

**MINUTES OF A MEETING  
OF THE  
TOUR OF BRITAIN CYCLE RACE WORKING GROUP  
HELD ON  
7<sup>TH</sup> JULY, 2015  
AT NELSON TOWN HALL**

*PRESENT –*

*Councillor D. Whipp (Chairman, in the Chair)*

*Councillor M. Hanif  
Councillor D. Clegg  
Councillor I. W. Tweedie*

*Also present*

<i>Mark Sandamas</i>	<i>Pennine Events Ltd</i>
<i>Philip Mousdale</i>	<i>Corporate Director</i>
<i>Peter Atkinson</i>	<i>Neighbourhood Services Manager</i>
<i>Joanne Eccles</i>	<i>Committee Administrator</i>

*(Apologies were received from Councillors L. Davy, P. White and A. R. Greaves.)*



**1. MINUTES**

**AGREED**

That the Minutes of the meeting held on 9<sup>th</sup> June, 2015 be agreed as a correct record and signed by the Chairman.

**2. EVENT MANAGEMENT**

The Neighbourhood Services Manager reported that he had met with the emergency services on 25<sup>th</sup> June to discuss the route and finish in Pendle. A further meeting was planned on 20<sup>th</sup> July with everyone concerned, including the Finish Director, representatives from the National Farmers' Union and Colne Health Centre, the Police, Lancashire County Council (LCC) Highways, Pennine Events and RSS (the traffic management company). There would then be one more meeting concentrating on the Finish and any problems that had been identified on the Pendle route.

Some Council staff had volunteered to be marshals on the day but more were needed, so the cycling clubs and groups had now been asked for volunteers. The marshals would be trained over one day.

Mark Sandamas said that Pennine Events had completed all the risk assessments on the Pendle route. The event management plan would highlight any issues on the route. There were discussions about the impact on traffic at junction 12 on the M65 and the A59. It had been agreed not to close the slipway at junction 12 which would keep access to Lomeshaye industrial site and B & Q open. It was suggested that the cyclists' coaches leaving Clitheroe once the race had started would be best to make their way to Colne via Barnoldswick.

Mention was made of Ribble Valley's approach to the planning of the event and the need for a coordinated joint approach. The Chairman reported on the recent Member level meeting on this.

## **AGREED**

That the Corporate Director and Neighbourhood Services Manager raise with the Police and LCC Highways the issue of the joint approach to the planning of the event.

### **3. THE ROUTE AND FINISH**

The Chairman reported that a meeting had been held with Sweetspot after the last meeting to discuss the minor changes to the route around Barnoldswick. Sweetspot had agreed for the route to pass near to Greenberfield Locks (on Skipton Road) and the extension of the route through West Marton. There would also be a sprint on Skipton Road, Barnoldswick ending at Rolls Royce Social Club.

The final route was 100 miles long with about a third in Pendle including two King of the Mountain Sections at Bleara Moor and Barley, and the sprint in Barnoldswick. A revised schedule of timings would be drawn up.

The Neighbourhood Services Manager circulated a plan showing the Pendle Finish Area. He would be meeting the Finish Director on 20<sup>th</sup> July to finalise Sweetspot's requirements and how much space would be left for stalls etc.

Colne Town Council had agreed to use the Market Street area around the precinct, library and Richmond Court for its various stalls/events on the day of the race and would not be holding a go-cart race as first planned.

The Communications Team were working with AC/DC about using Brierfield Mills to have some sort of light installation. The Corporate Director said he would ask them to highlight Brierfield if possible.

Members discussed road closures around the Finish and the effect this would have on the bus service and waste collections.

## **AGREED**

That the Neighbourhood Services Manager be asked to talk to the bus companies about service on the day and the Waste Services Manager be asked to consider the option of having collections earlier in the day and starting with the area around the route.

### **4. CAR PARKING**

Members discussed possible car parking arrangements for the event. Holt House and Sainsbury's would go on the website as official car parks but there was a need for parking at particular locations e.g. King of the Mountain sections of the route at Bleara Moor and Barley and at the sprint section in Barnoldswick.

**AGREED**

That the Neighbourhood Services Manager suggest to Rolls Royce Social Club that they open up their car park for people wanting to watch the sprint on Skipton Road; that the clubs using Holt House be invited to manage/steward a car park in the grounds and to charge a nominal fee; that the option of using land at Bright Street, Colne for marshal parking be explored; that schools closing for the day be informed of the possibility of making their car parks available; that local farmers/landowners be approached about provision for car parking at the King of the Mountain sections at Bleara Moor and Barley; and that Barley Parish Council be consulted about use of their car park and restricting street parking in the village.

**5. WORK WITH SCHOOLS**

The Corporate Director reported that the winner had been chosen from the entries for the competition to design a trophy for the winner of Stage 2 which would be circulated round to Members. The schools were getting involved with various degrees of enthusiasm. Some had agreed to close, others to have inset days. They had been asked to respond about their plans by the end of the following week.

**AGREED**

That a list of schools be submitted to the next meeting with details of which ones would be open or closed and what they were doing on the day of the race.

**6. MARKETING**

The Corporate Director showed a mock photograph of an art installation on Pendle Hill featuring a bike, made out of fleece, similar to the 1612 work to mark the 400<sup>th</sup> anniversary of the trial of the Pendle witches, and by the same artist. The estimated cost of the installation was £6,000. Some of the cost could be paid from slippage on the tourism/promotions budget.

**AGREED**

That the possibility of external sponsorship for an art installation on Pendle Hill be pursued but that Council funds not be used; and that the emphasis continue to be on voluntary, small-scale community groups producing art works to sit alongside the event.

**7. SPONSORSHIP**

The Principal Communications Officer was meeting Newsquest that day and would get an update on any further sponsorship. Sponsorship had also been sought again from Members of the Vision Board and an update would be brought to the next meeting.

**8. FINANCIAL IMPLICATIONS**

The Financial Services Manager referred to the spreadsheet which had been circulated at the last meeting. There were only two changes to report. The Executive had agreed a supplementary estimate of £50,000 at their meeting on 25<sup>th</sup> June towards the costs of hosting the race and Ribble Valley had confirmed a contribution of £5,000, in view of the larger share of the race being held in their authority.

**9. DATE OF NEXT MEETING**

**AGREED**

That the next meeting be held at 10.00a.m on Friday 14<sup>th</sup> August.

**10. ANY OTHER BUSINESS**

The Neighbourhood Services Manager said that the Principal Communications Officer would be putting together a narrative to help the commentators and invited Councillors to submit information on key landmarks/features of interest that they wanted highlighting.

Chairman \_\_\_\_\_