



COMMUNITY LEADERSHIP OVERVIEW AND SCRUTINY COMMITTEE

DATE:	Monday, 1 October 2018
TIME:	7.30 pm
VENUE:	Council Chamber, Council Offices, Thorpe Road, Weeley, CO16 9AJ

MEMBERSHIP:

**Councillor Land
Councillor VGuglielmi
Councillor Bush
Councillor Chittock
Councillor Coley
Councillor Griffiths**

**Councillor I Henderson
Councillor Newton
Councillor Raby
Councillor Skeels Jnr
Councillor Yallop**

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Meeting papers can be provided, on request, in large print, in Braille, or on disc, tape, or in other languages.

For further details and general enquiries about this meeting, contact Charlotte Cooper on 01255 686007

DATE OF PUBLICATION: Monday, 24 September 2018

AGENDA

1 Apologies for Absence and Substitutions

The Committee is asked to note any apologies for absence and substitutions received from Members.

2 Minutes of the Last Meeting (Pages 1 - 4)

To confirm and sign as a correct record, the minutes of the last meeting of the Committee, held on 3 September 2018.

3 Declarations of Interest

Councillors are invited to declare any Disclosable Pecuniary Interests or Personal Interest, and the nature of it, in relation to any item on the agenda.

4 Questions on Notice pursuant to Council Procedure Rule 37

Subject to providing two working days' notice, a Member of the Committee may ask the Chairman of the Committee a question on any matter in relation to which the Council has powers or duties which affect the Tendring District **and** which falls within the terms of reference of the Committee.

5 Tendring Road Rally (Pages 5 - 36)

To enable the Committee to consider the report prepared by the Task and Finish Group on the Tendring Road Rally.

6 Public Health (Pages 37 - 38)

To enable the Committee to reconsider the scope previously agreed for a Task and Finish Group on alcohol and to determine whether the Committee wishes to make any amendments to the scope in light of the presentation received on 3 September 2018 from Dr. Mike Gogarty, Director of Well Being, Public Health and Communities at Essex County Council. The previously agreed scope is attached for information.

Date of the Next Scheduled Meeting

The next scheduled meeting of the Community Leadership Overview and Scrutiny Committee is to be held in the Council Chamber, Council Offices, Thorpe Road, Weeley, CO16 9AJ at 7.30 pm on Monday, 3 December 2018.

Information for Visitors

FIRE EVACUATION PROCEDURE

There is no alarm test scheduled for this meeting. In the event of an alarm sounding, please calmly make your way out of any of the fire exits in the hall and follow the exit signs out of the building.

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Your calmness and assistance is greatly appreciated.

**MINUTES OF THE MEETING OF THE COMMUNITY LEADERSHIP OVERVIEW AND
SCRUTINY COMMITTEE,
HELD ON MONDAY, 3RD SEPTEMBER, 2018 AT 7.30 PM
IN THE COUNCIL CHAMBER, COUNCIL OFFICES, THORPE ROAD, WEELEY,
CO16 9AJ**

Present:	Councillors Land (Chairman), Bush, Chittock, Coley, Griffiths, I Henderson, Newton, Raby, Skeels Jnr and Yallop
Also Present:	Councillor McWilliams – Health and Education Portfolio Holder, Councillor Bucke.
In Attendance:	Karen Neath (Head of Leadership Support and Community) and Charlotte Cooper (Leadership Support Officer)

7. APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

Apologies for absence were received from Councillor V. Guglielmi, (with Councillor A. Coley as substitute) and Councillor A. Pemberton.

8. MINUTES OF THE LAST MEETING

The minutes of the last meeting of the Community Leadership Overview and Scrutiny Committee held on 04 June 2018 were approved as a correct record and signed by the Chairman.

9. DECLARATIONS OF INTEREST

There were no declarations of interest made on this occasion.

10. QUESTIONS ON NOTICE PURSUANT TO COUNCIL PROCEDURE RULE 37

There were none.

11. PUBLIC HEALTH

Dr. Mike Gogarty, Director of Well Being, Public Health and Communities at Essex County Council, attended the meeting of the Community Leadership Overview and Scrutiny Committee to present on public health data and information relevant to the Tendring District.

The presentation included;

- Relative Contribution of the Determinants of Health
- Changes in the Percentage of People Living in 20% Most Deprived Wards Nationally
- Changes in IMD Tendring 2010 to 2015
- IMD Crime Domain Tendring
- Violent Crime (Violent Offences)
- Drug Related Street Crime in Essex
- Health and Disability Domain
- Acute Morbidity

- Life Expectancy and Mental Health
- Key Challenges – Public Health Lens
- Approaches

This was then followed by a question and answer section between members of the Committee and Dr. Gogarty.

**12. REPORT OF THE DEPUTY CHIEF EXECUTIVE - A.1. - PERFORMANCE REPORT
APRIL 2018 - JUNE 2018 (QUARTER 1)**

The Committee had before it a report of the Deputy Chief Executive (A.1) which sought to present the performance report 2018/19 (community leadership) for the period April – June 2018 (Quarter 1).

The Committee were made aware that the Performance Report sets out the detailed actions and targets for the delivery of the Council's priorities for the coming year that relate to our partnership and influencing work. The Report includes both the Corporate Plan and Priorities and Projects 2018/19. The indicators and projects highlighted in the report are deemed 'non measurable' as Tendring's role is that of influence only.

The committee were also aware that this report will be presented to members of Cabinet on the 14th September 2018.

Councillor Griffiths raised a concern with regards to the 'Protecting vulnerable people from hidden harms' section. Specifically, Councillor Griffiths raised concerns with the fact Tendring Council have met with Noo Yu Boxing – a programme for young people involved in gangs and high level ASB, believing that engaging young people in boxing would cause more problems rather than solve them. The Head of Leadership Support and Community undertook to try to ascertain some statistics to support the role of this programme.

Councillor Henderson also raised concerns with the fact that all current positions are currently marked as 'on-going', many could be providing more information on where we currently stand. The Head of Leadership Support and Community undertook to review this before the next performance report is produced.

13. SCRUTINY OF PROPOSED DECISIONS

Pursuant to the provisions of Overview and Scrutiny Procedure Rule 13, the Committee had before it the Scrutiny of Proposed decisions.

One decision was put before the Committee; Garden Communities required the approval of an Interim Business Plan and Financial Procedure Rules for North Essex Garden Communities Limited.

The Head of Leadership Support and Community undertook to ascertain the role that the Community Leadership Overview and scrutiny committee can play in scrutinising this forthcoming decision.

14. CONSIDERATION OF ITEMS FOR THE DECEMBER MEETING

The Committee gave due consideration to the speakers / topics in relation to health and well-being to be considered at the next meeting of the Committee, due to be held on 03 December 2018.

It was **RESOLVED** that:-

Open Road to be invited to attend this meeting.

Representatives from Tendring District Council's housing department to be invited to attend this meeting.

Councillor Land also indicated that a further meeting of the committee would be programmed in October, to discuss further issues.

The meeting was declared closed at 9.30 pm

Chairman

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COMMUNITY LEADERSHIP OVERVIEW AND SCRUTINY COMMITTEE

1 OCTOBER 2018

REPORT OF HEAD OF LEADERSHIP SUPPORT AND COMMUNITY

A.1 TASK AND FINISH – TENDRING ROAD RALLY

(Report prepared by Karen Neath)

PART 1 – KEY INFORMATION

PURPOSE OF THE REPORT

To allow the Committee to consider and agree the report prepared by the Task and Finish Group on the Tendring Road Rally for submission to Cabinet.

EXECUTIVE SUMMARY

At the meeting of the Committee on 4 June a brief was agreed for a Task and Finish Group to undertake a review of the Tendring Road Rally. The Group consisted of four members of the Committee together with the Committee Chairman.

The Group has now completed its review and their report is attached at Appendix A. The whole Committee is now asked to consider and agree the final report for submission to Cabinet.

RECOMMENDATION

It is recommended that:-

- a) The Committee considers and agrees the final report of the Task and Finish review of the Tendring Road Rally; and
- b) That the final report and recommendations be submitted to Cabinet.

PART 2 – SUPPORTING INFORMATION

BACKGROUND PAPERS FOR THE DECISION

None

APPENDICES

Appendix A - Community Leadership Task and Finish Group Review of Tendring Road Rally Report

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Tendring District Council
Community Leadership Task and Finish Group
Review of Tendring Road Rally
1 October 2018

1.0 INTRODUCTION

At Council on 23rd January 2018, it was agreed that from May 2018 there would be two Overview and Scrutiny Committees of which the Community Leadership Overview and Scrutiny Committee would be one. The new Community Leadership Overview and Scrutiny Committee has fewer ordinary meetings but its work is supplemented by Task and Finish Groups.

An item to review the recent road rally in Tendring was previously included on the Work Programme of the Resources and Services Overview and Scrutiny Committee. However, it was ruled that this item should be considered by the Community Leadership Overview and Scrutiny Committee as the Council was not the organiser for this event. At the meeting of the Committee on 4 June 2018 it was agreed that, rather than be a single agenda item, this formed the basis of a task and finish topic.

2.0 BACKGROUND

The first Tendring Road Rally was held on 22 April 2018. It was England's first ever car rally on closed public roads following a change in legislation. The Corbeau Seats Rally Tendring and Clacton saw 106 rally cars complete three laps of a five-stage course which totalled 45 miles around Tendring. Drivers used open, public roads to access the closed-road rally sections. An estimated 6,000 people watched the event.

A date of 28 April has been confirmed for the Rally to run again in 2019. The Task and Finish Group is therefore looking at what recommendations it considers should be put forward to be taken into account in planning next years event.

The Task and Finish Group has no remit to make a decision on whether the Closed Road Rally should or should not go ahead in 2019. The authorising authority is the Motor Sports Association and they have a dedicated safety delegate that oversees and scrutinises the event. Essex County Council is responsible for agreeing the road closures. The scope of the review, set out below, is to consider evidence and make recommendations on the running of any future event.

3.0 SCOPE OF THE REVIEW

The programme for this Task and Finish Review was agreed at the meeting of the Community Leadership Overview and Scrutiny Committee held on 4 June 2018.

Review Topic: Tendring Road Rally
How does the topic fit with the Committee's Terms of Reference: Community Safety
What question is the review aiming to answer: What recommendations would the Committee make in relation to any future road rally event held in Tendring?
Aim / Objectives: To review the Road Rally event which took place in Tendring In April 2018, speak with the relevant parties and put forward recommendations in relation to any future road rally event held in Tendring.
Scope: The review will consider:-

Management process and event planning;

Health and safety aspects;

Communication and public engagement;

Impact and benefit on residents and TDC;

Advertising and marketing;

Future recommendations

Membership (including officer support):

Councillor Mike Bush

Councillor Chris Griffiths

Councillor Karen Yallop

Councillor Andrew Pemberton

Head of Leadership Support and Community

Timescale:

Final recommendations to be presented to the meeting of the Committee in September 2018.

[Note: due to the work undertaken to ensure that the review was thorough, the task and finish did not complete the review in time to bring before the main Committee in September]

4.0 EVIDENCE GATHERING

The Task and Finish Group held three meetings on 12 July, 2 August and 4 September. Attendees who provided oral evidence for the review were:-

Paul Price	Tendring District Council (TDC)	Corporate Director – Operational Services
Mike Carran	Tendring District Council (TDC)	Head of Sport and Leisure
Tony Clements	Chelmsford Motor Club (CMC)	Event Director
Andy Champ	Essex County Council (ECC)	Network Operations Manager
Will Lodge	Tendring District Council	Communications Manager

Written evidence was received from:-

Adam Pipe	Essex Police	
Will Lodge	Tendring District Council	Communications Manager
Great Bromley Parish Council		
Tendring Parish Council		
Bradfield Parish Council		
Ardleigh Parish Council		
Great Bentley Parish Council		
Great Oakley Parish Council		

In addition Lawford, Wix, Manningtree and Little Bentley Town and Parish Councils were asked if they wished to submit any evidence but no response was received.

5.0 EVIDENCE AND CONCLUSIONS

The evidence received and conclusions reached by the Task and Finish Group are as follows:-

5.1 *Management process and event planning*

Overall Chelmsford Motor Club (CMC) and ECC reported that from their perspective the event went very smoothly. The turnout was at the upper end of what was manageable within the arrangements put in place on the day. Both CMC and ECC commented that the pleasant weather had helped attract people to the event. However, CMC have said that there are some detailed areas of the planning process that can be improved for any future event. CMC are considering an extension to the route for 2019 to bring it up to 60 miles. This would include more spectator areas. The group were advised that in terms of consideration of the overall route, other bigger roads were not suitable for rallying as they were too fast.

ECC Highways examined the whole route following the event but did not identify any defects or areas that needed remedial works.

From a roads policing point of view, Essex Police have raised no concerns.

The Portfolio Holder and officers from TDC also endorsed the event as being very successful with many people saying they had enjoyed the event and also offering compliments on the Tendring countryside.

Feedback from those Parish Councils that responded has been mixed with some residents being reported as unequivocally against the event and not wanting to see it repeated whilst others have expressed support for the event. However there are a number of recurring issues which will be considered under the relevant headings below. Concerns raised regarding the planning of the event were that:-

- for those on the route the disruption was not just on the day of the event but also the day before where competitors were undertaking reconnaissance of the route;
- comments regarding disruption on the actual day have been received with some citing this as reason for opposing the rally with other suggesting that the disruption can be justified through the overall beneficial impact for the district and that it may help local opposition if more of the benefit were seen in those areas that the route passes through (see also section 5.4 on this); and
- some landowners have complained that there were trespassers onto their land.

Conclusions and Recommendations

The Task and Finish Group recognises that there are mixed feelings about the Rally with some very supportive of it whilst others absolutely do not want it ever to be repeated. The Group has had sight of the proposed route for the 2019 event and notes that there is now a stage that proposes to pass through Wix. IT is of concern to the Group that this passes through a residential area and appears to have implications for access to and from the A120. The Group considers it imperative that all necessary and appropriate consultation is undertaken as a matter of urgency and that all additional health and safety requirements are fully and properly instigated.

The Group RECOMMENDS that:-

- a. Any proposed change or extension to the route for 2019 is consulted on with all affected local residents as soon as possible with particular attention given to the proposed route through Wix.
- b. In Planning for any future event CMC ensures that information is provided and consultation undertaken on the impact on local roads on the day before the event as well as on race day itself.
- c. CMC seeks to establish all landowners that will be affected and ensures that consultation is undertaken with them.

5.2 Health and safety aspects

A Safety Advisory Group (SAG) was set up prior to the event with a range of partners attending to look at all the aspects of health and safety for the event. As well as involving the traditional Emergency Service consideration, the SAG also looked at environmental concerns, the effect on local wildlife and the impact on the local infrastructure. Hourly updates on the situation on the group were fed back to the team on the day. None of the SAG partners have reported any concerns about the health and safety of the event on the day.

Although a number of the responses from residents through the Parish Councils have expressed concern about the health and safety implications there is a paucity of evidence to show any serious health or safety incidents actually happening on the rally day. There has been very little feedback regarding the marshals but what there has been has been positive citing their politeness and helpfulness.

Notwithstanding this, health and safety continues to be a key concern of those residents opposed to the rally. This includes risks to all potential road users including horse riders, cyclists and pedestrians.

One recurring point is concern that the road rally has engendered an increase in speeding especially from people wanting to 'try out' the route. For residents this seems at odds with other initiatives that seek to control and reduce speed particularly on narrow country roads. Although initiatives, such as Community Speedwatch, are undertaken under normal road conditions.

Some concerns about the level of noise the start of stages 1,6 and 11 have been raised.

It was reported that some hay bales were set alight.

Conclusions and Recommendations

The Task and Finish Group recognises the good work that the SAG did prior to the event and are pleased that the Rally happened without any serious injury. Nevertheless, the group recognises that health and safety remains a key concern for those opposed to the rally and that effective marshalling of the event is paramount to ensuring the safe running of the event.

The Group RECOMMENDS that:-

- a. For a few days leading up to and after the Rally, Essex Highways and Essex Police consider actions that can be taken to prevent any speeding taking place as a result of the promotion and running of the Rally.
- b. Chelmsford Motor Club ensure that sufficient trained marshals with the necessary local knowledge are stationed along the length of the route.

5.3 Communication and public engagement

CMC and TDC reported that the overriding feedback from the event has been positive and supportive, and that any negative feedback and complaints has generally been from residents who have homes on the rally route.

Correspondence from the Parishes has indicated that some residents were dissatisfied with the timing and extent of consultation prior to the event. The feedback received is that there was confusion about where, when and to whom comments could be given, that it did not happen early enough, that there was sometimes inconsistency in the information provided, that not all residents on the route were consulted and that consultation was not meaningful. There is also confusion from residents about the relative roles of TDC, CMC and ECC in the process and where responsibility lays. A suggestion has been made by residents that a TDC liaison officer could be provided. After the event a few complaints were received by TDC Officers from residents who live on the periphery of the event but, nevertheless, were not consulted.

The comments regarding the actual communication with the public on the day are mostly positive although feedback is that some aspects of the arrangements were a bit last minute and that some information such as alternative routes, viewing points and parking arrangements were not immediately clear. Although residents actually on the route received an information pack it is felt that this would also have been useful for other residents in the villages if not directly on the route.

Appendix A shows a selection of the media coverage following the event.

Conclusions and Recommendations

The Task and Finish Group notes the comments that have been made about consultation prior to the event. The Group feels that the consultation process can be improved and that early, clear and comprehensive consultation prior to any future event is vital to the successful running of the event.

The Group RECOMMENDS that:-

- a. ECC, CMC, TDC and a parish representative set up a joint project board to oversee any future event. The representative board member from each organisation and the role of each organisation should be clearly identified.
- b. Clear and Comprehensive consultation takes place as early as possible.
- c. The Project Board is clear about who the affected residents are and not only those who live directly on the route.

5.4 Impact and benefit on residents and TDC

As part of the review the Task and Finish Group asked for information on the cost / benefit of the rally to the District. However, these figures are not currently available.

This point is also raised in the feedback from parishes with comments made about maximising the benefit for Tendring as whole.

A number of comments in the feedback provided by the Parishes also make the point about how far financial and economic benefits from the rally filter down to the parishes that the route goes through. Most responses on this subject felt that the local areas were not seeing any real benefit but there are also a number of suggestions about how local communities can benefit more. These range from some sort of direct financial contribution or contribution in kind coming back to the parish area to arranging community events through the local pub etc.

A comment has been made that it is not clear who the charitable beneficiaries from the rally were.

One common suggestion is to have much more promotion of local amenities for use by competitors so that local businesses can benefit from the event including accommodation where competitors can stay and where they can eat.

In relation to a question raised at the Council on 15 May 2018 about providing allocated parking for residents when events mean that road closures restrict residents access, it was suggested that the scheme be rolled out for all events.

Conclusions and Recommendations

The Task and Finish Group is of the view that this is an area where much more can be done to bring benefits from the road rally more directly to those living where the route passes.

The Group RECOMMENDS that:-

- a. TDC produces a promotional brochure to Tendring for members of the public.
- b. TDC produces a local guide to Tendring amenities for competitors.
- c. CMC and TDC work with local parish councils to identify ways in which the benefits from the road rally could assist their local area.
- d. Parishes take a lead in establishing local events that could enhance the road rally day in their local area.
- e. CMC consider giving local parishes a say in who the charitable donations go to or give a direct donation to the parishes.
- f. TDC undertake an exercise to identify the value of these types of outdoor events to the district as a whole.
- g. The provision of allocated parking for residents who have difficulty accessing their property due to road closures for events, be considered for all events.

5.5 Advertising and marketing

There was agreement from CMC and TDC as well as comments from parishes that advertising and marketing is an area where much more can be done for any future event. It was felt that the Clacton greensward was underused.

Conclusions and Recommendations

In terms of making better use of the Clacton greensward the Group RECOMMENDS that:-

- a. In relation to the service area:
 - i. consideration to purchasing some TDC banners to put around the event service area as a way of advertising the local authority
 - ii. Put up a marquee on West Greensward to allow visitors to get up close to a rally car providing an opportunity for the organisers to publicise their sport.
 - iii. Install information boards showing times of races etc. at the service area with 'Supported by TDC' on it.
- b. In relation to advertising:
 - i. Creation of a stuffed toy mascot for the town that we can sell at these type of events on sale in the marquee.
 - ii. Install notice boards in Clacton town centre and sea front areas listing events e.g. Beach Festivals, Car Rallies, Air Shows.
 - iii. Ask if we can have a mention in car rally publications to advertise the area.
 - iv. Undertake a competition via social media with a prize, for example, of a ride in a rally car.

COMMUNITY LEADERSHIP TASK AND FINISH GROUP

Tendring Road Rally – Written Comments Received

Respondent	Comment
Adam Pipe, Essex Police	<p>From a Roads Policing point of view I was very happy with the event and I could not identify any issues of concern.</p> <p>I believe that the event organiser listened and reacted to all comments / observations prior to the operational day.</p> <p>Any event next year would have to have that additional policing operation focusing on the roads which seemed to work well and provide a greater level of community reassurance.</p>
Tendring Parish Council	<p>Management process and event planning</p> <ul style="list-style-type: none"> • Overall very good. Clear engagement with Tendring Parish Council through one of our meetings well in advance of the event and the Rally Organiser was always willing to answer any questions or concerns of our residents that I raised with him. <p>Health and safety aspects;</p> <ul style="list-style-type: none"> • No issues or concerns from Tendring Parish Council here. Marshalling on the day was good and from what I saw the roads were adequately protected at possible danger points by straw bales, etc. with marshals at key points. <p>Communication and public engagement;</p> <ul style="list-style-type: none"> • Good overall, though a number of aspects were a bit last minute, for example where the viewing areas would be, parking arrangements for locals in the road leading to the start line. Nothing major - and I know the people in the roads directly affected got more details (a residents pack) but others in the village were less clear on the impact of the closures. Having spoken with the Rally Organiser before the event he then sent me a copy of the pack which I shared key points of through our village Facebook site and at our next parish meeting. Next time I am advised this pack will be made available to parish councils as well as residents. <p>Impact and benefit on residents and TDC;</p> <ul style="list-style-type: none"> • I have been told by some local residents who live near where the start of stages 1/6/11 was that it was very noisy and disruptive at times and another resident who lived on a closed section has said that they effectively needed to be out of their house all day as it was not practical to get to and from during the gaps between stages. But overall the response from residents has been overwhelmingly positive, whether the watched the stages themselves or just saw the cars

	<p>driving through the village between stages. People have told me it was good for the area.</p> <p>Advertising and marketing</p> <ul style="list-style-type: none"> • This is probably the one area where more could be done next time, both by the rally organisers and TDC. There was not a lot of publicity for the event, as far as I could tell, apart from the coverage of a few residents in the TDC area who did not want the rally to go ahead. Maybe as a first event it was better not to over-advertise it - and it may have made the impact on residents greater. The probable inclusion of more spectator areas next year should make it easier to publicise more widely as greater numbers could be accommodated. Certainly the bulk of the activity at Clacton sea front seemed very well attended.
<p>Great Bromley Parish Council</p>	<p>Having moved to the village in July last year and missed the initial discussions regarding holding a rally in 2018, the first we knew of the event was contact from the [REDACTED] in around October 2017. Unfortunately, during telephone conversations with him, he did nothing to allay our concerns and was very rude and abrupt to the point of being bully-like so I refused to actually meet him in person. I have since discovered he was much the same with many other residents and this would probably explain why Chelmsford Motor Club introduced [REDACTED]</p> <p>[REDACTED] visited me at home to address our concerns and was very pleasant by comparison to [REDACTED] but sadly his visit only raised further concerns rather than allaying the existing ones. During our conversation [REDACTED] re-iterated this would be the first of it's kind in England but that there had been other such events held around the UK. He specifically mentioned 2 in Scotland: The Tour of Mull and also the Jim Clark Rally. A quick internet search of these two events shows that neither were held this year and indeed the regulator, The Motor Sports Authority actually refused the Jim Clark Rally a permit for 2017. Both of these were established events, neither of which now run due to concerns over their safety. This does not bode well for future events in our area even though Chelmsford Motor Club insist all Health and Safety measures were carried out and complied with.</p> <p>We live directly on the route between two points where the road was closed and were assured by [REDACTED] that any inconvenience would be limited to the times when roads and access were not permitted during the rally itself on the Sunday. We have a young baby who was 2 months old at the time of the rally so knowing the disruption we were expecting on the Sunday, we planned to take him, together with our dog, for a nice walk on the Saturday. Unfortunately we got less than half a mile down the road when we had no choice but to give up and return home due to being forced up onto the grass verges every 30 seconds to a minute by rally drivers doing their reconnaissance prior to the rally itself. All in all, the inconvenience and disruption was spread over the whole weekend, not just during the times when the roads were closed as we were led to believe.</p> <p>Having attended the Tendring District Council meeting where the rally was</p>

discussed at length, it is clear that as a District, Tendring are in full support of the event and actually invited Chelmsford Motor Club to the area as they argue it generates revenue for the area. I do not dispute this in principal but I would question how much of this revenue actually filtered down from Clacton and the immediate surrounding areas as the 'hub' for the rally to Great Bromley or any of the other villages that were highly inconvenienced by it taking place as I fail to see where any actual benefit was achieved.

I also wonder if Chelmsford Motor Club has asked for feedback from it's members regarding the event. I don't just mean soft fluffy feedback such as 'it was good fun' or 'it was good to be part of the first of it's kind in England'. I mean real constructive feedback. I am by no means a rally enthusiast but having spent many hours on my PlayStation as a teenager all those ago playing the Colin McRae rally game, I can honestly say that I can't recall an of the tracks / routes consisting of quiet tarmacked lanes where the main obstacles were the potholes (which incidentally were far worse post rally!) and some strategically placed hay bales! I appreciate there are different types of rallying but based on the hyped up, noisy cars that were being used on the day, these would be much more suited to muddy, forest like conditions that most people would associate with the word rallying, rather than the country lanes around Great Bromley and surrounding villages.

I understand that 'Health and safety aspects', 'Communication and public engagement' and also 'Impact and benefit on residents' are just a few of the areas being covered by the TDC Community Leadership Overview and Scrutiny Committee in their review of the rally. Clearly the impact on some residents, including ourselves, was greater than others who may have enjoyed the event but I would absolutely concur with [REDACTED] view also in this month's Messenger of saying "not again in my parish please".

Health and safety aspects;

In response to your request for feedback regarding the car rally I would like to express my opposition to the rally on roads in Great Bromley and in the rally becoming an annual event.

My concerns are over the safety issues and principles of encouraging racing/speeding on public roads, not only on the day of the rally, but in the lead up to and after the event.

Living on the route of the rally we noticed this year, in April, after the rally routes were published an increase in speeding cars in the lane.

The dangers of these unqualified, unsupervised drivers trialling the route, cannot be mitigated against and if this event is allowed to continue I can only see these added dangers in our rural lanes increasing.

I am emailing regarding the rally that was held in Tendring earlier this year. It has been bought to my attention that there is a proposal of said rally becoming an annual event.

I keep my horses in great Bromley and myself and my children ride through the country lanes regularly. The event earlier this year definitely caused a notable rise in speeding drivers along the lanes in both the Run

Up to and post rally weeks.

The volume of traffic through the lanes- especially [REDACTED]- has risen tremendously over the years and makes riding around our single track lanes dangerous enough without the added attraction of being a rally route now. I fear that the rally becoming an annual event will further impact the effect on the lanes making them even more dangerous for riders, cyclists and walkers.

Communication and public engagement;

At the meeting last Wednesday it was noted that you have had three responses to your "Feedback Needed" and that they were all in favour of the Rally. Just to keep it balanced I would like it noted that both my Wife and I are totally against the idea of encouraging people to race along public roads in our parish. I also unhappy about the way that any consultation undertaken, prior to the event, by DCMS, Essex County Council, Tendring DC and the Chelmsford Motor Club was carried out. It should also be noted in your report to Tendring that a great many residents attended PC meetings and registered their opposition to the event and none in support and that residents were disappointed that neither of our District Councillors felt that they could not support the wish of their parishioners when TDC finally had a vote about the Rally.

We have had no direct experience of car rallies other than that seen on TV but fully realised that it would be high speed powerful vehicles driven at great speed (as fast as possible) and the thought of this occurring a few metres from our front door and within a meter of my garden that contain our daughters play area was extremely concerning to us. Visiting the CMC's website there was a large number of photos of cars nose down in ditches so in my opinion we were rightly concerned.

Timeline of events:

July 17 – PC minutes. Chelmsford Motor Club (CMC) were at this meeting to answer questions from residents who had leaflets put through their doors, but we were not invited and had no knowledge of rally at this time.

Late July/early August 17: [REDACTED] knocked on our door and advised my wife that a rally was planned and asked for our comments. My wife stressed her disapproval and was told that we were the only people on the route who were against the rally and that it was likely to go ahead regardless of her disapproval. I later found that these comments proved to be very misleading and far from reality.

We were given a letter from [REDACTED] stating that CMC would be attending the September PC meeting, inviting us to attend to answer any questions.

August 17 – PC meeting/minutes. [REDACTED] from TDC attended the meeting stating that it was far from a done deal regarding the rally going ahead and that there would need to be a public consultation carried out by

the Highways authority. This led us into a false sense of security and turned out to be very misleading.

September 17 – PC meeting/ minutes. Despite the invitation given to us by [REDACTED] visit, nobody from CMC showed up.

March 2018:- We had a 2nd visit from [REDACTED], this time to tell us that the rally was going ahead and "there was nothing we could do about it". He issued us with our passes to allow us to come and go from our house on the rally day. This came as something of a shock as we had heard nothing more about the rally and had wrongly assumed that it was no longer going ahead having had zero consultation about it other than the inaccurate info received from [REDACTED] at the August PC mtg.

March 2018: - Visited [REDACTED] to get confirmation that the rally really was going ahead, he confirmed this. He stated that he had done a survey of the residents on the route and the majority were against it going ahead.

2nd April 2018: – We decided to contact the CMC [REDACTED] and requested advice on what safety measures were going to be put in place to protect our property and boundary fences/hedges.

4th April 2018: Visit from [REDACTED] went through in detail the newly updated planned protection of our property and listened to our concerns and agreed to increase the number of straw bales that would be used to protect us. He gave us a copy of the safety plan. It was a courteous exchange and he respected and understood our concerns.

21st April 2018: - The official day for the competitors to drive the course. This day was a nightmare in the afternoon when too many cars were on our single track road. Sections became gridlocked as traffic was coming in both directions. I witnessed a road rage incident with drivers shouting at each other.

The organisers started setting up on this day as well. We were expecting an invasion of more bullish people who were only interested in their rally obsession. However we couldn't have been more wrong, everyone we encountered was polite, considerate, apologetic and respectful.

22nd April 2018: - I had to leave my house at 9am just before the start of the first session and I was able to do this with no issues apart from a few miles detour due to only being able to exit at the end of the stage.

On my return I was running late and realised that I was not going to make it back before the beginning of the next session. I contacted the stage organiser and was accommodated with no issues and again a polite and helpful discussion.

The rally passed without incident and was set up and managed in a competent manner, although I am not an expert on such things.

At the end of the rally the organisers cleaned up and returned everything back to how it was (with the exception of some road signs which are still there).

We were not prepared to leave our property for the day for fear of potential damage. Also I should say that it was our Wedding anniversary and we

had to postpone our celebration.

Looking back now I find myself as frustrated with TDC as I am with the rally organisers. As a resident and Council tax payer in this situation I think TDC had a duty of care to the on route residents and should have had a representative for residents to contact as part of the process. I do not accept that it was 'out of their control'. CMC have since on at least one occasion made the statement that they were invited to hold the rally by TDC.

Suggestions

1. The day before the rally participants should be given clear time slots to view the course to spread the amount of traffic on the road more evenly.
2. A TDC representative should have been given the responsibility to support residents and assist with the liaison.

Generally

The residents that are actually on the route and in particularly those who live in close proximity to the road should have been treated with more respect and consideration in the early consultation stage not only by CMC but also TDC.

Questions: - CMC

1. Literature stated they would be donating £5000+ to local charities and good causes. I would be interested to know the lucky recipients.
2. Maybe the rally should put something directly into the parish to compensate for the disruption to some of its residents; maybe they could sponsor the speed watch and fund some equipment?

Finally, we did e-mail [REDACTED], our MP who initially was very keen to follow up on our complaint regarding the lack of consultation. Then we received a letter which was of a completely different tone and was very generic. His reply told me that everyone on the route had been consulted by Essex County Council. This was the first mention of ECC in the process and for me summed up the whole situation. I did not reply further.

I am undecided if I would object to a repeat rally but I am objecting to the way the pre-rally representations were made by CMC, TDC and now it seems ECC.

I also believe that residents have no real say anyhow. The consultation, what there was (so I am told) was a box ticking exercise.

Please bear in mind that this event really only impacts residents on the route so it is these comments that count.

Impact and benefit on residents and TDC;

Having spoken to a great many people in Great and Little Bromley it is exceedingly difficult to find anyone who supports having motorsports in the lanes around our villages.

The villages have active speed-watch campaigns, supported by local councillors, to encourage responsible speeds on our lanes, it is difficult to understand how any of our councillor's cannot oppose motorsports within our villages.

There have been comments that these activities bring economic benefit to the district. Can we please be told what these benefits are? There can be very few businesses in our villages which have benefitted from the activity and no employment would seem to have arisen for village people.

The people who have been inconvenienced by not being able to freely use the highways around our villages, seem not to have a voice to oppose the continuance of these activities. One hopes that our councillors are speaking and voting on their behalf.

We will all have an opportunity in May to have our democratic say in this matter, when the next round of elections occur. I for one will want to know how our elected representatives have spoken and voted on these issues.

One does wonder why events like this are not run on the streets of Chelmsford and surrounding villages, if they are organised by motorsport enthusiasts from those districts.

I feel we should consider the negative impact on people's lives, their animals and also the message that racing on the roads gives to the wider public about what sort of county Essex is.

I think there are probably very few people in Great Bromley who are not having their lives impacted negatively by lorries and cars going through the parish at high speeds and causing excessive noise. We as a society spend large amounts of money trying to get drivers to slow down and drive with respect for pedestrians, dog walkers and people riding horses, we even have a team of volunteers running a Neighbourhood Speed Watch group to encourage safe driving in the parish. It seems ridiculous to do all this and then allow or encourage cars to race against the clock on our rural roads. There have been a lot of impassioned views expressed at the recent Great Bromley Parish Council meetings as it now appears the organisers want to run the event next year and indeed extend some sections in Great Bromley and also make it an annual event. Many people who actually live on this year's route felt prisoners in their own homes in the run up to and especially on the day of the race. They have also noticed an increase in the number of cars racing the route following the event, presumably enthusiastic car drivers seeing how their times compare to that of the professionals on the day. There have also been some near misses described between horse riders and cars being put

through their paces.

- Bad for road safety
- Bad for the reputation of Essex
- Bad for wildlife
- Bad for horse owners and riders
- Bad for the inconvenience caused to those on the route

I also attended a Parish Council meeting at Great Oakley and it was very heated and hugely against the return of the race.

If Tendring Council even come close to considering allowing this event to be repeated it would be irresponsible for it to give approval until we have ALL seen some real numbers measuring the net benefit or indeed COST to the community.

Increased income minus (increased policing, minus increased council employee wages, minus production and placing of signage)

I obviously would like to say **“not again in my parish please”**

I am against any future car rallies in this area and all car racing on public roads.

Further to your request in the August edition of the Bromley Messenger, we hereby wish to register our Objection to any further motor rallies taking place on the roads of Great Bromley.

How can it be right to effectively imprison local people in their homes for 16 hours, remove access to local roads, bridleways and farm rides (which users pay a large sum for)? This is a rural area and it is wrong to deprive local villagers of their amenities, not to mention the noise pollution and general aggravation this event caused for a weekend and since.

There is now talk of extending the race track in the village which would spell more misery for residents, this must not be permitted. Residents' properties will suffer a substantial drop in value, house insurance will rise for the whole area, not just for those along the race track route.

Furthermore there has been a noticeable increase in the number of drivers speeding and showing a lack of consideration to local road users, i.e. cyclists and horse riders. It surely can't be a coincidence that we have come across road accidents in recent months since the rally? E.g. [REDACTED], having not seen any previously.

The Council seem unduly influenced by the support of a couple of farmers, no doubt influenced by their financial gain. It is time consideration was given to the majority of local tax payers who **do not** support this event and are appalled by the hypocrisy of the Council attitude towards it when so much time and effort has been put into reducing speeding in the area.

Finally, why were the local speed watches not out on the day of the last

rally? It was clear the majority of cars taking part in the event were exceeding the speed limit when blasting up Parson's Hill and no doubt did so in numerous other locations.

Hello. I'm writing to the council because I have heard that the car rally that took place in our local area is going to happen again. me and my partner live on [REDACTED]. we were not happy or In favour of the last rally that took place. i feel it was a danger to local wildlife and people who live around the area. also my partner is a community care support worker. which would need to leave the house at any time of the day to care for people in need. we would be very upset if this rally took place again.

Hi I live at [REDACTED] on a corner of the rally

We thoroughly enjoyed it. It was well organised. We had several members of family visit for it and lots of Bromley residents view from outside our house.

Please note this feed back I do very much hope it continues every year.

The feedback I've heard is all positive

Following the request in the Messenger for comments regarding the car rally, I'd just like to register my support for it. I think it's good for the district and the disruption is minimal in the grand scheme of things with plenty of notice given, enabling people to make alternative plans if they don't want to be there.

Although I missed this year's event, I've heard nothing but praise for the event locally to here (I appreciate that I'm not actually on the route) and I know people are already making plans for BBQs etc. at key vantage points for next year.

I am sure there are elements that could perhaps be arranged better – bound to be a few issues after the first event of its kind - and I hope that the organisers take on board comments that have been made to go some way to placate those not so keen.

I would actually like to express my support for the rally which came through the village.

I was within walking distance of a viewing point and spoke to some of the safety Marshall's who were present. They actually confirmed the income into Tendring was vast and every hotel and room was booked that weekend.

I think as a community we actually missed an opportunity with regards to the rally.

There were many people who were not local who were following the rally in

	<p>the different stages. There were also a lot of locals watching the rally, those whose house was close by had friends and were having a bbq throughout the whole day.</p> <p>The village has several pubs and a cafe who could have maximized income on the day offering refreshments, and it could have actually been made as a community day. An opportunity missed to have an event on Church meadow to raise much needed funds. There is a community pub which could have maximized funds.</p> <p>The stages were such that anyone living on the route is not confined to their house, they have more than enough opportunity to leave outside the times of the stages. The route is closely monitored throughout and all very well marshaled and safety is paramount.</p> <p>With regards to people racing the stages in between, it's no more than is endured on a regular basis if you use the lanes, whether it be a car driver, dog walker or horse rider. Too many people have the ethics of I'm not going to stop!</p> <p>Yes I am someone who enjoys car events, but I also look realistically - many of those complaining did not actually live on the route. Those who tried to sabotage the race, with a variety of methods is just putting peoples lives at risk, and is despicable. This was confirmed by the race organizers on the day.</p> <p>Tendring and Great Bromley should embrace the income and visitors who came to view the race. It was very safe and well organized and I for one see it was a missed opportunity from a village. It's one day a year!</p> <p>The NIMBY approach is very much apparent and does not make for a welcoming village to outsiders - we have many businesses within the village who rely on people coming into the village and not just residents.</p> <p>I therefore think it should be embraced in the future.</p>
Ardleigh Parish Council	<p>We in Ardleigh met with the organising representative before the event which was helpful and we also sought feedback from residents - most of which was very positive.</p> <p>There were some points that affect the village that could be improved on. These are:</p> <ol style="list-style-type: none"> 1. The advance publication of the route stages in the local media resulted in a number individuals (not necessarily competitors) trying the route stages at speed. We had a near collision avoided by a local land owner taking evasive action and putting a wheel in a ditch. This started the week of the press coverage and stage publication. Maybe the actual routes could be kept quieter prior to the rally. 2. Local businesses in Ardleigh did not directly benefit by the rally and they could have done. We are aware that local camp site details were

	<p>NOT made available to potential contestants and we know of one contestant travelling from a campsite in Norfolk. It would be very helpful to have a local business list for competitors and visitors - campsites, B&Bs, pubs, restaurants, sandwich bars etc.</p> <ol style="list-style-type: none"> 3. We had the problem of advance straw bales being set alight before the rally - we have been assured that the bales will not be placed so early next time. 4. We also had the problem that some officials placed themselves in a field without the landowners consent. This caused concern about liability that should be resolved before the next rally but also the officials should be educated that they cannot access land that is not involved (and has the necessary consent/permissions) in the rally. 5. We would like to see more effort made so that local stage hosts can benefit from the spend created by the rally and would be very happy to work with a co-ordinating group to achieve this. <p>Residents generally enjoyed the excitement of the rally, despite the disruption to rural farms and homes, and a pre-organised viewing location for <u>each</u> stage would be a good way of focussing locations and therefore benefiting from food outlets, drinks etc. as well as parking charges.</p>
Great Bentley Parish Council	<p>Great Bentley Parish Council wish to submit the following comments to the Task & Finish Review regarding the Closed Road Car Rally on 22nd April 2018</p> <p><u>Management process and event planning:</u></p> <p>The management of the public was not managed very well leading to members of the public trespassing on privately owned land without permission</p> <p>The event stewards were unaware of alternative routes for members of the public to use to access Aingers Green from Great Bentley.</p> <p><u>Communication and public engagement:</u></p> <p>Several homeowners along the route were not consulted by the organiser as reported.</p> <p><u>Impact and benefit on residents and TDC:</u></p> <p><u>Excerpt of Email from a Landowner to the Parish Council 30th July 2018</u></p> <p>“I write to strongly object to the proposal to once again use the lanes in the village for the purpose of car rallying. Roads were not designed for this purpose, it represents a health and safety hazard and the disruption caused far outweighs the disruption to the residents that are affected. I deeply resent being used as a Guinea pig and now as a precedent for this event, and resist the initiative. I shall certainly not permit visitors to enter my land each side of the verges</p>

	<p>along [REDACTED] - where I own land both sides of the road, and I have fear of the cars crashing into ditches & fenced fields, and damage from trespassers getting out of the way from the speeding vehicles.</p> <p>I graze livestock in many of these fields and they too would be disrupted.</p> <p>Last year I was forced to remove bunting and roped off areas erected in my fields without permission, and I intend to maintain a robust objection to attempts to such attempts to in surge.</p> <p><u>Future Events:</u></p> <p>The Parish Council discussed the suggestion from the organiser of rally cars transiting through Great Bentley from one timed stage to another so that the rally cars could be viewed by the public. In an informal show of hands the Parish Council was 5-4 in favour.</p> <p>The Village Green is Common Land owned by the Parish Council. Under the Commons Law parking and driving on the Green is not permitted, hence there would be very little parking space availability for visitors to see the rally cars transiting the village.</p>
Bradfield Parish Council	Bradfield Councillors have made no comments on this matter.
Great Oakley Parish Council	<p>Management process and event planning;</p> <p>It became apparent that planning for this event had been on-going for some years before any information leaked out to the areas impacted and nothing those effected said was going to stop it.</p> <p>The initial route proposed passing through the centre of Stones Green was absolutely unacceptable and, to be fair to the CMC, they did amend the route at the last minute.</p> <p>Representatives from CMC did attend Parish Council Meetings to explain their plans both before and after the event, which could not have been easy as the reception was overwhelmingly opposed to the event.</p> <p>Health and safety aspects;</p> <p>At the time we had significant concerns over the risks to residents, pets, livestock and wildlife. We do not believe these concerns were taken seriously or adequately addressed.</p> <p>The roads in this area are entirely unsuitable for this type of event. They are too narrow and too close to resident's property to be genuinely safe and the absence of any serious incident must be due as much to luck as judgement.</p> <p>Communication and public engagement;</p> <p>Publicity for the event was generally poor. The overall route was only published at the last minute and opportunities to view the event were very</p>

limited.

The opposition of many people across the District were ignored.

Representatives of the CMC were described as being aggressive by several Parishioners when they visited homes along the route.

The supposed "survey" results did not appear to reflect the views expressed at public meetings.

Impact and benefit on residents and TDC;

Local residents were assured that inconvenience would be limited and that access would be available on the day during the periods between stages. This was a blatant lie. Preparation the day before caused inconvenience and on the day the roads were closed from early morning to late afternoon.

No adequate signage around the closed roads diverting local traffic were provided.

Noise was intrusive for most of the day.

Many residents felt they had no alternative but to abandon their homes for the day due to the inconvenience.

There has been a noticeable up-urge in "boy racers" since the event, driving recklessly and too fast on these unsuitable country lanes.

We received several complaints about the standard of marshalling on the day. Some were aggressive, others clearly did not know what was going on.

It was made absolutely clear by those who attended the post event meeting that we do not want this event in our Parish again. If the CMC feel the event is so wonderful, why do they not have it in the country lanes around the villages in which they live and leave us alone.

Advertising and marketing;

The advertising seemed inadequate.

The event was meant to bring huge financial benefits to the District and local Charities. No evidence of this has been seen in those areas actually impacted. Presumably TDC / CMC will be publishing accounts proving the extent of the financial gain and who has actually benefitted.

Perhaps all candidates for next year's Local Government Elections should be compelled to indicate where they stand on any future events in our District before the elections so the residents can show how they feel with their votes?

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CORBEAU SEATS RALLY TENDRING & CLACTON 2018 – SOCIAL MEDIA ANALYSIS (as of 2pm April 23)

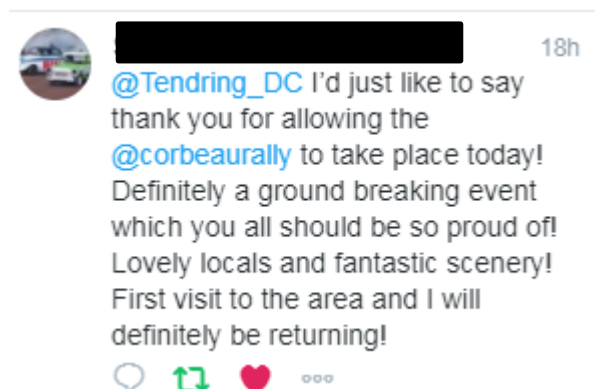
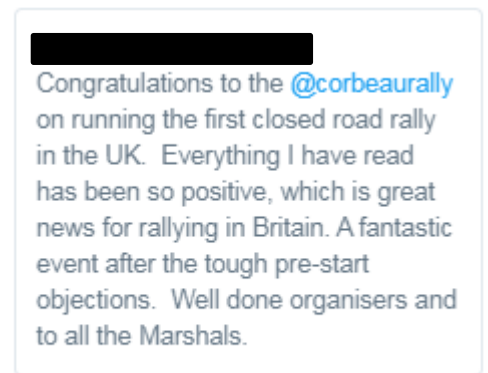
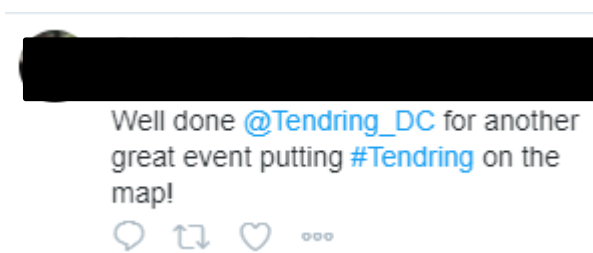
Twitter

#Tendringrally

- 87 people
- 226 tweets (63 tweets, 163 RT)
- 370,915 impressions
- Most used by: Rally (39), TDC (17), RallyFM (12) – but also EPRoadsPolicing

@Tendring_DC

- Top tweet for April so far: Saturday preview, with picture of Great Bentley, 2,983 impressions (7 RT, 14 likes)
Incidentally, top tweet for March was tweet of press release of council supporting the rally, with 6,411 impressions (3 replies, 14 RT, 46 likes) – more than update on rubbish collection after Beast in the East!
- Top mention: From @corbeaurally on Saturday, 506 engagements (1 reply, 12 RT, 35 likes)
- Four-day period, April 20-23: 22 tweets (5 non-rally related). Rally tweet stats: 32,357 impressions / 1,422 engagements
- Time-lapse video (7secs) – viewed 898 times, 40% watched all the way through
- Number of tweets to the account thanking the Council for its support of event, for helping put it on, for being welcoming etc. – and saying they will come back



You Tube



Corbeau Seats Rally Tendring & Clacton 2018 SS 7 Cadman

Unfortunately fuel pump packed in at around 1 minute in. Matthew and Declan on England's first ever closed road Rally. Crew had a

Cannot wait for next year !

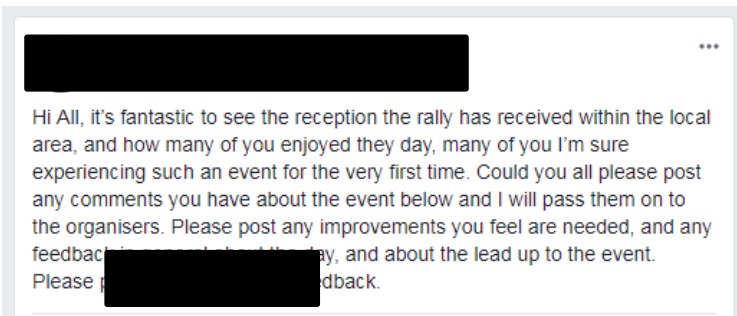


- [redacted] video from Bradfield – 400+ views

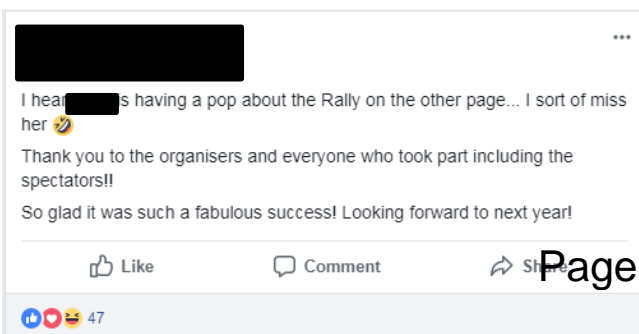
- Hirst/Dear in car footage, stage 7 (Bradfield) – 1,475 views
- Rogers/Clark, as above – 400+ views
- Search for “Corbeau Rally” yields seven other relevant videos on top page, combined total of 1,225 views
- **Total so far: 3,500**

Facebook

- Essex Sunshine Coast page (ours) did posts; Reach on the day of the rally was 1,639 (up 171% on day before), with 356 engagements (up 612% on day before). People engaged by sharing their photos
- Prompted discussions in community groups:
e.g. Manningtree Shout Out post – hundreds of comments, mostly supporting
- General tone is supportive, though some not keen – poor communication of details is common theme of feedback
- Organisers also have posted asking for feedback



Manningtree Shout Out 1



Manningtree Uncut 1



Spotted in Clacton 1

CORBEAU SEATS RALLY TENDRING & CLACTON 2018 – SOCIAL MEDIA ANALYSIS (as of 3pm July 9)

Twitter:



My write up of A Couple of Days Out Attending the Corbeau Seats Rally, 2018
[#firstontheroad](#) [#corbeaurally](#)



A Couple of Days Out Attending the Corbeau Seats Rally, 2018
This time last week, I was waiting for a boat in advance of heading off to Clacton for the weekend. The event? The Corbeau Seats Rally, 2018, England's first
[blog.ouseful.info](#)

4:27 AM - 28 Apr 2018

1 Retweet 3 Likes



[#Tendringrally](#) completely ruined my day. Nothing from Tendring DC to say it was being planned. Not even a leaflet drop. Horns blaring, exhaust noise, engines revving. All day long. Couldn't even get out to shops. Go elsewhere [#corbeaurally](#). Tendring DC - you should be ashamed..

3:02 am - 25 Apr 2018



- April 28 2018
- Promoting blog post with 1,829 followers
- Positive experience of the day



Corbeau Rally
@corbeaurally

Follow

Friday night is TV night. Thanks to [REDACTED] for the VO on this second trailer for the upcoming TV show.
[youtube.com/watch?v=GZ9dYz ...](https://youtube.com/watch?v=GZ9dYz...)



12:46 PM - 9 May 2018

14 Retweets 19 Likes



3 14 19

- Announcement of television coverage of the rally
- Published 9 May, 14 RTs, 19 likes, 3 comments

#tendringrally

- 8 tweets since last checked (April 23)

#firstontheroad

- More active since the rally
- 41 tweets since last checked (April 23)

@Tendring_DC

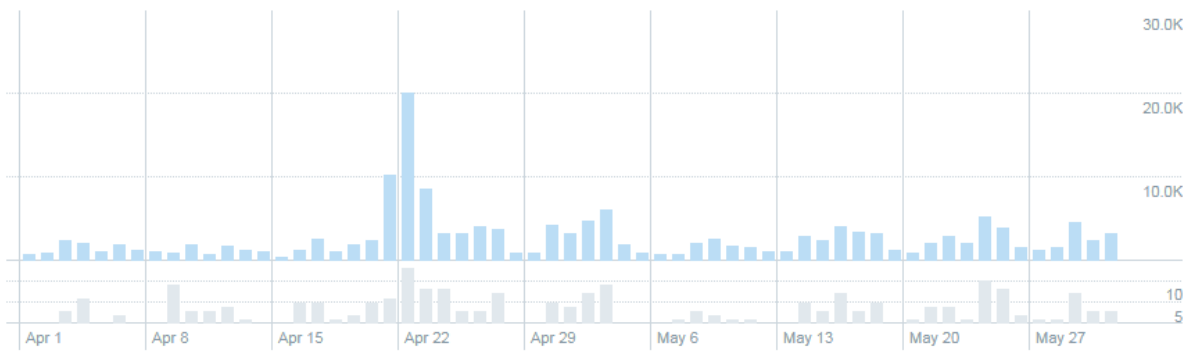
- Top tweet from April was tweet of the press release, with 6,154 impressions, 14 RT and 46 Likes. Total 288 engagement, 45 link clicks
- only tweet since to have more impressions (with 6,200) was announcement of panto celeb.
- Top mention for April was tweet from @corbeaurally about great atmosphere, from the day before rally – 511 engagements
- Top media tweet was of a time-lapse of cars setting off. Video viewed 1,064 times, tweet impressions 3,730, engagements 106.
- Total impressions from tweets on the day of the rally: 20,107 from 13 tweets (highest). Following day was 8,662 from eight tweets (second highest since rally).

Top Tweet earned 5,882 impressions

The #firstontheroad @corbeaurally brings thousands of people to Tendring - tendingdc.gov.uk/council/news-p...
#Tendringrally @MSAUK
pic.twitter.com/3HTZ6nTQfq




1 14 46



YouTube:

About 855 results FILTER



2018 Corbeau Seats Tending & Clacton Rally

HM Productions • 2.8K views • 1 month ago

The 2018 Corbeau Seats Tending & Clacton Rally. Chelmsford Motor Club's event is the first ever rally to traverse the closed ...

- Top result of 'corbeau rally 2018' search
- Published May 16
- 2.8k views
- Top 8 videos in search, combined views of 17, 693



Corbeau Seats Rally Tending & Clacton 2018 SS 7 Cadman Construction Stage
Matthew Hirst Declan Dear

- Viewed 2pm, April 23 and current views were 1,475
- Viewed 3pm, July 9 and current views were 4,631



2018 Corbeau Seats Tendring & Clacton Rally

2,860 views

👍 41 💬 1 ➦ SHARE ⌵ ⋮

- Official coverage of rally
- Published May 16, current views 2,860

Facebook:



- BBC news official Facebook page post published April 23
- Current reaction: 22K views, 224 shares, 238 likes, 36 comments

 **Corbeau Seats Rally Tending & Clacton 2018** ***
May 24 · 🌐

We are delighted to say the rally now has a date for 2019 - Sunday 28th April.

After the positive competitor and public reaction to the first closed road stage rally in England and a review of the event we are working with our sponsors and partners to plan the next rally.

Event Director Tony Clements said "Our first closed road event received a great response from the rally crews and most strikingly from the people of Tending and Clacton who enjoyed a family friendly day out ...
[See More](#)

CORBEAU 
seats rally
TENDRING & CLACTON
Sunday 28 April 2019

 corbeauseatsrally.co.uk

   343 90 Comments 165 Shares

- Rally will become an annual event
- Published May 24
- 343 likes, 90 comments, 165 shares

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Review Topic:

Research into Alcohol Abuse within Tendring

How does the topic fit with the Committee's Terms of Reference:

Health and Wellbeing

What question is the review aiming to answer:

What issues are indicated by data on alcohol usage and abuse and how can these issues be tackled?

Aim / Objectives:

To undertake research into alcohol usage and abuse and assess the outcomes to determine further work to be undertaken.

Scope:

It is proposed that areas for data research can include:-

- Number of premises licenced for alcohol on and off sales
- Number of Street Sleepers
- GP numbers of Registered Alcoholics per population percentage
- Alcohol related hospital admissions
- Alcohol related incidents of Domestic Violence
- Number of Drink Driving arrests
- Accidents in the Home connected to alcohol consumption
- Shoplifting where alcohol was stolen

Membership (including officer support):

Councillor Alan Coley
Councillor Roy Raby
Councillor Val Guglielmi
Councillor Mary Newton
Councillor John Chittock
Councillor Ivan Henderson
Head of Leadership Support and Community

Timescale:

Final recommendations to be presented to the meeting of the Committee on 3 December 2018 or 4 March 2019

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