON 15 NOVEMBER 2016</b>	
	<b>Key Decision</b>	<b>No</b>
	<b>Forward Plan Ref No</b>	<b>N/A</b>
<b>Corporate Priority</b>  <b>Aim 2 Building Prosperous Communities</b>	<b>Cabinet Portfolio Holder</b>	<b>CIr Andrew Jenkinson</b>

**REPORT OF: DIRECTOR (TW) – 16/259**

**WARDS AFFECTED: WEAPONNESS**

**SUBJECT: MOTOR EVENTS ON OLIVER’S MOUNT**

**RECOMMENDATION (S):**

Cabinet is recommended, following the one year trial, to approve the request from Auto 66 to permanently extend the number of days for Motor Events on Olivers Mount as detailed in section 5.5 of this report.

**REASON FOR RECOMMENDATION (S):**

To ensure the sustainability of Motor Racing at Olivers Mount

**HIGHLIGHTED RISKS:**

The highlighted risks are set out in the Risk Matrix.

**1. INTRODUCTION**

1.1 Oliver’s Mount and associated roads and circuit are owned by the Borough Council. The circuit first hosted a motorcycle race in 1946. It is the only “road circuit” in England and continues to host motorcycle, car rally and motorcycle and car hill climb events on an annual basis attracting riders and spectators from all over the British Isles.

1.2 The current policy regarding the number of motor events on Oliver’s Mount was approved by Cabinet on 18 March 2008 (HTLS/08/08):

- (a) motor events on Oliver's Mount are permitted for a maximum of 12 days per annum;
- (b) a maximum of 9 days full road closures be permitted for motor events, with 7 days being allocated to motor cycle racing and the remaining 2 days for motor car rallies;
- (c) a maximum of another 3 days be permitted for motor hill climbs, requiring only part road closure; and
- (d) a licence for 7 days road closure of the track circuit at Oliver's Mount for the use of motorcycle racing is granted to the Auto 66 Club.

1.3 On 15 September 2015 Cabinet approved a one year trial to increase the number of motor cycle events from seven to eight and hill climb events from three to four. At that meeting it was requested that a number of mitigating factors be considered to help deal with some of the concerns previously raised by residents. Mainly as follows

- Monitoring of noise from Motorcycles during events
- Noise from the PA System
- Vehicles queuing at start and end of event
- Inappropriate parking in residential areas during events
- Blocking of access/egress to Jacksons Lane
- Speeding outside of event days
- Late night noise from camp site

1.4 Auto 66 have worked with officers from the Council to make changes where possible. The majority of these concerns have been addressed and the results of the mitigating actions are reflected in the comments received. There are still some issues that exist around Parking and Speeding and Officers will work with Auto 66 and Residents where appropriate to address these.

1.5 In addition it was agreed that a further report would be brought back to Cabinet with the results of the success or otherwise of the trial and recommendations going forward.

1.6 Auto 66 Club who organise the motorcycle events have now confirmed that they would like the request for an additional day to be permanently added to the Road Racing calendar and a new Hill Climb event for motorcycles is added. They believe that this would provide security for their programme of events and adequate opportunity for future planning. (See Appendix A for a list of the requested event dates in 2017).

1.7 The request has been submitted again following the development of greater sponsorship and media opportunities that will secure a higher profile for the events and attract a larger number of competitors and spectators thus offering a greater benefit to the local economy and potential actions to mitigate many of the issues raised by nearby residents have been introduced.

## **2. CORPORATE OBJECTIVES AND THE COMMUNITY PLAN**

2.1 This report is relevant to the aim of building prosperous communities.

## **3. BACKGROUND AND ISSUES**

3.1 In the winter Oliver's Mount is the main playing pitch provision for the Scarborough town area accommodating several football matches each week. In the summer it hosts a variety of events including motor events, cycling events, dog shows and caravan rallies.

3.2 The Auto 66 Club have a licence agreement from the Borough Council on Oliver's Mount for an annual programme of motorcycle and hill climb events. Under the terms of the licence agreement the Council is obligated to maintain the surface of the circuit in tarmacadam to the standard of a Council Estate Road to which the public has open access, to a maximum liability of £10,000 per annum. If Auto 66 Club requires the surface to be of a higher standard they are required to reimburse the Council the additional expenditure. The current average fee collected by the Borough Council for the daily hire of the circuit is £3,500.

3.3 The car rallies are more 'ad hoc' and organised by other third parties.

3.4 Approval is obtained in advance each year for the calendar of motor events. Motorcycle races and car rallies require full road closures whereas the hill climbs are staged on the Mere side of Oliver's Mount and require only partial road closures. Access to the War Memorial and Oliver's Mount café from Filey Road is maintained during hill climb events.

3.5 The Borough Council leases Oliver's Mount café to a tenant. The lease agreement states that the Borough Council has the right to close the road on 16 occasions per year. During motor events featuring the full circuit the café has to close for health and safety reasons as it unsafe for spectators and café customers to cross the circuit. The café does not have to close during hill climbs as these events only require part road closure with access still maintained from Filey Road.

3.6 The events promote the town worldwide and attract visitors to the area. The motorcycling events currently attract 5 -7,000 spectators per day plus some 500 riders, marshal, officials and families etc. A study of the socio economic breakdown of these spectators reveals a large number to be middle aged adults with disposable income.

3.7 The formula used by the Welcome to Yorkshire for estimating the economic benefit of events calculates an average day visitor spend is £21.56 per day and an average overnight stay visitor spend is £47.01 per night. The Auto 66 Club estimate that an average of 20% of spectators have an overnight stay during the weekend motorcycling events. Assuming the lower level of 5,000 spectators per day this generates an economic benefit of £133,250 for the Scarborough town area. (See Appendix C for the calculation of the economic

benefit). This economic benefit calculation excludes the event organiser's expenditure which also benefits the local economy.

- 3.8 The Auto 66 Club has invested over £100,000 over the last 15 years in an extensive range of works to the circuit side fencing and improvements to facilities at Weaponness Farm and Oliver's Mount Farm which are owned by the Council and leased to Auto 66 Club. With increasing overheads the Auto 66 Club wishes to maximise the investment in its assets and secure the financial viability additional events, potential long term sustainability of the organisation and the continued use of the circuit for motor events.
- 3.9 Greater financial viability for Auto 66 Club from an increase in the number of events is likely to result in further investment in the infrastructure at Weaponness Farm which is the Council's asset. Improvements in hospitality, press and television facilities and race control are proposed by Auto 66 Club. They also intended to develop a fitness and training areas for competitors for a 5 day Motorcycle Racing Classroom Course similar to other facilities on the continent but not available in the UK.

#### 4. CONSULTATION

- 4.1 Full consultation has been undertaken with residents living in the streets surrounding Oliver's Mount. This consultation finished on the 6 November 2016 and a detailed breakdown of all the responses is given in Appendix D of this report.
- 4.2 A total of 72 completed questionnaires and individual letters were received. The comments included within the letters have been detailed against the relevant question in Appendix D.
- 4.3 The Questionnaire contained nine questions with the opportunity to provide comments after each one. The results of the questions are detailed in the tables below together with a brief summary of the main comments and any further comments from Officers.
- 4.4 **Following the mitigation actions has there been a reduction in noise from the Event PA System during the 2016 season?**

	Total	
	No.	%
Strongly agree	12	17.4%
Agree	25	36.2%
Neither agree nor disagree	20	29.0%
Disagree	7	10.1%
Strongly disagree	5	7.2%
	69	

4.4.1 It is clear from the survey responses that it is generally felt that the changes and improvements made by Auto 66 have helped with only 12 of the 69 respondents disagreeing that the mitigation has not reduced the noise from the PA.

**4.5 Following the mitigation actions has there been a reduction in traffic congestion from Queueing vehicles on approach roads in residential areas at the start and end of events?**

	Total	
	No.	%
Strongly agree	16	23.5%
Agree	12	17.6%
Neither agree nor disagree	24	35.3%
Disagree	8	11.8%
Strongly disagree	8	11.8%
	68	

4.5.1 The comments received appear to indicate that there is a general feeling that the Mitigation actions taken have had an impact. Some concerns are raised in the comments generally about traffic around Filey Road and also the traffic lights. However, these seem to be unconnected with the races and more a general comment around congestion.

4.5.2 This year the number of Entry Pay Kiosks was increased from 3 to 5 and it is clear that this has helped the situation in relation to queueing vehicles

**4.6 Following the mitigation actions has there been a reduction in traffic congestion in the town during events?**

	Total	
	No.	%
Strongly agree	5	7.7%
Agree	8	12.3%
Neither agree nor disagree	39	60.0%
Disagree	9	13.8%
Strongly disagree	4	6.2%
	65	

4.6.1 The comments generally seem to indicate that Olivers Mount does not significantly contribute to traffic the town.

**4.7 Following the adoption of a Temporary Prohibition of Parking has there been a reduction in inappropriate parking in residential areas during events?**

	Total	
	No.	%
Strongly agree	21	31.8%
Agree	22	33.3%
Neither agree nor disagree	17	25.8%
Disagree	4	6.1%
Strongly disagree	2	3.0%
	66	

4.7.1 As can be seen from the comments received the general consensus seems to be that the Prohibition of Parking has improved the problems of inappropriate parking. Some concerns have been raised with regards to removal of parking, brought about from the restrictions, and I am happy to confirm that Officers will work with Auto 66 and Residents to address these concerns wherever possible.

**4.8 Following the mitigation actions has there been a reduction in blocking of access/egress to Jackson's Lane Cul-de-sac by queuing vehicles during events?**

	Total	
	No.	%
Strongly agree	3	4.5%
Agree	9	13.6%
Neither agree nor disagree	49	74.2%
Disagree	3	4.5%
Strongly disagree	2	3.0%
	66	

4.8.1 Again the responses received indicate that the mitigation actions taken have been successful in dealing with these concerns and issues

**4.9 Following the mitigation actions has there been a reduction in late night noise from the camp site during motorcycling events?**

	Total	
	No.	%
Strongly agree	11	16.2%
Agree	21	30.9%
Neither agree nor disagree	28	41.2%
Disagree	7	10.3%
Strongly disagree	1	1.5%
	68	

4.9.1 The vast majority of respondents indicate that they hear either no or very little noise from the camp site during motor events.

**4.10 Following the mitigation actions has there been a reduction in speeding on the circuit by members of the public outside event dates?**

	Total	
	No.	%
Strongly agree	6	8.8%
Agree	9	13.2%
Neither agree nor disagree	20	29.4%
Disagree	14	20.6%
Strongly disagree	19	27.9%
	68	

4.10.1 The majority of respondents are still concerned with regards to speeding vehicles outside of event dates. It is proposed that Officers look again at reinforcing the speed limit signs on Olivers Mount and further contact be made with North Yorkshire Police to best determine how to deal with this issue going forward

**4.11 Overall do you support/object the increase from 7 to 8 days Motor Cycle? Racing (including a full road closure) per annum?**

2015	Total	
Support	33	62.3%
Object	20	37.7%
	53	

2016	Total	
Support	45	64.3%
Object	25	35.7%
	70	

**4.12 Overall do you support/object the increase from 3 to 4 days hill climbing events (including part road closure) per annum?**

2015	Total	
Support	31	62.0%
Object	19	38.0%
	50	

2016	Total	
Support	43	66.2%
Object	22	33.8%
	65	

- 4.13 An email has also been received from the South Cliff Community Group. The Chairman of the group provided the following summary:-

*I am afraid that most of the questions you have offered in your consultation do not apply to residents on this side of Oliver's Mount, here on Weaponness Drive.*

*So, in response, we have no objection whatsoever to the increased and additional events of Oliver's Mount. Apart from one occasion many years ago (with a car-related event) there has never been a significant problem with noise, car parking or other disturbance here. With one important exception, that of the new parking restrictions, we have noticed hardly any difference whatsoever on race days.*

*However, we would be concerned and would object if more events were proposed as these would begin to alter the fundamental nature of this part of Scarborough: a quiet residential park and a conservation area.*

*What we object to most strongly with the new arrangements you have trialled is the imposition of a wholesale parking ban on the street where we live during race weekends. This is a significant reduction in amenity compared to what we had before.*

## **5. ASSESSMENT**

- 5.1 Motor events on Oliver's Mount make an important contribution to the visitor economy of Scarborough especially in periods outside the main school holidays. An additional day of motorcycling and a hill climb will benefit the local economy, ensure greater viability and sustainability for the Auto 66 Club, maximise the Borough Council's asset and generate an extra income for the Council.
- 5.2 However the benefits need to be considered against the views of the Residents.
- 5.3 It can be seen from the Questionnaire results and the responses received that on the whole the mitigation actions taken during the trial period have helped this year and the survey results indicate support of 64.3% (45 out of 70 responses) for an increase in the number of motorcycle events from 7 to 8 and of 66.2% (43 out of 65 responses) for an increase in the number of Hill climb events from 3 to 4
- 5.4 It is important to note that some of the comments do however raise some valid concerns around some areas where improvements could still be made. It is proposed to deal with these as follows:



#### **5.4.1 Parking and Traffic Management**

On event days the streets around Olivers Mount have been subject to Parking Suspension However, the nature of this results in the suspension of all parking (including Residents).

Whilst this has been welcomed in some instances this has not been the case throughout. If members approve the changes it is proposed that further work is carried out with Officers and Auto 66 to assist Residents in this respect. Options could include suspension of parking during events as exists now but allowing for a resident exemptions so that residents in certain areas are still able to park.

#### **5.4.2 Speeding Traffic**

Officer's will look at improvements to the speed limit signage and markings and also investigate options with North Yorkshire Police to help deal with this matter.

#### **5.4.3 Litter**

There are some concerns raised around litter after these events and Officers will work with Auto 66 to address these concerns

#### **5.5 Approval of the request will involve the following changes to the existing policy:-**

- (a) an increase in motor events on Oliver's Mount from a maximum of 12 days to 14 days per annum;
- (b) an increase in the maximum of 9 to 10 days full road closures for motor events, with 8 days being allocated to motor cycle racing and the remaining 2 days for motor car rallies;
- (c) an increased from 7 to 8 days in the Auto 66 Club licence for road closures of the track circuit at Oliver's Mount for motorcycle racing;
- (d) an increase from 3 to 4 days permitted in the Auto 66 Club licence for motor hill climbs, requiring only part road closure;
- (e) no change to the 2 days for motor rallies requiring full road closures.

### **6. IMPLICATIONS**

#### **6.1 Policy**

Increasing the number of motorcycle events would be a change to the existing policy.

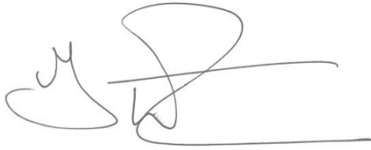
#### **6.2 Legal**

Increasing the number of motorcycle events will require a new licence or amendment to the existing licence with Auto 66 Club in order to formalise the arrangements.

**6.3 Financial**

Approving an additional event day will increase income to the Council from the receipt of circuit hire fees.

6.4 I am satisfied that there are no material staffing, equality and diversity or planning issues that will arise from this report.



**Trevor Watson**  
**Director**

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**Background Papers:**  
None

IF YOU HAVE ANY QUERIES ABOUT THIS REPORT OR WISH TO INSPECT ANY OF THE BACKGROUND PAPERS, PLEASE CONTACT STUART CLARK ON 01723 232453 e-mail.- [stuart.clark@scarborough.gov.uk](mailto:stuart.clark@scarborough.gov.uk)

## Risk Matrix

Issue/Risk	Consequences if allowed to happen	Likelihood	Impact	Mitigation	Mitigated Likelihood	Mitigated Impact
Not granting the request for an additional days motorcycling will reduce Auto 66 Club's ability to maximise the investment in its assets	Reduced financial viability of the programme and potential sustainability of the Auto 66 Club	Medium	Small	No mitigation		
Not granting the request for an additional days motorcycling will be a lost opportunity to attract visitors to the town outside the main season	Loss of the economic benefit to the town	Medium	Medium	No mitigation		
Failure to grant the request for an additional days motorcycling will be a lost opportunity to maximise the Council's assets in difficult financial times	Failure to maximise income from circuit hire fees	Medium	Small	No mitigation		

## APPENDIX A

### Auto 66 Club Requested Motorcycle Event Dates for 2017

Date	Event	Road Closure Days	
		Full	Part
22 & 23 April	Bob Smith Spring Cup	2	
29 & 30 April	Festival of Speed (Car and Motorcycle Speed Hill Climb)		2
24 & 25 June	Cock o' the North Continental Road Races	2	
22 & 23 July	Barry Sheene Road Race Festival	2	
20 August	National Car Hill Climb		1
23 & 24 September	Steve Henshaw International Gold Cup Road Races	2	
8 October	Northern Bike Speed Hill Climb		1
	<b>Total</b>	<b>8</b>	<b>4</b>

### Car Rallies

1 May	Classic Vehicle Rally (part of Festival of Speed weekend)	1	
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**APPENDIX B****Oliver's Mount Programme of Events for 2016**

<b>Date</b>	<b>Event</b>	<b>Road Closure Days</b>	
		<b>Full</b>	<b>Part</b>
16/17 or 23/24 April	Spring Cup National and TT Warm Up Road Race	2	
1 - 2 May	Festival of Speed (Car and Motorcycle Speed Hill Climb)		2
18/19 or 25/26 June	Barry Sheene International Road Race	2	
23/24 July	Cock o' the North Continental Road Races	2	
21st August	National Car & Motorcycle Hill Climb		1
17/18 or 24/25 September	International Gold Cup Road Races	2	
2 October	Northern Bike Speed Hill Climb		1
	<b>Total</b>	<b>8</b>	<b>4</b>

## APPENDIX C

### Calculation of Economic Benefit to Scarborough Town Area from 1 Day Motorcycling

Estimated number of spectators – 5,000

Estimated number of those who have an overnight stay – 20%

Average day visitor spend - £21.56 per day

Average overnight stay visitor spend - £47.01 per night

Economic Benefit from Overnight Stay Visitor Spend

$20\% \times 5,000 \times £47.01 = £47,010$

Economic Benefit from Day Visitor Spend

$80\% \times 5,000 \times £21.56 \text{ per day} = £86,240$

Total Economic Benefit from Visitors = £133,250

