

Comments on the Motor Racing on Public Roads amendment to the De-regulation bill

1. This amendment would at the very least provide the ability to the MSA as the “permit authority” to apply to close public rights of way to allow special stage events. At present the MSA do not admit that special stage events are trials of speed, so I would not think that at present the public rights of way would form part of an application to have a “motor racing order” under Section 12A-F Road Traffic Act 1988 (RTA88). This causes concern, and is also the underpinning concern with regard to trials of speed taking place on highways (public rights of way).
2. The MSA do not abide by their own regulations or deem the following to be unlawful, from which I extract from my letters to the MSA below for which a reply to these points have not been provided:-
 - a) Travelling at speeds of more than an “average speed” of 20mph on highways (which includes public rights of way) on special stages is contrary to MSA regulations. On a special stage event on unsealed surfaces (non-bitumen surfaces), no competitor should be able to achieve an average speed of more than 65mph for any rally, or 70 mph for international events. All public rights of way are highways as stipulated by s.329 Highways Act 1980 (para 2.3.2 MSA regulations 2014 and 28.2.2 MSA regulations 2014).
 - b) Where public rights of way cross or run down a stage rally course by virtue of their existence, then the event cannot be considered to have ‘exclusive rights’, as required in order to comply with MSA regulations (para 27.2.1 MSA regulations 2014).
 - c) The very matter of a trial of average speed is still a trial of speed and contrary to s.12 RTA 1988. Any reckless or dangerous driving is not exempt from the law on any road, as stipulated by s.13A RTA 1988. This also includes public rights of way, as a public right of way is a highway (s.329 Highways Act 1980), and all highways are jointly considered as roads for the purposes of the Road Traffic Act (s.192 RTA 1988) and therefore this requires full consideration as to the use of such routes, so as to avoid reckless or dangerous driving, or in other words ensuring that adequate measures are clearly in place to avoid a vehicle coming into contact with a legitimate user of any public right of way.
 - d) The organisers have always sought s.33 Road Traffic Act 1988 authorisation directly from the local authority, however it is difficult to ignore that Provision 10 of the 1969 Regulations specifically specifies that it is the MSA (as amended by the 2013 Regulations in Wales) that must consult the Council where a public right of way coincides with the event, before the route can be authorised by the MSA. To my knowledge, the MSA have never formally consulted a Council on any proposed event.
 - e) It is not acceptable for ‘Warning notice A’ to be erected where public rights of way interact with the event, and motor sport events taking place on highways should not be considered to be dangerous. This has happened in the past, on at least one known occasion. As in point 3 above, the act of driving recklessly and dangerously where interacting with a public highway is unlawful, and would certainly negate any insurance or other defence should an accident take place involving a user of a public right of way.

The above points have been raised with the MSA on three separate occasions, and to date any reply remotely answering the (points a – e) above has not been received.

3. The Impact Assessment concludes that as a nation we will be worse off as a result of going ahead with these proposals, because the cost of casualties, disruption etc outweighs the benefits. What has also not been mentioned is that businesses would also include the numerous farms on a rural road, and may affect the ability to feed stock or have regard for good husbandry.
4. Bearing in mind the above, is there a maximum period of closure and would it be continuous? I note that s.12D(3)(a) states it could be for more than one day.
5. What would be the effect of highway network that would otherwise have been linked with the highway that has a motor racing order?

It is perhaps not properly appreciated, and not mentioned in the Impact Assessment that it might be good for the well-being for the local residents (not sure about that considering some of the reports I receive?), they will actually be effectively imprisoned in their houses for the duration of the motor racing order along the route. Not only would this be severely disruptive, but I would have thought would impinge on their human rights?! Perhaps the event would allow the public to use the road during certain times, for which at present this information is not known.

6. No mention on the “promoter” and whether he or she is approved by the permitting authority to organise and promote an event and apply for a motor racing order. There is no mention of a binding relationship between the promoter and the permitting authority, and in effect anybody could apply for a permit.
7. A local authority is defined as a county or county borough council in Wales under 12B, but should that read unitary authorities as well?
8. Under 12B - (6) The appropriate national authority must by regulations list motor sport governing bodies that are authorised to issue permits for the purposes of this section. *The ACU for example are only the authorising body under the Off Road Event regulations 1995, and the permitting authority should only rest with the MSA as motoring events on highways do now.*
9. There is no mention of the Council under s12D taking into account the flow of traffic as it needs to under the Traffic Management Act 2004, and possibly other legislation. Of course a traffic regulation order (perhaps similar to a Motor Racing Order) has to take this into account under s.122 Road Traffic Regulation Act 1984.
10. There is no mention of the Council under s12D taking into account the environment as under s.40 Natural Environment and Rural Communities Act 2006 and as a s.28G Wildlife and Countryside Act 1981 authority in discharging their functions. The other way around is to refer to the Local Authorities’ other duties and functions...?
11. Under s12E (2)(b) - takes reasonable steps to ensure that any other conditions specified in the motor race order are met. I would have thought that s.12E(2)(a) would be

sufficient, and is similar to the wording in s.33 RTA88 in allowing reasonable conditions to be imposed by the local authority.

12. There is no mention in the liability of the local authority in when granting a motor racing order, most likely under s12E of the liability of damages and danger that traffic signs, and other road infrastructure might have. The road infrastructure is not designed for fast moving traffic conducting races or trials of speed, and this is a concern. Although the ACU and MSA have public liability of £50,000,000 and 330,000,000 respectively, it is only assumed that damage to property, killed or seriously injured parties (including residents) would be included.

As we have seen in the Jim Clark rally (a closed road event in Scotland), despite risk assessments and safety measures, 3 spectators were killed, and if a vehicle was to veer off the road innocent bystanders could be put into harm's way that are not associated with the event.

13. I provide a MSA guidance to the Rights of Way Review Committee (a non-statutory parliamentary committee) that states that they intend to close roads only for stage rallies held exclusively on tarmac roads. Tar is not used any more on roads anymore, but it is clear that the MSA do not intend to use motor racing orders on unsealed highways (public ways), such as footpaths, bridleways and restricted byways or indeed an unclassified road. This adds weight of evidence to the main thrust of this paper under paragraph 1.
14. Under s.13 Road Traffic Act a "public way" is defined in England and Wales as a highway. Of course a footpath and bridleway and restricted byways are defined as highways under s.329 Highways Act 1980. In fact according to *Lang v Hindhaugh* they are considered to be roads, for which under s.192 Road Traffic Act 1988 they are stated as such. The same Act that a Council authorises a motoring event (other than a race or a trial of speed) under s.33 Road Traffic Act 1988.

PUBLIC FOOTPATH OR BRIDLEWAY: ROAD TRAFFIC ACT 1972 DEFINITIONHL Deb 12 January 1987 vol 483 c474WA 474WA

§ Lord Melchett asked Her Majesty's Government:

Whether, in the light of the judgment of the High Court in the case of Lang v. Hindhaugh (1986) RTR 271 that a public footpath or bridleway is a highway for the purposes of the Road Traffic Act 1972, they will now make it clear to organisers of motor sport events, police forces and local authorities that promoting or taking part in a race or trial of speed between motor vehicles on a public footpath or bridleway is a criminal offence under Section 14 of that Act.

§ Lord Brabazon of Tara The judgment, which relates to Sections 6(1) and 99 of the Road Traffic Act 1972, clarifies the status of a footpath as a road for the purposes of the Act. In the view of Her Majesty's Government it does not change the interpretation of Sections 14 and 35, which turns on the meaning of "public highway", not road. It remains illegal to promote or take part in a race or trial of speed between motor vehicles on a public highway.

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“Motor racing on public roads: general

- (1) The Road Traffic Act 1988 is amended as follows.
- (2) In section 12 (motor racing on public ways), after subsection (1) insert —
“(1A) Subsection (1) is subject to—
 - (a) in relation to England and Wales, sections 12A to 12F (which make provision to allow the holding of races or trials of speed between motor vehicles on public ways in England and Wales);
 - (b) in relation to Scotland, sections 12G to 12I (which make provision to allow the holding of races or trials of speed between motor vehicles on public ways in Scotland).”
- (3) After section 12 insert—

“12A Motor race orders: England and Wales: overview

- (1) Sections 12A to 12F allow highway authorities to make orders relating to the holding of a race or trial of speed between motor vehicles on a highway in England and Wales (“motor race orders”).
- (2) A motor race order is made on the application of the person promoting the event, with the permission of a motor sport governing body (see sections 12B to 12D).
- (3) The effect of a motor race order is set out in section 12E.

12B Permission to apply for motor race order

- (1) A person who wishes to promote a race or trial of speed between motor vehicles on a highway in England and Wales may apply for a permit to a motor sport governing body authorised by regulations made by the appropriate national authority to issue permits in respect of a race or trial of speed of that kind.
- (2) Before issuing a permit, the motor sport governing body must consult—
 - (a) the highway authority for each area in which the event is to take place or which is otherwise likely to be significantly affected by the event,
 - (b) the local authority for each such area,
 - (c) the police authority for each such area,
 - (d) in the case of an event that is to take place in Greater London, the Greater London Authority,
 - (e) each person who has given the motor sport governing body written notice within the previous 12 months that the

person wishes to be consulted about applications under this section, and

(f) such other persons as the motor sport governing body thinks appropriate.

(3) The motor sport governing body must issue the permit if satisfied that—

(a) the applicant intends to promote the proposed event,

(b) the applicant has the necessary financial and other resources to make appropriate arrangements for the event,

(c) the applicant has arranged or will arrange appropriate insurance cover in connection with the event, in accordance with guidance issued by the motor sport governing body, and

(d) the application includes all necessary details of the safety and other arrangements proposed for the event.

(4) A permit must specify—

(a) any route to be followed in the course of the event;

(b) arrangements for the approval by the motor sport governing body of drivers participating in the event;

(c) arrangements for the approval by the motor sport governing body of vehicles to be used in the course of the event;

(d) arrangements made or to be made for insurance in connection with the event.

(5) A permit may set out conditions that the motor sport governing body thinks should be included in any motor race order made in relation to the event.

(6) The appropriate national authority must by regulations list motor sport governing bodies that are authorised to issue permits for the purposes of this section.

(7) The regulations may specify the kinds of races or trials of speed between motor vehicles on a highway in respect of which each listed governing body may issue permits.

(8) The regulations may provide that a listed motor sport governing body ceases to be authorised to issue permits if the rules of the governing body—

(a) include provision of a kind specified in the regulations;

(b) do not include provision of a kind so specified.

(9) In this section—

“the appropriate national authority” means—

- (a) in relation to England, the Secretary of State;
- (b) in relation to Wales, the Welsh Ministers;

“local authority” means —

- (a) a county or district council in England;
- (b) a parish council in England;
- (c) a London borough council;
- (d) the Common Council of the City of London in its capacity as a local authority;
- (e) the Council of the Isles of Scilly;
- (f) a county or county borough council in Wales.

12C Application for motor race order

(1) A motor race order may only be made on an application under this section.

(2) An application may be made only by a person who—

- (a) wishes to promote a race or trial of speed between motor vehicles on a highway in England and Wales, and
- (b) has a permit issued in accordance with section 12B in relation to the event.

(3) The application must be made to the highway authority for the area in which the event is to take place (and, where the event is to take place in the area of more than one highway authority, separate applications must be made under this section to each authority).

(4) The application must be made not less than 6 months before the event.

(5) The application must be accompanied by—

- (a) the permit issued in accordance with section 12B;
- (b) details of any orders under section 16A of the Road Traffic Regulation Act 1984 (prohibition or restriction on roads in connection with certain events), and of any other orders, regulations or other legislative instruments, that will be needed in connection with the event;
- (c) a risk assessment in such form as the highway authority may specify;
- (d) such fee as the highway authority may specify.

12D Determination of applications for motor race orders

(1) Before determining whether to make a motor race order, a highway authority must consider—

- (a) the likely impact of the event on the local community,
- (b) the potential local economic and other benefits (in respect of tourism or otherwise), and
- (c) any other local considerations that the authority thinks relevant.

(2) The highway authority may make the motor race order if satisfied that—

- (a) adequate arrangements have been made to allow the views of the local community to be taken into account,
- (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.

(3) A motor race order must—

- (a) specify the event to which it relates, including the date or (in the case of an event that is to take place on more than one day) the dates on which it is to take place,
- (b) include a map of the area to be used for the event (showing, in particular, the roads which participants will use, and areas which will be available for occupation by spectators), and
- (c) include any other information specified by the appropriate national authority by regulations.

(4) A motor race order may include conditions which must be satisfied before, during or after the event.

(5) A motor race order may, in particular, include conditions designed to ensure that the arrangements mentioned in subsection (2)(c) continue throughout the planning and implementation of the event.

(6) In this section, “the appropriate national authority” means—

- (a) in relation to England, the Secretary of State;
- (b) in relation to Wales, the Welsh Ministers.

12E Effect of motor race order

(1) A motor race order made under section 12D has the effect described in this section.

(2) Section 12(1) does not apply to the promoter of the event if that person—

(a) promotes the event in accordance with any conditions imposed on the promoter by the motor race order, and

(b) takes reasonable steps to ensure that any other conditions specified in the motor race order are met.

(3) The provisions listed in the Table do not apply in relation to a participant or an official or (as the case may be) in relation to a vehicle used by a participant or an official provided that—

(a) the participant has been approved by the motor sport governing body that issued a permit in respect of the event or (as the case may be) the official has been authorised by the promoter,

(b) the participant or official complies with any conditions specified in the motor race order that apply to participants or (as the case may be) officials, and

(c) the participant or official also complies with any conditions imposed on him or her by the promoter.

Provision

Topic

Road Traffic Regulation Act
1984

Section 18(3)

Contravention of order
relating to one-way traffic on
trunk roads

Section 20(5)

Contravention of order
relating to use on roads of
vehicles of certain classes

Section 81(1), an order under
section 84(1), section 86(1),
an order under section 88(1)
and section 89(1)

Speed limits

Regulations under section 99	Removal of vehicles illegally parked etc
Section 104(1)	Immobilisation of vehicles illegally parked
Road Traffic Act 1988	
Section 1	Causing death by dangerous driving
Section 1A	Causing serious injury by dangerous driving
Section 2	Dangerous driving
Section 2B	Causing death by careless, or inconsiderate, driving
Section 3	Careless, and inconsiderate, driving
Section 3ZB	Causing death by driving: unlicensed, disqualified or uninsured drivers
Section 12(1)	Motor racing on public ways
Section 21(1)	Prohibition of driving or parking on cycle tracks
Section 22	Leaving vehicles in dangerous positions

Section 22A	Causing danger to road-users
Section 36(1)	Drivers to comply with traffic signs
The Highway Code, as it has effect under section 38	
Section 40A	Using vehicle in dangerous condition etc
Regulations under section 41	Regulation of construction, weight, equipment and use of vehicles
Section 41A	Breach of requirement as to brakes, steering-gear or tyres
Section 41C	Breach of requirement as to speed assessment equipment detection devices
Section 42	Breach of other construction and use requirements
Section 47(1)	Obligatory test certificates
Section 87(1)	Drivers of motor vehicles to have driving licences
Section 103(1)(b)	Driving while disqualified
Section 143(1) and (2)	Users of motor vehicles to be insured or secured against

	third-party risks
Sections 164 and 165	Powers of constables to require production of driving licence, obtain information etc
Section 165A	Power to seize vehicles driven without licence or insurance
Section 170	Duty of driver to stop, report accident and give information or documents
Vehicle Excise and Registration Act 1994	
Section 1(1)(b)	Circumstances in which vehicle excise duty is chargeable on unregistered mechanically propelled vehicles
Section 29(1)	Offence of using or keeping an unlicensed vehicle

(4) The appropriate national authority may by regulations amend this section so as to—

- (a) add or omit an entry in the Table in subsection (3);
- (b) provide that subsection (3) applies in relation to a provision for the time being included in the Table only for purposes specified in the regulations;
- (c) provide that subsection (3) applies in relation to a provision for the time being included in the Table only if a condition specified in the regulations is included in the motor race order.

(5) However, regulations under subsection (4) may not add any provision of sections 3A to 11 of this Act (motor vehicles: drink and drugs) to the Table in subsection (3).

(6) The promoter of an event in respect of which a motor race order has been made is liable in damages if personal injury or damage to property is caused by anything done—

(a) by or on behalf of the promoter in connection with the event, or

(b) by or on behalf of a participant or an official,

unless it is proved that the promoter took reasonable steps to prevent the injury or damage occurring.

(7) For the purposes of the Law Reform (Contributory Negligence) Act 1945, the Fatal Accidents Act 1976 and the Limitation Act 1980 any injury or damage for which a person is liable under subsection (6) is to be treated as due to the fault of that person.

(8) In this section—

“the appropriate national authority” means—

(a) in relation to England, the Secretary of State;

(b) in relation to Wales, the Welsh Ministers;

“official” means a person who facilitates the holding of a race or trial of speed.

12F Regulations by appropriate national authority: procedure

(1) A power to make regulations conferred on the Secretary of State or the Welsh Ministers by section 12B(6), 12D(3)(c) or 12E(4) is exercisable by statutory instrument.

(2) A statutory instrument containing regulations made by the Secretary of State under section 12E(4) (whether alone or with other provision) may not be made unless a draft of the instrument has been laid before, and approved by a resolution of, each House of Parliament.

(3) A statutory instrument containing regulations made by the Secretary of State under section 12B(6) or 12D(3)(c) (other than regulations to which subsection (2) applies) is subject to annulment in pursuance of a resolution of either House of Parliament.

(4) A statutory instrument containing regulations made by the Welsh Ministers under section 12E(4) (whether alone or with other provision) may not be made unless a draft of the instrument has been laid before, and approved by a resolution of, the National Assembly for Wales.

(5) A statutory instrument containing regulations made by the Welsh Ministers under section 12B(6) or 12D(3)(c) (other than regulations

to which subsection (4) applies) is subject to annulment in pursuance of a resolution of the National Assembly for Wales.

12G Authorisation of races and trials of speed in Scotland

(1) The Scottish Ministers may by regulations authorise, or make provision for authorising, the holding of races or trials of speed on public roads in Scotland.

(2) Regulations under this section may in particular—

(a) specify the persons by whom authorisations may be given;

(b) limit the circumstances in which, and the places in respect of which, authorisations may be given;

(c) provide for authorisations to be subject to conditions imposed by or under the regulations;

(d) provide for authorisations to cease to have effect in circumstances specified in the regulations;

(e) provide for the procedure to be followed, the particulars to be given, and the amount (or the persons who are to determine the amount) of any fees to be paid, in connection with applications for authorisations.

(3) Regulations under this section may make different provision for different cases.

12H Races and trials of speed in Scotland: further provision

(1) Section 12(1) does not apply to the promoter of an event that has been authorised by or under regulations under section 12G if that person—

(a) promotes the event in accordance with any conditions imposed on the promoter by or under the regulations, and

(b) takes reasonable steps to ensure that any other conditions imposed by or under the regulations are met.

(2) Section 12(1) does not apply to a participant in an event that has been authorised by or under regulations under section 12G, provided that the participant complies with any conditions imposed on participants by or under the regulations.

(3) Sections 1, 1A, 2, 2B and 3 do not apply to a participant in an event that has been authorised by or under regulations under section 12G or to any other person of a description specified in regulations made by the Scottish Ministers, provided that the participant or other person complies with any conditions imposed on participants or on persons of that description by or under regulations under section 12G.

(4) The Scottish Ministers may by regulations make provision for specified provisions of legislation of a kind mentioned in subsection (5)—

- (a) not to apply in relation to participants in events authorised by or under regulations under section 12G or (as appropriate) in relation to vehicles used by such persons;
- (b) to apply in relation to such persons or vehicles subject to modifications specified in the regulations;
- (c) not to apply in relation to persons of a description specified in regulations under this subsection or (as appropriate) in relation to vehicles used by such persons;
- (d) to apply in relation to such persons or vehicles subject to modifications specified in the regulations.

(5) The kinds of legislation are—

- (a) legislation restricting the speed of vehicles or otherwise regulating the use of vehicles on a public road;
- (b) legislation regulating the construction, maintenance or lighting of vehicles;
- (c) legislation requiring a policy of insurance or security to be in force in relation to the use of any vehicle;
- (d) legislation relating to the duty chargeable on, or the licensing and registration of, vehicles;
- (e) legislation requiring the driver of a vehicle to hold a licence to drive it;
- (f) legislation relating to the enforcement of any legislation mentioned in paragraphs (a) to (e).

(6) However, regulations under subsection (4) may not disapply, or otherwise alter the application of, sections 3A to 11 of this Act (motor vehicles: drink and drugs).

(7) The Scottish Ministers may by regulations amend section 16A of the Road Traffic Regulation Act 1984 so as to enable orders under that section that are made for the purposes of an event authorised by or under regulations under section 12G to suspend statutory provisions in addition to those specified in section 16A(11).

(8) The promoter of an event that has been authorised by or under regulations under section 12G is liable in damages if personal injury or damage to property is caused by anything done—

- (a) by or on behalf of the promoter in connection with the event,
- (b) by or on behalf of a participant, or

(c) by or on behalf of a person of a description specified in regulations made by the Scottish Ministers,

unless it is proved that the promoter took reasonable steps to prevent the injury or damage occurring.

(9) For the purposes of the Law Reform (Contributory Negligence) Act 1945, any injury or damage for which a person is liable under subsection (8) is to be treated as due to the fault of that person.

(10) In this section, “legislation” means—

(a) an Act or subordinate legislation (within the meaning of the Interpretation Act 1978);

(b) an Act of the Scottish Parliament or an instrument made under an Act of the Scottish Parliament.

12I Regulations under section 12G or 12H: procedure

(1) Before making regulations under section 12H(3), (4), (7) or (8), the Scottish Ministers must consult such persons as they consider appropriate.

(2) Regulations under section 12G are subject to the negative procedure.

(3) Regulations under section 12H(3), (4), (7) or (8) are subject to the affirmative procedure.”

Insert the following new Clause—

“Motor racing: road closures

(1) Section 16A of the Road Traffic Regulation Act 1984 (which allows a traffic authority to impose by order restrictions or temporary prohibitions on the use of roads in connection with certain events) is amended as follows.

(2) In subsection (4), in paragraph (a), after “(motor racing on public ways)” insert “unless a motor race order under section 12D of that Act is made in relation to the race or trial or it is authorised by or under regulations under section 12G of that Act”.

(3) After subsection (11) insert—

“(12) An order under this section that is made for the purposes of a race or trial of speed in relation to which a motor race order under section 12D of the Road Traffic Act 1988 has been made may also suspend—

(a) regulations under section 25(1);

(b) section 28(1);

- (c) an order under section 29(1);
- (d) byelaws under section 31(1);
- (e) any provision made by or under Part 4.”

Insert the following new Clause—

“Motor racing: consequential amendments

- (1) The Road Traffic Act 1988 is amended in accordance with subsections (2) to (5).
- (2) For the italic cross-heading before section 12 substitute “Motor racing on public ways”.
- (3) Before section 13 insert the italic cross-heading “Other motor events”.
- (4) In section 193A (tramcars and trolley vehicles), after subsection (3) insert—
“(3A) Sections 12A to 12I do not apply to tramcars or to trolley vehicles.”
- (5) In section 195 (provisions as to regulations), after subsection (5) insert—
“(6) This section does not apply in relation to regulations under section 12B(6), 12D(3)(c) or 12E(4) (provision as to which is made by section 12F) or regulations under section 12G or 12H(3), (4), (7) or (8) (provision as to which is made by section 12I).”
- (6) The Secretary of State may by regulations made by statutory instrument repeal any local Act passed before this Act which makes provision for authorising races or trials of speed between motor vehicles on highways in England and Wales (and, for this purpose, “highway” has the same meaning as in the Road Traffic Act 1988).
- (7) Regulations under subsection (6) may include transitional, transitory or saving provision.
- (8) Before making regulations under subsection (6), the Secretary of State must consult such persons as the Secretary of State considers appropriate.
- (9) A statutory instrument containing regulations under subsection (6) is subject to annulment in pursuance of a resolution of either House of Parliament.
- (10) The Scottish Ministers may by regulations repeal any local Act passed before this Act which makes provision for authorising races or trials of speed between motor vehicles on public roads in Scotland (and, for this purpose, “public road” has the same meaning as in the Road Traffic Act 1988).
- (11) Regulations under subsection (10) may include transitional, transitory or saving provision.

(12) Before making regulations under subsection (10), the Scottish Ministers must consult such persons as they consider appropriate.

(13) Regulations under subsection (10) are subject to the negative procedure.”

Clause 89

LORD WALLACE OF SALTAIRE

Page 61, line 13, after “(2)” insert “and (*Motor racing: consequential amendments*)(6) to (9))”

Page 61, line 14, at end insert—

“() Section (*Motor racing: consequential amendments*)(10) to (13)) extends only to Scotland.”