

## BARCOMBE PARISH COUNCIL

### **Minutes of a Meeting of the Transport and Highways Committee held at the Sports Pavilion, Barcombe on Tuesday 5<sup>th</sup> January 2010 at 7.00 p.m.**

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**1479. Present:** Councillors J.C. Cornwell, J.O. Cornwell, A J MacGillivray, N Gant, D J Lloyd, D. Skan and R. Williams. Inspector Marc clothier was also in attendance.

**1480. Apologies for absence:** None were received

**1481. Declarations of Interest:** None were declared

**1482. Confirmation and Signature of the Minutes of the Last Meeting:** The minutes of the meeting held on 3<sup>rd</sup> November 2009 were approved at the Parish Council meeting on 17<sup>th</sup> November 2009.

**1483. Urgent Business pursuant to Standing Order No. 16:** There was none

**1484. Road Cycle Races – visit from Inspector Marc Clothier, Road Policing Unit, Operations Unit:** Following his attendance at November's meeting Inspector Marc clothier returned to give a detailed report which is attached as Appendix 1 to these minutes. It was agreed the Clerk should contact Mr Mark Markowski and invite him to the committee's meeting in March to improve liaison with the organising club, Bayeaux Landscapes, in advance of the racing season. The committee was very grateful to Inspector clothier for his detailed response to its questions.

**1485. East Sussex County Council – Strengthening Local Relationships:** A detailed response to the Clerk's queries had been received from Cllr Matthew Lock and circulated in advance. It was agreed that in general these issues should be pursued through the SLR meetings. However, Cllr J C Cornwell has a meeting planned with ESCC Highways and the new village hall architects where she would seek clarification over the movement of the village gateway further east and whether this was a planning requirement. On the question of parking the committee was very disappointed that Cllr Lock had reported that the current parking restrictions are, apparently, now permanent. This was felt to be unacceptable and the Clerk was asked to pursue with County Councillor R St.Pierre; if no acceptable reply was received by the time of the next parish council meeting on 17<sup>th</sup> January then it was agreed to raise the matter with Norman Baker, M.P.

**1486. Barcombe Mills Car Park – potential improvements to car park and disabled access:** The Clerk reported that he was attending a site meeting at 10.00 am on Thursday 7<sup>th</sup> January with representatives from ESCC, the Environment Agency and Ringmer Parish Council. Apparently the EU grant funding is dependent on £2,000 being provided by other sources such as parish councils. It was agreed the Clerk should attend the meeting with Cllr J O Cornwell but no firm commitment to support the project would be given until full plans had been received and the financial implications considered.

**1487. Barcombe Mills Car Park – oak tree:** The Clerk reported he has asked Barcombe Forestry for a quote to cut the tree back. One other quote has already been received.

**1488. Deans Meadow car parking:** News is still awaited from District Councillor D Mitchell and the Clerk was asked to seek an update for the next parish council meeting.

**1489. Correspondence:** None received

**1490. Outstanding action points:** These were covered on the agenda.

**1491. Close of meeting:** There being no further business to discuss the meeting closed at 8.00 pm.

## **Transport and Highways Committee 5<sup>th</sup> Jan 2010 – Appendix 1**

### **Cycle Racing in Barcombe**

On Tuesday 3<sup>rd</sup> November I attended the Barcombe Highways and Transport committee meeting with regard to cycle racing in and around Barcombe. The committee posed a number of questions which I have listed below. I have subsequently spoken with the local representative from the British Cycling Federation and the organiser of the races held in Barcombe and as a result of this have been able to answer the questions that were posed.

*1. How many races will be held on the Barcombe circuit, and when will these take place?*

There are two races planned to be held on the Barcombe circuit in 2010, the dates and times for these races are detailed below;

Sunday 2<sup>nd</sup> May – 09:30

Sunday 6<sup>th</sup> June – 09:30

The organising club for both of these races is Bayeaux Landscapes and the race organiser is Mark Markowski, his email address is - [m.markowski@sky.com](mailto:m.markowski@sky.com)

There is only one race on each day and the field is limited to a maximum of sixty riders.

*2. What legislation allows the races to take place?*

Cycle racing is permitted to take place on the roads under the following;

**The Cycle Racing on Highways Regulations 1960 (and 1980 and 1995 amendments)**

This legislation essentially makes provision for cycle racing and time trials to take place on the public highway. It is available via the internet and I have also supplied a copy for your information. The organisers have a duty to notify the Police of the racing and there are a number of guidelines around the course, number of riders etc.

All notifications of routes within Sussex are collated by our Abnormal loads officer, Mike Norman who I have also spoken to and he is satisfied with the information provided by both Surrey league and the Road Time Trial Association.

### *3. What if any Risk Assessments are conducted?*

A risk assessment is conducted annually for each course by a representative of the BCF. The risk assessment is recorded on what appears to be a generic template and takes into account those persons at risk, the level of the risk and what counter measures are to be put in place to mitigate the risk. This is documented and a copy is held by British Cycling.

On the day of the event the organiser and the commissaire are responsible for conducting a dynamic risk assessment and changes to the course could be considered if there were hazards identified on the course such as road works.

### *4. Are there any restrictions or safety measures put in place?*

There are a significant number of measures put in place to try and ensure the safety of the public both pedestrian and in vehicles and those involved in the racing. These include;

- a) Placing public notice posters between seven and ten days before the race to publicise the event
- b) Limiting the number of riders allowed to enter the race
- c) A lead car which drives in front of the race with amber lights to warn motorists and pedestrians of the approaching cyclists
- d) Marshall's on every junction
- e) A briefing given to the Marshall's and the riders by the Commissaire before the race highlighting any potential dangers on the course
- f) The Commissaire following the race in a vehicle who will disqualify riders who contravene road traffic legislation and will if necessary stop the race if it is deemed dangerous

During my meeting with the representative from the BCF he did suggest that an option for consideration would be for the local authority to put no waiting cones out for the morning of the race. Whilst we accept this would limit parking for two mornings in the year it would potentially improve the safety and I therefore agreed to raise this when I presented my report.

### *5. How can we improve communication between the organisers and the residents of Barcombe?*

The organiser is Mark Markowski – email address is [m.markowski@sky.com](mailto:m.markowski@sky.com)

Mark is very keen to improve relationships with the local community and support Barcombe where possible. They have raised money for Newick and he is happy to be contacted or attend a meeting to discuss the races in Barcombe and any specific issues and how these can be addressed.

#### *6. How many collisions occur as a result of organised cycle racing?*

I have liaised with our analyst to see if I could establish collision data specifically related to cycle racing but unfortunately the systems used to record collisions do not allow for this information to be retrieved. However all our collisions involving fatal or serious injury are reported on daily through a management meeting process and I am confident that if there had been even a few collisions as a result of organised racing it would have been identified and action would have been taken.

#### *7. Other information*

Useful links

Cycle Racing on the Highways Act  
[http://lvrc.org/documents/road\\_traffic\\_act\\_1960.pdf](http://lvrc.org/documents/road_traffic_act_1960.pdf)

British Cycling Federation  
<http://new.britishcycling.org.uk/>

Surrey League  
<http://www.surreyleague.co.uk/>

#### *8. Speeding*

At the meeting I attended one of your members also raised the issue of speeding. I think I mentioned that our enforcement is carried out at sites which are identified by a stringent criteria, however in conjunction with our partners we are promoting Operation Crackdown which allows members of the public to directly report anti social, careless or dangerous driving through a website. The information supplied is filtered by an analyst and there are a number of potential outcomes these can include a letter being sent to a driver or at the top of the scale a package being created to allow units to have a targeted intervention. We are keen to gather as much information as possible about poor driving and I will supply you with some leaflets about Crackdown and the web address is below.

<http://www.operationcrackdown.org/>

