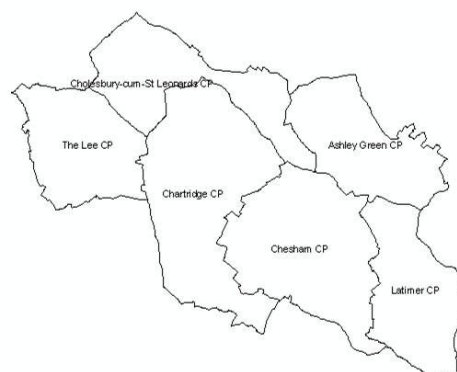


CHESHAM AND CHILTERN VILLAGES LOCAL AREA FORUM



DATE:	10 April 2013
TIME:	7.30 pm
LOCATION:	Cholesbury Village Hall, Cholesbury Common, Bucks, HP23 6ND

**TRANSPORTATION DROP-IN SESSION WITH THE LOCAL AREA TECHNICIAN
FROM 7PM**

AGENDA

Item		Page No
1	Apologies for absence / changes in membership	
2	Declarations of interest	
3	Action Notes To confirm the notes of the meeting held on 23 January 2013	1 - 8
4	Question Time There will be a 20 minute period for public questions. Members of the public are encouraged to submit their questions in advance of the meeting to receive a full answer on the day of the meeting. Questions sent in advance will be dealt with first, followed by verbal questions. Please contact Helen Wailing on 01296 383614 or hwailing@buckscc.gov.uk to submit your question.	
5	Petitions	
6	Transport Update Tim Fowler, Customer Service Manager, Transport for Buckinghamshire	9 - 48
7	Town / Parish Council Updates <i>Up to 5 mins each</i>	
8	Information Slot (Guest Speakers) <i>10 mins each plus discussion</i> <ul style="list-style-type: none"> Work of the Community Links Officer – Simonetta Juniper, Community Links Officer, Buckinghamshire County Council 	
9	Local Area Forum Budgets Christine Gardner, Localities and Communities Manager – Chiltern	49 - 54

10	<p>Applications for funding from the Local Priorities budget 2013-14 Christine Gardner, Localities and Communities Manager – Chiltern</p> <p>Tim Fowler, Customer Service Manager, Transport for Buckinghamshire</p>	55 - 66
11	<p>Local Priorities Update</p> <ul style="list-style-type: none"> • Young People – more activities and facilities – <i>Noel Brown</i> • Revitalisation of town centre and villages – <i>Fred Wilson</i> • Strengthening links with Asian communities – <i>Noel Brown</i> • Older / vulnerable people – <i>Chris Brown</i> • Highways – <i>Transport for Buckinghamshire rep</i> 	
12	<p>Date of next meeting 10 July 2013, 7:30pm, venue tbc</p>	

Democratic Services Contact: Helen Wailling, Tel 01296 383614, Email hwailling@buckscc.gov.uk

If you would like to attend a meeting, but need extra help to do so, for example because of a disability, please contact us as early as possible, so that we can try to put the right support in place.

Agencies: Buckinghamshire County Council, Chiltern District Council, Ashley Green Parish Council, Chartridge Parish Council, Chesham Town Council, Cholesbury cum St Leonards Parish Council, Latimer Parish Council, The Lee Parish Council

ACTION NOTES

MEETING:	Chesham and Chiltern Villages Local Area Forum
DATE:	23 January 2013 7.30 pm to 9.38 pm
LOCATION:	Lowndes Room, Chesham Town Hall, Chesham

Present:	Alan Bacon (Chiltern District Council - Asheridge Vale & Lowndes), Mohammad Bhatti MBE (Buckinghamshire County Council), Michael Brand (Buckinghamshire County Council), Chris Brown (Cholesbury-cum-St Leonards Parish Council), Noel Brown (Buckinghamshire County Council) (Chairman), Joan Lherbier (Chartridge Parish Council), Keith Platt (Latimer Parish Council), Christopher Spruytenburg (Chiltern District Council - Asheridge Vale & Lowndes) and Roger Watts (Ashley Green Parish Council)
In Attendance:	Ann-Marie Davies, Jonathan Dickens, Zoe Dixon, Christine Gardner, Anne James, Paul Nanji, Mai Nielsen, Martin Parkes, Nigel Sims, Phil Thomson and Helen Wailing
Apologies:	Patricia Birchley, David Gardner, Alison Pirouet, Mark Shaw, Elizabeth Stacey and Fred Wilson

Item	ISSUES RAISED
1	APOLOGIES FOR ABSENCE / CHANGES IN MEMBERSHIP See above.
2	DECLARATIONS OF INTEREST There were no declarations of interest.
3	ACTION NOTES The Minutes of the meeting held on 10 October 2012 were agreed and signed as a correct record. Matters arising Page 1 – carrying budgets forward – Zoe Dixon said that a paper had gone to the Service Director for Finance and Commercial Services at Buckinghamshire County Council, and discussions would be held about the options available. A reserve could be set up but there would have to be set criteria for this. A member said that this area was not clear constitutionally, as the County Council did not fully delegate funding to the Local Area Forums. Zoe Dixon said that she would circulate notes regarding her other actions in the Minutes – Action: ZD
4	QUESTION TIME There were no questions.
5	PETITIONS Petition re: Traffic Regulation Orders Joanna Leach and two other residents from Eskdale Avenue were welcomed to the meeting. Currently the parking restrictions were in place 8am to 7pm, Monday to Saturday. It had been suggested that the restrictions be changed to 8am to 6pm, to make them more ‘resident-friendly.’

Joanna Leach asked if the restrictions could even end at 5:30pm.

The main reason for the restrictions was the buses, and none of these ran after 5pm, Monday to Friday (they finished even earlier on a Saturday). Enforcement officers had been observed at 6:50pm in Eskdale Road, which was considered to be a cynical approach to parking enforcement. Joanna Leach thanked Noel Brown for his work on this.

The Chairman asked for it to be noted that the response report was incorrect in stating his views, and that these were not his comments.

Anne James (Network Resilience Manager, Buckinghamshire County Council) said that the timings could certainly be looked at, and that the views of residents were taken into account. However not all residents had the same views, and views held could sometimes be very different.

A member of Chartridge Parish Council asked if the main reason for the yellow lines was due to school buses, could it be a term-time only restriction. Anne James said that this would be very difficult to enforce and that there was no legal signage available for this. The only exception was zigzag yellow lines outside a school.

Alan Bacon said that Chesham Town Council was very concerned about the parking issue and was working towards a review of parking. The parking issue was bigger than bank holiday restrictions, and all roads in the town centre needed to be looked at.

Issues needing to be considered were: the times of restrictions; whether lining could be changed; and whether residents' parking was a possibility. Chesham Town Council had put £5000 towards a parking review and would be applying for further funding from the Local Area Forum.

The Chairman noted that the parking review would take between 1 year and 18 months to complete.

Michael Brand (Buckinghamshire County Council) said that he was disappointed with the response report, and said that he had found it difficult to obtain categorical information. Michael Brand also said that the timescale was too elongated, and that a working group was needed.

Anne James said that it was not clear if exemptions could be made to Traffic Road Orders (TROs). It was not possible to suspend parking enforcements on a particular day as this could be challenged by other members of the public. Anne James said that they were working with the Legal Service at Buckinghamshire County Council. A key decision would be needed to change a TRO, and this was a longer process. If a parking review was carried out, TROs could be changed collectively, to keep the costs down.

The Chairman suggested that the Cabinet Member for Planning and Transport be asked to clarify whether restrictions could be amended on bank holidays (and on Easter bank holidays as these were approaching). **Action: NB/HW**

Anne James said that Civil Enforcement Officers tended to focus on strategic networks.

Hivings Hill Petition

Christopher Spruytenburg said that Chesham Town Council had asked for this petition to be brought to the Local Area Forum so that they could apply for some funding for speed monitoring equipment.

Members noted the response report. The Chairman suggested that the petitioners take up the actions recommended in the report. More information was needed on how the options set out could be funded. **Action: Nigel Spencer to be contacted.**

<p>6</p>	<p>TRANSPORT UPDATE</p> <p>Members noted the Report.</p> <p>Salting leaflets were distributed.</p> <p>Ann-Marie Davies, Transport Localities Team Leader, said that she had received a question from Latimer Parish Council about the vehicle-activated sign (VAS) on the Latimer Road. The supplier had said that they would reduce the size of the solar panels and the VAS would be changed to 12 volts instead of 24 volts. This should be completed by Easter 2013.</p> <p>If a second sign was required, this would need to be solar-powered and would need permission from the landowner.</p> <p>Ann-Marie Davies referred to page 48, which listed the applications for funding for highways schemes which had been agreed in 2012-13. The culvert improvements in Chesham had now been completed.</p> <p>The verge hardening in Fullers Close in Chesham would be carried out in mid February 2013.</p> <p>The kerbing of the grass triangles in Cholesbury would be carried out in early February 2013. Both salt bins (in Chesham and in Cholesbury) had been delivered.</p> <p>The car park entrance improvements in Chesham were pending.</p> <p>The Chairman asked if pavements would be gritted. Jonathan Dickens, Local Area Technician, said that on the Transport for Buckinghamshire web pages there was a section containing the Winter Maintenance Operational Policy. This included details about when pavements would be salted, subject to resources being available. The cold spell was due to end that weekend.</p> <p>The Chairman asked that the Local Area Forum's concerns about pavements not being gritted be taken back Action: JD</p> <p>The County Council needed to work with the District Council, Town Council, Parish Councils and local residents.</p> <p>A member of Cholesbury-cum-St Leonards Parish Council asked if the 'snow routes' had been brought into use (only gritting the major roads). Jonathan Dickens said that this had not been activated.</p> <p>The member said that farmers had not taken up the offer to clear snow as serviceable snow ploughs had not been available. In Kent only 15% of schools had been closed during the severe weather, as opposed to 85% in Buckinghamshire. Kent had used 160 farmers to clear snow. Buckinghamshire had used two farmers. The member asked how the situation would be improved in the next year – Action: Simon Dudley be asked to report on this.</p> <p>The Chairman noted that decisions to close schools were made by the headteachers, and that the Council had very little influence with schools which had become academies.</p>
<p>7</p>	<p>TOWN / PARISH COUNCIL UPDATES</p> <p>Latimer Parish Council</p> <p>Latimer Parish Council had applied to change its name to 'Latimer and Ley Hill Parish Council.' The application was currently with the District Council.</p> <p>Issues which were important to residents were:</p> <ul style="list-style-type: none"> • Pavements • Roads • Snowhill estate – slipping on pavements • Traffic congestion at Haresfoot School

Cholesbury-cum-St Leonards Parish Council

The Parish Council had been assertive in dealing with issues arising from Luton airport, and had responded to three consultations. They had understood that Chilterns Conservation Board had joined the Group, but had subsequently found out that BALC (Buckinghamshire Association of Local Councils) had voted against this. The Parish Council was writing to BALC to complain about this.

Chartridge Parish Council

There had been two recent achievements:

- Planning permission had been achieved for six affordable houses in Bellingdon
- Seven stiles had been replaced with mobility-friendly gates, as part of increasing mobility in areas of outstanding natural beauty.

Chesham Town Council

Parking was currently a huge issue (commuters parking). Those people who worked in Chesham Town had to pay for parking out of their salaries.

Recently the Town Council had undertaken a survey about their services and had found that resident satisfaction with services had increased since 2005, which was very pleasing.

Thames Valley Police

There had been a huge spike of dwelling burglaries around Christmas, and most resource had been put towards dealing with this. Metal theft had reduced.

The number of Police personnel was back up to full strength.

8 INFORMATION SLOT (GUEST SPEAKERS)

Chesham Wellbeing Project

Nigel Sims, Senior Manager, Economic Development, Place Service, Buckinghamshire County Council (BCC), was welcomed to the meeting.

Nigel Sims took members through some slides (attached), and made the following points:

- Many parts of Chesham had up to 15% of households in fuel poverty.
- 20 interventions would happen in the current year in Chesham.
- Areas which were going to be worked upon were crime levels, substance misuse, skills levels and unemployment levels.
- A key meeting with partners would be held on 15 February 2013.

Christopher Spruytenburg said that he had only recently heard about the Project and said that he represented an area of deprivation. He said it was an excellent initiative and that he would like to be involved in the Project.

Nigel Sims referred to the 'Families First' project, which was a response to the national 'Troubled Families' scheme. 'Families First' was being piloted in Chesham, with 11 families. The Chairman said that there was also an NHS scheme to provide support to Mums under 19, so that they could stay in education.

A member asked how many years the Chesham Wellbeing Project was for and how much funding there was. Nigel Sims said that the project had to last at least four years to have a chance of succeeding. There was no actual funding, but human resources had been provided. Resources could be released (e.g. £50k from the Department for Work and Pensions).

Paul Nanji said that there were very strong and active communities in the local area.

The Chairman wished the project success and members asked for an update every six months.

	<p>Local Nature Partnership (LNP) Mai Nielsen was welcomed to the meeting. Mai Nielsen took members through some slides (attached).</p> <p>The Local Nature Partnership (LNP) had come out of the Government's 2011 White Paper, and was a strategic partnership to set the vision for the area. There had been two LNPs in Buckinghamshire and these had been combined. Buckinghamshire was 13th on the list of the highest rates for extinction for wild flowers.</p> <p>A grant had been given by Defra in the previous year to fund workshops and community events. The bid to Defra had been approved in August 2012.</p> <p>The LNP was being taken forward by a delivery group.</p> <p>The Chairman noted that there were environmental 'grass roots' groups, and that they should lead on the LNP, rather than statutory organisations. Nigel Sims noted that the removal of woodland could lead to flooding.</p> <p>A member asked if Bucks Business First were involved with the LNP. Mai Nielsen said that they were.</p> <p>A member asked if the LNP knew of the environmental groups in Chesham. Mai Nielsen asked for this information to be sent to her.</p> <p>A member asked when the LNP Board would be established. Mai Nielsen said that the Board would be established over the next couple of months.</p> <p>Martin Parkes said that environmental groups could be contacted through the Chesham Action Partnership. Zoe Dixon said that the LNP was aligned with 'Change for Chesham.'</p> <p>Mai Nielsen's contact details: Mai Nielsen MIEEM Ecology Advisor Place Service -Buckinghamshire County Council 9th Floor, County Hall, Aylesbury, HP20 1UY Tel: 01296 383138 Email: mnielsen@buckscc.gov.uk</p>
<p>9</p>	<p>REFOCUS OF LOCAL PRIORITIES</p> <p>Christine Gardner said that the Local Priorities sub-group had come up with some draft priorities, which had been circulated to members for comment. Three comments had been received. Members asked that the priorities be updated and re-circulated – Action: CG</p>
<p>10</p>	<p>APPLICATIONS FOR FUNDING FROM LOCAL PRIORITIES BUDGET</p> <p>The Local Area Forum received the Report of Phil Dart, Head of Localities and Safer Communities. Christine Gardner, Localities and Communities Manager, took members through the report.</p> <p>Two proposals for funding had been received. Both were time-sensitive.</p> <p>The U-Project, Chesham Christine Gardner told members that this was a project to revitalise neighbourliness and community spirit within communities. The project fitted in with the Community Wellbeing Project.</p>

The County Council was prepared to under-write the Project.

The Project would deliver about 27 90-minute sessions for skills learning, such as first aid. It had been piloted already in two areas, and there were case studies for these.

The Project would cost £25 000 (£5000 was requested from the Local Area Forum) and would include employment of two part-time project workers. The project workers would recruit volunteer hosts, and be managed by the Young Foundation.

A member asked why the skills sessions were restricted to people aged 18-25 for the alcohol awareness sessions, and it was suggested that this could be highlighted and the age range widened.

A member said that they felt that the Project was top-heavy, and that more money was being used for administrative costs than for the actual work of the Project. Christine Gardner said that the funding which had been requested from the Local Area Forum would be paying for staff time from the Young Foundation.

A member said that a network base was needed for the Project. Christine Gardner said that there was work going on to look for a shop front in Chesham.

A member asked who would be nominating / selecting the people for the Project, and asked about the target group. Christine Gardner said that there had been a stakeholders' meeting the week before. The Youth Foundation would be keen to select people for whom there would be the biggest impact. The leads for the Project were Christine Gardner and David Gardner from Chiltern District Council. Ultimately they would be paying the Youth Foundation to deliver the Project.

Waterside Urban Street Art Project

This project would address the growing problem of graffiti in Waterside, Chesham, by training young people in street art.

A member asked who decided which young people could be involved in the Project. Paul Nanji said that the Project was linked to a youth club and community association.

A member said that they needed to find out if the previous project had had any effect. The Chairman said that the last project had been shown to reduce anti-social behaviour by 25% in Waterside. A summer project in Chesham had reduced anti-social behaviour by 65%. It was noted that it would be useful for the LAF to have feedback on this project at a later date – **Action: HW**
PC Thomson said that the project in Waterside had been very successful, and that more projects like it would be very useful.

A member said that if both the projects were agreed, 10% of the budget for 2013-14 would be spent before the priorities had even been confirmed.

Christine Gardner said that the projects were both time-sensitive. A member asked that projects were not 'drip-fed' to the Local Area Forum, but presented all together at one meeting. Christine Gardner said that this would not be possible if project deadlines were not to be missed.

The Chesham and Chiltern Villages Local Area Forum agreed that funding from the Local Priorities budget be allocated to the projects listed below.

Project	Amount requested.	Amount agreed	
The U Project - Chesham	5000	5000	
Waterside Urban Street Art Project	500	500	
Total	5500	5500	

11	LOCAL PRIORITIES UPDATE The priorities listed were the current (old) priorities. The last one (protection of the Environment and Green Spaces) had been removed from the list.
12	ANY OTHER BUSINESS Paul Nanji reported that the Chiltern Young People Awards Ceremony would be held on 12 March 2013 at the Elgiva Theatre and that there had been over 50 nominations.
13	DATE OF NEXT MEETING 10 April 2013, 7:30pm, venue tbc

Chesham & Chiltern Villages Local Area Forum

Title:

Update report from Transport for Buckinghamshire

Date:

25 March 2013

Contact officer:

Ann Marie Davies
Transport Localities Team Leader
Aylesbury Vale, Missendens and Chesham & Chesham Villages

Electoral divisions affected:

Parishes within the LAF

Summary

1. From 2010 this standard report will be issued to each Local Area Forum (LAF) / Local Community Partnership (LCP) from Transport for Buckinghamshire.
2. It will aim to provide a comprehensive update on current and relevant Transportation issues which are tailored to each individual LAF / LCP.
3. Standard topics to be covered will be:
 - Dates of when Local Community Gangs will visit parishes
 - Major issues likely to affect parishes within the LAF / LCP
 - Update on ongoing local issues
 - Policy Development
 - Any other information
4. In addition, it will cover any emerging issues which could or will affect Local Area Forum / Local Community Partnership areas.

Area Maintenance

Routine Maintenance

At present, the peaks and troughs in the numbers of potholes, have been absorbed by the works teams, whilst keeping other patching, white lining, gully emptying crews etc, on normal duties. The workforce is to be supplemented on 27th February by the introduction of a Velocity Patcher. This self contained unit, is specifically for potholing, minor patching and sealing of road surfaces and will initially be used on the rural roads. If you have any queries, please contact you local area technician in the first instance.

Any urgent works should be reported via the Contact Centre on: 0845 230 2882 or through our website at:

http://www.buckscc.gov.uk/bcc/transport/ea_report_problem.page

A full list of when work will be taking place is available on:

<http://www.transportforbucks.net/Roadworks-Centre.aspx>

Winter Maintenance

The recent cold snap passed without significant disruption to the network. Salting crews were able to treat both primary and secondary routes prior to snow fall on both occasions following advance forecasts.

2013/2014 – 2014/2015 Capital Works Programme

Over the last couple of months TfB Officers have been meeting with local County Councillors to ascertain their top 5 priority sites to programme over the second phase of the Capital Works. The programme will be a two/three year programme which will commence April 2013.

In the next round of LAF's we will be in a position to advise on the locations chosen and the treatments that will be undertaken.

Traffic Management

No Update

Road Safety

Community Speedwatch

To raise awareness of Community Speedwatch across Buckinghamshire, the road safety team are planning a programme to work with local communities to deliver the scheme, as

vehicles being driven too fast are a major factor in preventing people from enjoying the environment they have chosen to live in.

The idea is to liaise with local communities and attend locations on set days and times and run community speedwatch in your area.

The road safety team will have a set of speedwatch equipment for use free of charge to work in partnership with community volunteers, e.g. a member of the road safety team will operate the equipment with a member of the local community at a location known for a speeding problem. Using local knowledge will allow community speedwatch to be used most efficiently in a pro-active manner.

If you are interested in working with the road safety team to run speedwatch in your local community please contact Nigel Spencer by e-mail on nspencer@buckscc.gov.uk

For more information about Community Speedwatch visit:
<http://www.buckscc.gov.uk/bcc/transport/speedwatch.page>

Road Safety Team services to the local community:

SAGE – Safer driving with Age; for motorists over 65 years of age who would like a confidence boost. Our team of qualified instructors offer an hour's assessment.

Be a Better Biker – assessment days for motorcyclists. Just bought a bike or advancing to a more powerful engine? Our team of instructors will help you make the most of biking.

Get in Gear young driver's course – theory workshops and on the road training. Essential advanced motoring skills for newly qualified drivers.

Business Driver Assessments – 2 hour on the road assessments for employees who drive vans, minibuses or cars for work. Includes a DVLA licence check and full report.

Speed Limit Review Update – the following information has been sent out by the Cabinet Member to all County Councillors:

With the recent installation of new speed limits in Area 14, the countywide speed limit review is now complete. All of Buckinghamshire's roads have been assessed and new speed limits have been installed, where appropriate, in accordance with National policy.

I am writing to inform you that as a result of challenging financial priorities the County Council is no longer able to fulfil its aspiration of providing a further round of countywide follow-up reviews.

This means that, with the exception of a few legal anomalies, funding for implementation of any already proposed 'follow-up' review limits and for any new requests for speed limit changes, will need to be sourced either directly from Local Councils, the Local Priorities

Budget process via a Local Area Forum of communities , or from independent sources.

Local communities will have the opportunity to identify whether any previously proposed speed limit changes are still relevant to them and/or whether there are other speed limit proposals which they may prefer to develop through public consultation as one of their locally funded priorities.

Transport for Buckinghamshire is developing a system to support local communities in this process. Proposed speed limits will need to meet the criteria set out within the Department for Transport Speed Limit Policy (revised guidance is anticipated to be published early in 2013)

Members in areas directly affected by this decision will be sent more detailed information from Transport for Buckinghamshire. This will give an explanation of the implications for your local 'speed limit review area' and background information on National speed limit policy, so that you will be better equipped to deal with any queries from local councils/residents in your electoral division.

If you would like further details or arrange a meeting to discuss this further please contact Pat Francis pfrancis@buckscc.gov.uk or Sue Brown ssbrown@buckscc.gov.uk

DfT Speed Limit Guidance for Councils

On 18th January 2013 the Department for Transport, (DfT), published new National guidance to local councils to help them implement consistent speed limits on local roads. This guidance also incorporates recent changes that create more flexibility for authorities to implement 20mph limits and zones. The DfT also published at the same time a detailed [speed limit appraisal tool](#) which is designed to help councils to assess the full costs and benefits of any proposed local speed limit schemes. This appraisal takes into account casualties and other traffic effects, together with other factors such as quality of life. The document setting out the new guidance, DfT Circular 01/2013, together with the speed limit appraisal tool and further information can be seen at :- <https://www.gov.uk/government/publications/setting-local-speed-limits>

We are still waiting for the outcome of a public consultation carried out by the Government in Spring 2012 on proposed changes to the way that Traffic Regulation Orders are advertised. At present any new speed limit orders have to be published in local newspapers and this can be an expensive process. The consultation proposed that the public may be made aware of the changes in other ways which could be more effective and potentially less expensive. The consultation papers can be seen at: <http://www.dft.gov.uk/consultations/dft-2012-06>.

The County Council has already completed a review of the speed limit on every one of its roads. As a result and due to competing demands on resources the County Council is no longer able to fund requests for speed limit changes. However, a new process is being developed by Transport for Buckinghamshire, subject to Key Decision, to enable communities to request and fund a change in a speed limit. This will include requests for 20 mph limits.

A summary of the key points in DfT Circular 01/2013, with reference to 20mph limits/zones, are that traffic authorities can, over time, introduce 20mph speed limits or zones on major streets where there are, or could be, significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic. This is in addition to residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable. General compliance with the 20mph limit needs to be achievable without an excessive reliance on enforcement by the police.

Irrespective of the funding source, any proposed speed limit changes will need to be in accordance with the National Guidance on setting speed limits.

The implications and full details of the recently published DfT speed limit guidance and associated documents are now being reviewed and our process for dealing with all requests for changes to speed limits should be ready during Spring 2013.

Appendix (i)

Speed Limit Reviews - Process from 2013 Onwards

The Cabinet Member for Planning & Transportation has agreed the following:-

- From 2013, all requests for changes to speed limits will, (with the exception of a few legal anomalies and other specified speed limits), be funded either:-
 - Directly by individual Parish/Town Councils, or
 - By a Local Area Forum via the Local Priorities Budget process, or
 - From independent sources or
 - As part of a casualty reduction scheme
 - Or a Section 106 develop funded agreement
- There will be a formal application process and fee to manage and evaluate requests for speed limit changes. This will include 20mph speed limits and Quiet Lane proposals.
- Irrespective of the funding source, requests for speed limit changes will only be consulted upon and implemented if they comply with the National guidance on setting speed limits.
- This policy should be reviewed within 3 years of the publication of this Report.

TfB Poster Policy

A new policy has been adopted which will allow local communities to display temporary roadside posters. These posters which may display both words and images and moved around a number of different locations are to highlight road safety or sustainable travel messages. A pilot was carried out in Ellesborough where local children designed a 'Slow Down' message for drivers to take notice and these were well received with no negative feedback from the residents.

This policy does not include the displaying of unauthorised or commercial signs/posters which often become an eyesore and can reduce the effectiveness of necessary road signing. The County Council retains the powers to remove these posters if they are not erected in accordance with the guidelines.

A link to the details can be found below

<http://democracy.buckscc.gov.uk/ieDecisionDetails.aspx?Id=2999>

Speed Campaign throughout January

Speeding drivers were targeted throughout January by Transport for Buckinghamshire's Road Safety Team working in partnership with Thames Valley Police and Community Support Officers.

Roadside checks were carried out and publicity material distributed throughout local communities to highlight the dangers of driving at excessive speed. This complements the Association of Chief Police Officers speed campaign which also ran in January.

Consultation with local communities has shown that speeding is often a top priority in their neighbourhoods.

Peter Hardy, Cabinet Member for Planning and Transport said, "We are committed to reducing the number of people injured and killed on our roads by targeting those drivers who continue to drive at excess speed. Speed limits are there for a reason, and I would urge drivers to stick to the limit and slow down".

Activities which happening during the month long campaign were:

- Roadside checks across Buckinghamshire with support from the Thames Valley police.
- Posters from the Government's 'Think' campaign distributed to Parish Councils.
- Think exhibition display in the Friars Square centre in Aylesbury.
- Community Speedwatch campaign promoted to local communities with practical demonstrations from the Road Safety Team.

Be a Better Biker Courses Celebrate 10 Successful Years

With spring-like weather forecast, many motorcyclists will be on the roads, and Transport for Buckinghamshire (TfB) is encouraging them to improve or refresh their skills with a 'Be a Better Biker' course.

The next course starts on Saturday March 23.

The successful training scheme, starting its 10th year, has attracted more than 600 bikers,

and since courses began in 2004 there has been a significant drop in biker crashes.

In 2012, four bikers were killed and 41 seriously injured on Buckinghamshire's roads. This accounted for 21% of those killed and seriously injured on the county's roads during the year, and is a reduction of 47% since the Be a Better Biker campaign started in 2004.

Peter Hardy, Buckinghamshire County Council Cabinet Member for Planning and Transport, said: "There is an overwhelming demand for places on these courses, which is testament to its value to our county's bikers. I am proud of the work our Casualty Reduction team has done and I would encourage any motorcyclist to take advantage of the course and improve their skills - it might save your life."

As part of the 'Be a Better Biker' assessment day, riders are taken out on roads that have claimed motorcycle casualties. Their skills are analysed by highly trained assessors and pointers given on how they can improve to become safer riders.

The campaign also promotes the benefits of post-test training, to ensure that a biker's riding capabilities best match those of their machine, as well as making biking even more enjoyable.

The first assessment day is on Saturday March 23 in Princes Risborough and courses run through till October at various venues across the county. The assessment day costs the biker a discounted rate of £50, and TfB covers the rest of the cost of the day.

Feedback from bikers on previous courses said it was "excellent value for money" and "a scheme everyone should be made to take part in".

In December 2011 the 'Be a Better Biker' initiative was awarded a Prince Michael International Road Safety Award for its outstanding contribution to road safety and has also been successful in becoming runner up in two national awards in previous years, The National Transport Awards and the Highways Excellence Awards.

For further details about the assessment days or to book a place please visit:

www.beabetterbiker.co.uk

Passenger Transport

Community Transport Challenge Fund

A new scheme aimed at improving links for people who live away from major transport routes has been launched in Buckinghamshire.

Transport for Buckinghamshire, Buckinghamshire Community Foundation and Community Impact Bucks have worked together to introduce the Community Transport Challenge Fund.

Approximately 75 community transport schemes exist in the county, often run by a small

team of volunteers. The aim of the Community Transport Challenge is to support new and existing services in activities that help people get around. Grants of up to £30,000 will be available to registered charities, village car schemes and social enterprises. A total of £150,000 is available, to be split between the successful applicants, and can be used for either capital or revenue purposes.

The activities must either be completely new projects or a clearly different approach to an existing service and the award of funds will be split into two phases:

Phase One: Summer 2012- November 2012

Phase Two: January 2013- 30th June 2013

All applicants will be supported by Buckinghamshire Community Foundation and Community Impact Bucks, who will also take applicants through a health check.

more details on the BCF website (and on ours shortly)

http://www.buckscf.org.uk/apply_for_a_grant/community_transport_challenge_fund/

New Quality Agreement for Routes 4 and 62

Buses between Chesham, Amersham and High Wycombe are set for an overhaul from Sunday 14th April, 2013.

Arriva and Carousel have signed a Quality Agreement which will mean the 4 and 62 will both be numbered service 1, and will operate a co-ordinated timetable, 7 days a week, and accept each other's return tickets.

This marks a major step for the route, which will see two independent services running every 20 minutes combined to form one co-ordinated service running every 15 minutes. For the first time, passengers buying a return ticket on the Arriva service can return on the Carousel service and vice-versa.

Full Details:

Arriva 0844 800 4411 or www.arrivabus.co.uk

Carousel 01494 450151 or www.carouselbuses.co.uk

Minor Changes for Services 353 and 354

From Sunday 31st March, 2013, there will be minor changes to services 353 and 354 in Chesham.

Service 354 has been re-awarded to Arriva, and will see its timetable slightly revised to better compliment other services in Hertfordshire.

Service 353 Sunday service has been awarded to Red Rose, but the route and timetable are unchanged.

There are no changes to route 353 on any other days.

Details:

Arriva 0844 800 4411 or www.arrivabus.co.uk
Red Rose 01296 747926 or www.redrosetravel.com

Asset - Street Lighting

Night Time Scouting

As part of our policy to move away from reactive to planned preventative maintenance I am pleased to confirm night-time patrols of all street lights, illuminated signs and illuminated bollards maintained by the County Council countywide resumed in August. As the attached schedule confirms, the whole county is due to be inspected by the end of September.

Faults identified during the patrols will then be attended between by the end of November. It must be stressed that not all faults will be repaired during this period as some assets will require a subsequent visit to fully repair the defect.

Although the overall effectiveness of this strategy will be first reviewed in May 2013, provisional patrols dates for 2013/14 have been detailed.

A copy of the Non-Key Decision that is linked to the re-introduction of night-time patrols has been attached for your information.

Appendix (ii)

Appendix (iii)

Update - September 2012 Patrols

Across all thirteen routes almost 3,600 faults were identified; 2,127 street lights (7% of total asset), 1123 illuminated signs (23% of total asset) and 342 illuminated bollards (19% of total asset). Of these only a 200 defects remain outstanding, which we are working through. Our patrollers are due to go out again this month.

Parish/Town Street Light Sticker Trial

To help the public identify which street lights belong to county and parish (or town), and therefore who to report faults to, we are offering a small number of parishes a trial to work

with us to sticker their lamp columns with specially made stickers. We are proposing to subsidise the cost of these to encourage them to take part, as this will help both the parish, their residents and TfB to help ensure faults are reported to the correct party so repairs can be carried out swiftly. We will be asking parishes to cover 25p of each sticker, which will cost 72p in total. Stickers can be ordered in batches of 100.

Parishes will be contacted from 13th Feb. if they are keen to participate, stickers will aim to be delivered to them by March.

Initially we will be contacting Wendover, Amersham, Burnham and Princes Risborough Parish councils – one in each district of the county.

Parishes may not have available funds, however they can put into next year's plans if they feel it is a worthy priority.

Feedback Questionnaire

Some good news to report back from the results received via the Feedback Questionnaire for both the North and the South of the County

	Members	Parishes
LAT's	96.4%	91.5%
Si Khan / Anne Marie Davies	96.15%	98%

Thank you to all of you that responded, now we just need to make sure we keep the good work!

Local Priorities Bids (Transport) 2012-13

Chesham	30325	
Chesham	4000	Culvert Improvements
Chesham	15425	Fullers Close verge hardening – January 2013 for proposed works
Cholesbury	2500	Pound Lane / Stony Lane kerbing of grass triangle
Cholesbury	2500	Oak Lane / Jenkins Lane kerbing of grass triangle
Cholesbury	450	Salt Bin – Delivered
Chartridge	450	Salt Bin – Delivered
Chesham	5000	Car Park entrance improvements

New Speed Limit Guidance For Councils

<https://www.gov.uk/government/news/new-speed-limit-guidance-for-councils>

The new guidance is to be used for setting speed limits on single and dual carriageway roads in both urban and rural areas.

The objectives of the guidance are:

- to provide up-to-date and consistent advice to traffic authorities
- to improve clarity and therefore greater consistency of approach when setting speed limits across the country
- to enable the setting of more appropriate local speed limits, including lower and higher limits where conditions dictate
- to achieve local speed limits that better reflect the needs of all road users
- to ensure improved quality of life for local communities and a better balance between road safety, accessibility and environmental objectives, especially in rural communities

Local speed limits, written statement by the Parliamentary Under Secretary of State for Transport, 18 January 2012

On 18.01.13 the DfT published a revised speed limit circular; '[Setting local speed limits \(Department for Transport circular 01/2013\)](#)'. This follows a consultation held last summer (2012), the [report of which is also published today](#). The DfT also published a [speed limit appraisal tool](#). These follow up key commitments from the government's 'Strategic framework for road safety' published in May 2011.

The updated circular gives guidance to local councils which will help them implement more consistent speed limits on local roads. It incorporates recent changes that create more flexibility for authorities to implement 20mph limits and zones. It also sets out the process for applications for further rural 40mph zones.

The speed limit appraisal tool will help councils assess the full costs and benefits of any proposed local speed limit schemes, and help them to make evidence-based decisions to introduce local speed limits that reflect the needs of all road users. As well as casualties and other traffic effects, the DfT have made particular effort to build into the tool effects that cannot be monetised, such as those that enhance quality of life.

The revised circular replaces 'Circular 01/2006', also called 'Setting local speed limits', which is now withdrawn.

[Setting local speed limits: Department for Transport circular 01/2013](#)

Section 1. Introduction.

Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed.

Traffic authorities set local speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit.

This guidance is to be used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas.

This guidance should also be used as the basis for assessments of local speed limits, for developing route management strategies and for developing the speed management strategies which can be included in Local Transport Plans.

Traffic authorities are asked to keep their speed limits under review with changing circumstances, and to consider the introduction of more 20 mph limits and zones, over time, in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists, using the criteria in Section 6.

Section 2. Background And Objectives Of The Circular.

Traffic authorities continue to have the flexibility to set local speed limits that are appropriate for the individual road, reflecting local needs and taking account of all local considerations.

Local speed limits should not be set in isolation, but as part of a package with other measures to manage vehicle speeds and improve road safety.

Section 3. The Underlying Principles Of Local Speed Limits.

The Highways Agency is responsible for determining speed limits on the trunk road network. Local traffic authorities are responsible for determining speed limits on the local road network.

It is important that traffic authorities and police forces work closely together in determining, or considering, any changes to speed limits.

The full range of speed management measures should always be considered before a new speed limit is introduced.

The underlying aim should be to achieve a 'safe' distribution of speeds. The key factors that should be taken into account in any decisions on local speed limits are: history of collisions; road geometry and engineering; road function; Composition of road users (including existing and potential levels of vulnerable road users); existing traffic speeds; and road environment.

While these factors need to be considered for all road types, they may be weighted differently in urban or rural areas. The impact on community and environmental outcomes should also be considered.

The minimum length of a speed limit should generally be not less than 600 metres to avoid too many changes of speed limit along the route. This can be reduced to 400 metres for lower speed limits, or even 300 metres on roads with a purely local access function, or where a variable 20 mph limit is introduced.

Speed limits should not be used to attempt to solve the problem of isolated hazards, such as a single road junction or reduced forward visibility, e.g. at a bend.

Section 4. The Legislative Framework.

All speed limits, other than those on restricted roads, should be made by order under Section 84 of the Road Traffic Regulation Act 1984.

Any speed limits below 30 mph, other than 20 mph limits or 20 mph zones, require individual consent from the Secretary of State.

Unless an order has been made and the road is signed to the contrary, a 30 mph speed limit applies where there is a system of street lighting furnished by means of lamps (three or more throwing light on the carriageway) placed not more than 200 yards (183 metres) apart.

Traffic authorities have a duty to erect and maintain prescribed speed limit signs on their roads in accordance with the Traffic Signs Regulations and General Directions 2002 (TSRGD 2002).

If traffic authorities wish to deviate from what is prescribed in signing regulations, they must first gain the Secretary of State's authorisation.

Traffic authorities are not permitted to erect different speed limit signs relating to different classes of vehicle.

Vehicle-activated signs must not be used as an alternative to standard static signing, but as an additional measure to warn drivers of a potential hazard or to remind them of the speed limit in force.

Section 5. The Speed Limit Appraisal Tool.

<https://www.gov.uk/government/publications/speed-limit-appraisal-tool>

The tool has been designed to;

- forecast mean and 85th percentile speeds for speed limit changes
- forecast changes to: journey times separately for business and personal users; vehicle operating costs including fuel; accidents by severity; CO2 emissions; and NOX emissions; and
- appraise changes in speed limits to 20mph, 30mph, 40mph, 50mph, 60mph and, on dual carriageways, 70mph.

In addition to enabling a local highway authority to decide whether or not to introduce a new speed limit scheme, the tool introduces transparency in the decision making process. It also provides a facility that encourages local highway authorities to adopt a more consistent appraisal process, whilst still allowing the flexibility for the highway authority to take into account local road conditions and the surrounding environment.

The tool deals with those aspects of speed limit changes that can be quantified, such as accidents, journey time savings and CO2 emissions, and those that presently cannot be quantified because of a lack of evidence, such as journey time reliability, model shift and impacts on public anxiety.

Section 6. Urban Speed Limits.

Speed limits in urban areas affect everyone, not only as motorists, but as pedestrians, cyclists and residents. As well as influencing safety they can influence quality of life, the environment and the local economy.

Traffic authorities are encouraged to adopt the Institution of Highways and Transportation's urban safety management guidelines (see IHT, 2003), in which road hierarchies are adopted that reflect a road's function and the mix of traffic that it carries.

Traffic authorities can, over time, introduce 20mph speed limits or zones on: Major streets where there are – or could be - significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic.

This is in addition to residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable.

Where they do so, general compliance needs to be achievable without an excessive reliance on enforcement.

20 mph zones require traffic calming measures (e.g. speed humps, chicanes) or repeater speed limit signing and/or roundel road markings at regular intervals, so that no point within a zone is more than 50 m from such a feature. The beginning and end of a zone is indicated by a terminal sign.

20 mph limits are signed with terminal and at least one repeater sign, and do not require traffic calming. 20 mph limits are similar to other local speed limits and normally apply to individual or small numbers of roads but are increasingly being applied to larger areas.

20 mph zones are predominantly used in urban areas, both town centres and residential areas, and in the vicinity of schools. They should also be used around shops, markets, playgrounds and other areas with high pedestrian or cyclist traffic, though they should not include roads where motor vehicle movement is the primary function. It is generally recommended that they are imposed over an area consisting of several roads.

No point within a 20 mph zone must be further than 50 metres from a traffic calming feature (unless in a cul-de-sac less than 80 metres long).

The implementation of 20 mph limits over a larger number of roads, which the previous Speed Limit Circular (01/2006) advised against, should be considered where mean speeds at or below 24 mph are already achieved over a number of roads.

Every English authority has a traffic sign authorisation which permits them to place a 20mph speed roundel road marking as a repeater sign, without the requirement for an upright sign, to reduce unnecessary signing.

Traffic authorities have powers to introduce 20 mph speed limits that apply only at certain times of day. These variable limits may be particularly relevant where for example a school is located on a road that is not suitable for a full-time 20 mph zone or limit, such as a major through road.

The Secretary of State has provided a special authorisation for every English traffic authority to place an advisory part-time 20mph limit sign, with flashing school warning lights. This can be a more cost-effective solution, where appropriate, and reduces the requirement for signing.

Roads suitable for a 40 mph limit are generally higher quality suburban roads or those on the outskirts of urban areas where there is little development. Usually, the movement of motor vehicles is the primary function.

In exceptional circumstances, 50 mph limits can be implemented on special roads and dual carriageways, radial routes or bypasses where the road environment and characteristics allow this speed to be achieved safely.

30 mph is the standard speed limit for urban areas (Section 6.3 1)

Speed limits in urban areas – summary Speed limit (mph)	Where limit should apply
20 (including 20 mph zone)	In streets that are primarily residential and in other town or city streets where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds and other areas, where motor vehicle movement is not the primary function.
30	In other built-up areas (where motor vehicle movement is deemed more important), with development on both sides of the road.
40	On higher quality suburban roads or those on the outskirts of urban areas where there is little development, with few cyclists, pedestrians or equestrians. On roads with good width and layout, parking and waiting restrictions in operation, and buildings set back from the road. On roads that, wherever possible, cater for the needs of non-motorised users through segregation of road space, and have adequate footways and crossing places.
50	On dual carriageway ring or radial routes or bypasses that have become partially built up, with little or no roadside development.

Section 7. Rural Speed Management.

It is government policy that a 30 mph speed limit should be the norm in villages. It may also be appropriate to consider 20 mph zones and limits in built-up village streets.

Speed limits for single carriageway roads with a predominant motor traffic flow function Speed limit (mph)	Where limit should apply:
60	Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.
50	Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.
40	Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.

For C and Unclassified roads with important access and recreational function, the following speed limits are deemed appropriate and traffic authorities should use these as guidance when reviewing the speed limits on these roads: The national speed limit of 60 mph is only appropriate for the best quality C and Unclassified roads with a mixed (i.e. partial traffic flow) function with few bends, junctions or accesses. In the longer term, these roads should be assessed against through-traffic criteria. For lower quality C and Unclassified roads with a mixed function and high numbers of bends, junctions or accesses 50 mph may be appropriate. A speed limit of 40 mph may be considered for roads with a predominantly local, access or recreational function, for example in national parks or areas of outstanding natural beauty (AONB), or across, or adjacent to, unenclosed common land; or if they form part of a recommended route for vulnerable road users. It may also be appropriate if there is a particular collision problem.

TRANSPORT FOR BUCKINGHAMSHIRE

Buckinghamshire County Council

**Non-Key (Subject)* Issue
For Decision of Cabinet Member for
Planning and Transport**

Title: To reintroduce night-time patrols (scouting) commencing in 2012/13 and group (bulk) lamp replacement & luminaire maintenance from 2013/14.

Date: 14 January 2012

Author: Kevin Allen 01296 387465

Contact officer: Kevin Allen 01296 387465

Local members affected: All

Resources Appraisal:

Summary

To re-introduce night-time patrols, group (bulk) lamp change and luminaire maintenance, as part of a short term approach to redress the back log of outages. The impact of increasing resources will be reviewed once the back log has been addressed and group (bulk) lamp changes implemented.

Recommendation

The Cabinet Member for Planning and Transportation authorises the reintroduction of night-time patrols (scouting) commencing in 2012/13 and group (bulk) lamp replacement & luminaire maintenance from 2013/14.

A. Narrative setting out the reasons for the decision

Background

Transport for Buckinghamshire currently maintains in excess of 36,000 lighting assets which includes over 28,000 street lights and approximately 5,500 illuminated signs and bollards.



INVESTOR IN PEOPLE



Night time patrols of these assets were stopped by the County Council in 2006/07 as a cost cutting measure to enable Council funding to be re prioritised on other services. This policy change was approved by the Council as part of the Medium Term Financial Plan.

In making this decision it was accepted that outages would continue to be attended to as a reactive service in response to reports received from the public, stakeholders and others. To encourage this method of reporting, a publicity campaign was carried out and all lamp columns were marked with the Council's contact details to assist those wanting the report faults.

Similarly, group (bulk) lamp replacement (including luminaire inspection, maintenance and cleaning) and programmed painting of lamp columns was stopped in 2004/05 as a cost cutting measure as part of the Councils Medium Term Financial Plan – again to enable the Council to re prioritise funding to other services.

Other maintenance activities associated with street lighting, illuminated signs and bollards were unaffected by these changes and continue to date (i.e. programmed electrical inspection & testing, programmed structural testing, programmed electrical/mechanical inspection & testing of high-mast lighting, inventory data verification).

Since these decisions were taken and as the life of each lamp has expired (on average about 4 years) it has become apparent that the number reports from the public has not kept up with the increase in outages and a backlog of repairs has been building up.

In order to establish the size of the backlog, a series of night-time patrols was carried out earlier this year on a proportion of the road network (46%) and this identified that approximately 14% of the street lights scouted were faulty. For illuminated signs and bollards this was almost 40%.

Work was commenced on repairing these faults in November 2011, with priority being given to bollards and traffic signs. It is planned to complete this work by February/March 2012 and is being funded by reprioritising existing transport budgets.

In view of experience with the consequences of not carrying out night time patrols and group (bulk) lamp replacement, the report Author conducted a series of meetings during the latter part of 2011 with the Cabinet Member for Planning and Transportation, the Head of Transport for Buckinghamshire and also the TfB Strategic Board, which concluded that these planned activities should be reintroduced. It was considered that this will enable the Council to better manage these assets and would be more cost effective from a whole life cost perspective. It is also considered that risks can be better managed and public satisfaction increased.

Notwithstanding the proposed reintroduction of night time patrols it is still intended to encourage the public, stakeholders and others to report outages. Appropriate publicity will be used, including the Transport for Buckinghamshire Service Information Centre.

The proposals are as follows:

2011/12 - complete the repair of current known outages identified by night-time patrols (to be completed by March 2012).

2012/13 – introduce programmed night time patrols (commencing with the remainder of the network not patrolled in 2011/12) and arrange to repair all faults identified. Following

this, a programme of patrols will be introduced in 2012/13 based upon existing Local Community Area boundaries and branded as Local Community Patrol Areas.

It is proposed that patrols will be carried out on a quarterly basis (i.e. not to return to the frequency in place prior to 2006, whereby street lights were patrolled twice a month during the winter and once a month during the summer with illuminated signs and bollards patrolled twice a month throughout the year). It is considered that the proposed quarterly frequency is the most cost effective. This will be reviewed once the network is back to 'steady state'.

2013/14 – re-introduction of targeted group (bulk) lamp replacement and luminaire maintenance. Targeted group (bulk) lamp replacement and luminaire maintenance would be:

- Organised so that a reasonably uniform workload is achieved on an annual basis.
- Targeted to coincide with traffic management requirements for other highway maintenance related activities such as grass cutting to minimise costs and disruption to the public.
- Coincide with other cyclic maintenance activities such as electrical inspections and testing to minimise costs.
- Based on the type of lamp and life expectancy.
- Regularly reviewed to maximise the benefits from improvements in lamp and luminaire technology and the increased use of LEDs across the network.

B. Other options available, and their pros and cons

Do Nothing and rely on the public to report faults and continue with a burn to extinction lamp replacement policy under which lamps are replaced on failure.

Our experience demonstrates this has not been a sustainable approach to date and a system of inspection is necessary to tackle the current backlog.

In 2009 when benchmarked against 24 other Counties as part of the National Highways and Transportation Public Satisfaction Survey, Buckinghamshire were the lowest scoring for overall satisfaction with street lighting.

The frequency of luminaire maintenance and the group replacement of lamps have a direct relationship on the performance of a lighting installation. Current standards recommend that lighting installations be designed to provide a minimum maintained lighting level throughout its life.

C. Resource implications

The cost of reintroducing night time patrols will be £15,000 per annum based upon the proposed quarterly frequency.

As a result of carrying out night time patrols there will be the cost of replacing luminaires and other faulty equipment identified. This will be funded in 2012/13 by re prioritising existing budgets and through additional efficiency savings brought forward.

As a result of reintroducing targeted (bulk) lamp changes in 2013/14 there will be a one off pressure for materials, estimated at £50,000. During 2012/13 permanent funding options will be formally identified and agreed through the annual MTP/business planning process.

Once the asset has been returned to a 'steady state' additional labour can be redeployed as appropriate. Revenue spend can then return to previous levels. As stated earlier, the need to continue this strategy will be reviewed once the back log has been addressed and group (bulk) lamp changes implemented.

D. Value for Money (VfM) Self Assessment

Effectiveness

- Will increase the level of service to a satisfactory level and help restore reputation.
- TfB will be able to demonstrate that 'proactive' systems are in place to maintain the asset.
- Night-time patrols will not just pick up outages, they are considered as 'audits' of the network.
- Patrols will provide us with a greater understanding with regards the state of the asset.
- Reduced calls to the Contact Centre.
- A greater proportion of illuminated sign and bollard faults will be identified.

Efficiency

- Improvements to the quality, accuracy and standardisation of fault descriptions.
- Will lead to a uniform workload throughout the year that will be easier to manage. This will also allow us to improve the quality of information supplied to the customer.
- Faults will be grouped in localised areas thus reducing travel time between faults which in turn increases efficiency and outputs. It is predicted outputs (fault repairs) could increase by up to 25%.
- Less time within the Street Lighting Team will be needed to deal with complaints and 'follow up' calls from the public and support to the Contact Centre. This resource can then be diverted back to existing tasks, such as asset updates and other planned preventative activities.

Economy

- Increased efficiencies and a uniform workload throughout the year will, by 2013/14 allow Transport for Buckinghamshire to self deliver a significant proportion of the annual capital programme, resulting in cost efficiencies.
- Fewer components will fail prematurely.
- Programmed luminaire maintenance will improve the performance of a lighting installation, will reduce premature failure and associated replacement costs.

E. Legal implications

Below are extracts from Well-lit Highways – Code of practice for Highway Lighting Management:

'Cyclic maintenance is the main tool in the management of preventative maintenance, forestalling poor performance and failure of the installation. A well-designed cyclic maintenance programme will help to prevent the performance of the installation falling below the designed level; will identify any mechanical structural, electrical or optical work necessary to maintain or increase the life of the installation; reduce the incidence of faults by preventative maintenance; and check the installation is safe. Good

maintenance should be considered as an essential part of managing health and safety risks'.

Highway Authorities have a duty of care to the road user. This duty of care does not imply any duty on the Highway Authority to keep public lighting lit. However, an authority responsible for the maintenance of public lighting should be able to demonstrate that they have systems in place to maintain the public lighting equipment in a safe condition, including the detection of dangerous equipment.

The reintroduction of night-time patrols will enable Transport for Buckinghamshire to demonstrate that proactive systems are in place to maintain the asset in a safe condition. Patrols will act as audits and provide us with a greater understanding regarding the state of the asset and will act as supporting evidence in the event of third party insurance claims.

F. Property implications

There are no property implications arising from this decision.

G. Other implications/issues

An Equalities Impact Assessment has been carried out and is attached as Appendix A.

The supply of electricity to street lights, illuminated signs and bollards is unmetered and hence we pay for consumption whether the asset is in lighting or not. Based on predicted energy expenditure in 2011/12, with over 10% of the asset not in lighting, this equates to over £100,000 which is being charged by the County Council's energy provider but with no benefit to the county.

H. Feedback from consultation, Local Area Forums and Local Member views

This is a county wide issue and affects all divisions. Whilst no consultation has taken place, the issue has been discussed by the Transport for Buckinghamshire Strategic Board who support the approach proposed.

I. Communication issues

Transport for Buckinghamshire's Service Information Centre will be used to display future night-time patrols and targeted group (bulk) lamp replacement programmes.

J. Progress Monitoring

Both activities will be included in the Street Lighting (T2) Business Plans from 2012/13 and performance will be monitored through the monthly TRANstat process and regular business plan reviews.

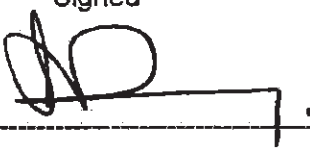

Key Performance Indicators:

Changes to existing key performance and management indicators will need to coincide with these changes. Any changes would need to be robust, challenging and approved in accordance with current procedures.

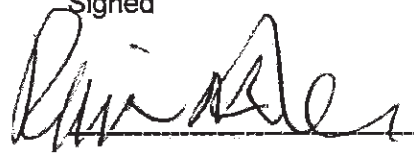

K. Review

Progress with addressing the backlog of repairs will be reviewed monthly at TRANstat. The overall effectiveness of this strategy will be first reviewed in May 2013 and the need

to continue this strategy will be reviewed once the back log has been addressed and group (bulk) lamp changes implemented.

Name	Signed	Date
<u>Sean Conroy</u> Senior Manager (Place Service)	<u></u>	<u>8.02.2012.</u>
<u>PETER HARST</u> Cabinet Member for Planning and Transport	<u></u>	<u>3rd February 2012</u>

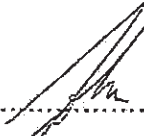
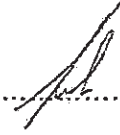
Professional advice supporting the decision was provided by the following Officers

Name	Signed	Date
<u>Kevin Allen</u> Lead Officer	<u></u>	<u>16/2/12.</u>
<u>Jim Stevens</u> (Former) Head of Transport for Buckinghamshire	<u></u>	<u>4 Feb 2012.</u>

Background Papers

DELEGATION BY THE SERVICE DIRECTOR, PLACE SERVICES


I hereby fully delegate authority regarding Non-Key Decisions (Officer Decisions) to Sean Rooney, Senior Manager (Place Service).

Signed:   John Lamb

(John Lamb, Service Director, Place Services, Buckinghamshire County Council)

Date: 31- Jan 2012

Buckinghamshire County Council - Equalities Impact Assessment Proforma

<p>Title of strategy / policy / service being assessed:</p>	<p>To re-introduce night-time patrols, group (bulk) lamp change and luminaire maintenance, as part of a strategy to move away from reactive to planned preventative maintenance.</p>
<p>Contact Name and Telephone Number:</p>	<p>Kevin Allen (01296) 387465</p>
<p>Date assessment completed:</p>	<p>14 January 2012</p>
<p>Signature and name of Head of Service signing off this impact assessment and equalities improvement plan.</p>	<p>Name: Sean Rooney, Senior Manager (Place Services)</p> <p>Signature: </p> <p>Service: Place Services</p>
<p>PURPOSE:</p> <p>To develop an equalities improvement plan based on an assessment of whether the strategy/policy or service is or could have a differential impact on particular groups of people due to their:</p> <ul style="list-style-type: none"> • Ethnic origin (including gypsies & Roma travellers) • Gender (including transgender) • Impairment (physical, sensory, learning disability, mental health or long term limiting illness) • Age • Religion/belief • Sexual orientation (defined as people from the lesbian, gay or bisexual communities) • Or as a result of living in a rural community, lower socio economic group or being a new group to this country (migrant worker, refugee or asylum seeker) • Caring responsibilities <p>More detailed guidance has been produced to accompany this proforma see intranet under A to Z>Community Cohesion and Equalities together with details about free training sessions.</p>	<ol style="list-style-type: none"> 1) To assess whether the differential impact constitutes illegal discrimination (see separate EIA guidance notes) and identify the actions to remedy this. If the discrimination is justifiable, to consider whether action is necessary to mitigate its effects. 2) To record any unmet needs/requirements identified as result of carrying out this assessment, even where these are not directly relevant to the assessment (see guidance notes for explanation). 3) To put in place arrangements to monitor, analyse and report the ongoing effect across the groups identified. 4) To consider if and how different groups of people could be involved in monitoring the outcomes and/or contributing to further development of the strategy/plan/function/objective/target. 5) To ensure that all equalities actions arising from the above processes are mainstreamed into the relevant service/business plan.

Buckinghamshire County Council - Equalities Impact Assessment Proforma

Section A. To Assess or Not to Assess

To determine whether an EIA is required, please read the questions below and indicate your answer by putting an X in the box to the right of the "Yes" or "No" at the end of each question.

Does the service affect the public or staff directly?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Does it affect how other services are provided?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Is there information e.g. survey data or complaints that suggests that it is affecting particular groups of people?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Does it have employment implications?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>

If you have answered "Yes" to one or more of the questions listed above, you will need to continue with a full equalities impact assessment (EIA).

However, if you have carried out an assessment of this strategy/policy or service in the past two years, for example, as part of the transformation programme, or there has been an external audit of the service, which has resulted in explicitly stated equalities outcomes, you will not need to continue with an in depth EIA. You will, instead, need to consider any gaps in relation to the groups identified under "Purpose" and agree actions/targets.

If you have answered "No" to all of the above the statements, you will not need to continue with a full EIA because it is not relevant to the strategy/policy or service.

Please send this document to your Service equalities representative (see "Equalities" on the intranet for a current list) and copy it also to Angie Sarchet, Cohesion & Equalities Manager, Room 2, 5-7 Walton Street or via email to asarchet@buckscc.gov.uk. Ensure you do this prior to final sign off by the Head of Service to enable the challenge process to be applied effectively.

Section B. Reviewing the design	
Questions to consider	The Findings
<p>1. Why is the strategy/policy or service necessary? What are the key aims and objectives? What outcomes is it designed to achieve and for whom?</p>	<p>Transport for Buckinghamshire currently maintains in excess of 36,000 lighting assets which includes over 28,000 street lights and approximately 5,500 illuminated signs and bollards.</p> <p>Night time patrols of these assets were stopped by the County Council in 2006/07 as a cost cutting measure to enable Council funding to be re prioritised on other services. This policy change was approved by the Council as part of the Medium Term Financial Plan.</p> <p>Since these decisions were taken and as the life of each lamp has expired (on average about 4 years) it has become apparent that the number of reports from the public has not kept up with the increase in outages and a backlog of repairs has been building up.</p> <p>Our experience demonstrates this is not a sustainable approach and a system of inspection is necessary based on this experience. Our reputation with the public, corporately, politically, neighbouring authorities and within the lighting industry would be potentially affected by continuing this approach.</p> <p>The aims, objectives and outcomes of a move away from reactive to planned preventative maintenance are:</p> <ul style="list-style-type: none"> • Will increase the level of service to a satisfactory level and help restore reputation. • TFB will be able to demonstrate that 'proactive' systems are in place to maintain the asset.

<ul style="list-style-type: none"> • Night-time patrols will not just pick up outages, they are considered as 'audits' of the network. • Patrols will provide us with a greater understanding with regards the state of the asset. • Reduced calls to the Contact Centre. • A greater proportion of illuminated sign and bollard faults will be identified. • Programmed luminaire maintenance will improve the performance of a lighting installation, will reduce premature failure and associated replacement costs. • Improvements to the quality, accuracy and standardisation of fault descriptions. • Will lead to a uniform workload throughout the year that will be easier to manage. This will also allow us to improve the quality of information supplied to the customer. 	
<p>This is a county wide issue and affects all groups.</p> <p>Whilst no consultation has taken place, the issue has been discussed by the Transport for Buckinghamshire Strategic Board who support the approach proposed.</p> <p>As this change in strategy will increase the level of service to a satisfactory level across the entire network, all groups will benefit equally.</p> <p>The reintroduction of night-time patrols will require staff to carry out patrols during the hours of darkness. Patrols will be carried out in pairs by staff from within Transport for Buckinghamshire. Payments will be made for this additional work.</p>	<p>2. Consider your answers at question 1. How have the needs of different groups of people, where relevant/appropriate, been taken into account? What does needs assessment data tell you about who should be benefitting from the strategy/policy or using the service? What else do you know about people's needs or views? What information do you have from consultations/focus groups, national or local published research reports, satisfaction surveys, service monitoring data, benchmarking with other providers, demographic data or other information that has been used to formulate the design and delivery of the strategy/policy/ or service. Also refer to the council's "Research" information on the website.</p> <p>If you identify a gap in information, for example, about the needs of a particular group of people, include this as an action point in the equalities improvement plan.</p>

Questions to consider	The Findings
<p>3. Are other organisations responsible for delivering the strategy/policy or service? If yes, how have you incorporated the council's cohesion and equalities priorities into the procurement process or contractual arrangements? How is compliance monitored? What steps have you taken to reduce the council's legal liability where services are being delivered on our behalf? If not relevant, go on to question 4.</p>	<p>This change in strategy only covers street lights, illuminated signs and bollards maintained by Transport for Buckinghamshire on behalf of the County Council.</p> <p>Other lighting across the county that is owned and maintained by District, Town and Parish Councils is not covered by this change in strategy. These street lights will be maintained and inspected in accordance with regimes agreed by the relevant authority. Transport for Buckinghamshire's Service Information Centre together with publications and websites administered by District, town and Parish Councils will be used to help communicate this message.</p>
<p>Section C. Reviewing the implementation/delivery</p>	
<p>4. Does the strategy/policy need to be communicated to the public/our employees or does accessing the service depend on information being communicated to the public? If yes, how will this be achieved? Consider the information we already have about how our residents prefer us to communicate with them and consider the ways that different groups of people generally find out information. How do you or how will you ensure that communication is appropriate to meet the different communication needs of different groups of people? If not relevant, go to question 5.</p>	<p>Wording on Transport for Buckinghamshire's Service Information Centre will be revised to communicate the change in strategy. County Councillors will also be briefed.</p> <p>Transport for Buckinghamshire's Service Information Centre will be used to display future night-time patrols and targeted group (bulk) lamp replacement programmes.</p>
<p>5. Is delivery of the strategy/policy or service dependent upon particular buildings, open space or mode of transport being used by the public? If yes, what facilities and transport access</p>	<p>No.</p>

<p>arrangements have been put in place to ensure that the needs of different groups of people have been addressed? See the EIA guidance notes for suggested issues that you need to think about. If not relevant, go to question 6.</p>	
<p>6. Review any processes people need to go through to be able to use the service or to benefit from the strategy/policy. For example criteria that are applied to determine eligibility for receiving the service and the completion of forms. Do these processes/criteria effectively prevent groups of people of people from using the service or benefiting from the strategy/policy? (Ideally you should be aiming to only keep those processes and criteria that are essential to implementation/delivery, for example, because they are a legal requirement.)</p>	<p>As this change in strategy will increase the level of service to a satisfactory level, across the entire network all groups should benefit without the need to review processes.</p> <p>Despite the introduction of formal night-time patrols, Transport for Buckinghamshire will continue to encourage the community across the county to report faults through the various options available including via telephone through the Contact Centre and via the internet through Transport for Buckinghamshire's Service Information Centre 'Report a Problem'.</p>
<p>7. What particular skills and knowledge will relevant staff need to ensure that the strategy/policy is properly implemented or that the service is delivered appropriately to meet people's individual needs?</p>	<p>Training will need to be provided for staff carrying out the patrols. Risk assessments, method statements and route plans would also need to be developed to cover this new activity.</p> <p>Patrols would be carried out in pairs and during the hours of darkness.</p> <p>Sufficient skills already exist within the Street Lighting Team to implement and manage this change in strategy.</p>
<p>Section D. Assessing for differential impact and discrimination</p>	
<p>Consider the answers given in questions 1 through to 7 and assess whether the strategy/policy or service results, or could result, in differential impacts on particular groups of people. Essentially you are</p>	<p>This is a county wide issue and as part of the change in strategy it is proposed that patrols will be carried out on a quarterly basis. As we will be proactively identifying faults across the entire</p>

<p>looking to identify and deal with any actual or potential unfairness, disadvantage or discrimination. (See the guidance notes for a more detailed explanation.)</p> <p>If you consider that there is a differential impact, or the potential for a differential impact, you will need to assess whether this constitutes discrimination (i.e. detrimental to a group or particular groups of people) and whether the impact is justifiable as a proportionate means of achieving a legitimate business aim. You are required to give your reasons for this.</p>	<p>network all groups should benefit equally from this change in strategy.</p> <p>However, we know from analysis of the Residents' Survey that some groups of people have tendency to report feeling more afraid to going out after dark, for example, some respondents who were disabled, women or from the South Asian communities; therefore, this change in strategy should be particularly beneficial for them.</p>
<p>if you have identified a differential impact that constitutes illegal discrimination, you are required to take action to remedy this immediately.</p> <p>If you have identified a differential impact that is justifiable or legitimate, you may need to consider what actions are necessary to mitigate its affect on particular groups of people. This arises out of the duty to promote good relations between people of different groups and is in keeping with the Council's approach to "Strong & Cohesive Communities in Bucks".</p> <p>Ensure that these actions are listed in the attached equalities improvement plan.</p> <p>If you do not have the authority to take the action required, you will need to alert the relevant service manager to your findings.</p>	
<p>Section E. Ensuring continuous improvement</p>	
<p>Questions to consider</p>	<p>The Findings</p>
<p>9. What measures will you be using to monitor the impact of the strategy/policy or service over the next three years?</p> <p>The council is committed to mainstreaming equalities, ensuring that it is integrated into our performance management frameworks and subject to continuous improvement through performance monitoring. We also have legal duties to ensure we are not discriminating against groups of people in the provision of goods, services and facilities or in our role as an employer.</p>	<p>The re-introduction of night-time patrols and group (bulk) lamp replacement will be included in the Street Lighting (T2) Business Plans from 2012/13 and performance will be monitored through the monthly TRANstat process and regular business plan reviews.</p> <p>Changes to existing key performance and management indicators will need to coincide with this policy change. Any changes would need to be robust, challenging and approved in accordance with current procedures.</p>

<p>You should only expect to carry out an equalities impact assessment every three years (unless you are introducing a significant change in the interim). You will, therefore, need to have information systems in place that will enable you to analyse and interpret information to:</p> <ul style="list-style-type: none"> • Show the numbers of particular groups using the services and what outcomes they experience • Show under-use of a service by an equalities group • Show over-use by an equalities group • Reveal discrimination • Demonstrate that services are not discriminatory • Measure the effectiveness of service changes • Identify the need for new or changed services <p>Please refer to the council's monitoring guidance (see intranet) to decide what type of monitoring is appropriate and what information you will need to gather.</p> <p>Also consider whether you need have some targeted actions with particular groups of people to address the issues identified above. Please ensure that these are listed in the attached equalities improvement plan.</p>	<p>The overall effectiveness of this change in strategy will be first reviewed in May 2013.</p>
<p>Section F. Opportunities for community cohesion or promoting good relations between different groups of people</p>	
<p>Community cohesion and equalities are priorities for Buckinghamshire County Council.</p> <p>Community cohesion is the outcome of understanding and respect between different communities and a sense of identification with a wider community. In essence it's about promoting a sense of connection, trust and belonging both within geographical communities and across groups of people. It is at risk where illegal discrimination exists, or is perceived to exist, when stereotypes and disinformation go unchallenged and where lack of knowledge about, or experience of, different groups of people leads to fearfulness and segregation.</p>	

Equalities in Buckinghamshire are at risk when we fail in our duty to provide an appropriate and professional service that takes account of the different needs of groups of people as a consequence of their colour, culture and ethnic origin, gender, disability, age, religion/belief or sexual orientation or as a result of living in a rural community, lower socio economic group or being a new group to this country and/or county (migrant worker, refugee or asylum seeker).

Questions to consider	The Findings
<p>10. Consider what opportunities and risks to the Council's community cohesion and equalities priorities could arise, for example:</p> <p>(a) Are there ways in which your service could bring different groups of people together, for example to develop future provision through consultation exercises?</p> <p>(b) Are there ways in which existing groups could interact with the service, for example, as part of ongoing monitoring of service provision?</p> <p>(c) Could the way you provide the service bring different groups of people together to use the service?</p> <p>(d) Does the way in which your service is provided have the potential to lead to resentment between different groups of people? How can you compensate for perceptions of preferential or differential treatment? Consider the role, or potential role, of the media and extremist groups when formulating your communication actions.</p> <p>(e) If the improvement plan identifies addressing a gap in the service for a particular group of people, have you also addressed the potential for perceptions of preferential treatment for the group? How will you ensure that people will understand the need for the actions proposed as a result of this impact</p>	<p>Despite the reintroduction of night-time patrols Transport for Buckinghamshire will continue to encourage the community across the county to report faults through the various options available including by telephone, email, via the internet and local representatives such as councillors.</p> <p>Once night –time patrols have been in place and TfB have returned the asset to a steady state in which it is substantially in lighting for more than 12 months, our intentions are to develop, promote and implement a Big Society idea to introduce 'community based patrols' in residential and amenity areas.</p> <p>It must be noted that this initiative is still to be developed and it is not certain whether we will receive sufficient countywide support to make it a reality.</p>

Buckinghamshire County Council - Equalities Impact Assessment Proforma

<p>assessment? Ensure that the actions you identify are put into the attached equalities improvement plan.</p>	
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EQUALITIES IMPROVEMENT PLAN

Please list all the equalities actions and targets that result from the Equalities Impact Assessment (continue on separate sheets as necessary). These also need to be integrated into the relevant service plan for mainstreaming and performance management purposes.

Equalities Targets/Actions	Officer responsible	By when
<p>The re-introduction of night-time patrols and group (bulk) lamp replacement will be included in the Street Lighting (T2) Business Plans from 2012/13 and performance will be monitored through the monthly TRANStat process and regular business plan reviews.</p> <p>Changes to existing key performance and management indicators will need to coincide with this policy change. Any changes would need to be robust, challenging and approved in accordance with current procedures.</p>	Kevin Allen	Monthly
<p>The overall effectiveness of this change in strategy will be first reviewed in May 2013</p>	Kevin Allen	May 2013
<p>Develop, promote and implement Big Society idea to introduce 'community based patrols' in residential and amenity areas.</p>	Kevin Allen	2012/13

Once the challenge process has been completed, please return the agreed Equalities Impact Assessment Form (signed by your Head of Service) and equalities improvement plan, to Angie Sarchet, Cohesion & Equalities Manager, Room 2, 5-7 Walton Street or via email to asarchet@buckscc.gov.uk and also copy to your service equalities representative (see "Equalities" on the intranet for an up to date list of service representatives).

STREET LIGHTING - NIGHT-TIME PATROL SCHEDULE

Route	Local Community Patrol Area	Members	Quarter 3 Patrol Dates Aug/Sept 2012/13	Quarter 4 Patrol Dates Jan/Feb 2012/13	Quarter 1 Patrol Dates Apr/May 2013/14	Quarter 2 Patrol Dates July/Aug 2013/14	Quarter 3 Patrol Dates Oct/Nov 2013/14	Quarter 4 Patrol Dates Jan/Feb 2013/14
1	BUCKINGHAM	Hedley Cadd, David Polhill (part), David Rowlands (part) & John Cartwright (part)	Week Commencing 10 September	Week Commencing 4 February	Week Commencing 13 May	Week Commencing 29 July	Week Commencing 4 November	Week Commencing 3 February
2	AYLESBURY NORTH WINSLOW WING & IVINGHOE	Mary Baldwin & Niknam Hussain David Rowlands, David Polhill (part), Brenda Jennings (part) & Netta Glover (part) Avril Davies, Netta Glover (part) & Brenda Jennings (part)	Week Commencing 6 August	Week Commencing 14 January	Week Commencing 15 April	Week Commencing 8 July	Week Commencing 14 October	Week Commencing 13 January
3	AYLESBURY WEST WADDESDON & HADDENHAM	Freda Roberts & Steve Kennell Michael Edmonds, Margaret Aston & John Cartwright (part)	Week Commencing 6 August	Week Commencing 7 January	Week Commencing 8 April	Week Commencing 1 July	Week Commencing 7 October	Week Commencing 6 January
4	AYLESBURY EAST AYLESBURY SOUTH EAST WENDOVER	Raj Khan & Jenny Puddefoot Chester Jones Bill Chapple & Marion Clayton	Week Commencing 13 August	Week Commencing 7 January	Week Commencing 8 April	Week Commencing 1 July	Week Commencing 7 October	Week Commencing 6 January
5	AYLESBURY SOUTH THE RISBOROUGHES THE MISSENDENS HAZLEMERE	Brian Roberts Carl Etholen, Paul Rogerson & Richard Pushman Mike Colston, Patricia Birchley (part) & David Schofield (part) David Carroll	Week Commencing 20 August	Week Commencing 21 January	Week Commencing 22 April	Week Commencing 15 July	Week Commencing 21 October	Week Commencing 20 January
6	CHESHAM	Michael Brand, Mohammed Bhatti, Patricia Birchley (part) & Noel Brown (part)	Week Commencing 3 September	Week Commencing 28 January	Week Commencing 29 April	Week Commencing 22 July	Week Commencing 28 October	Week Commencing 27 January
7	SW CHILTERNES & MARLOW	Richard Scott, Douglas Anson, Frank Downes & Robert Woollard	Week Commencing 10 September	Week Commencing 4 February	Week Commencing 13 May	Week Commencing 29 July	Week Commencing 4 November	Week Commencing 3 February
8	BOOKER, CRESSEX & SANDS CASTLEFIELD & OAKRIDGE ABBEY	Alan Hill Zahir Mohammed & Wendy Mallen Lesley Clarke	Week Commencing 6 August	Week Commencing 7 January	Week Commencing 8 April	Week Commencing 1 July	Week Commencing 7 October	Week Commencing 6 January
9	DOWNLEY & DISRAELI TERRIERS & AMERSHAM HILL	Zahir Mohammed & Wendy Mallen Valerie Letheren	Week Commencing 20 August	Week Commencing 21 January	Week Commencing 22 April	Week Commencing 15 July	Week Commencing 21 October	Week Commencing 20 January
10	BOWERDEAN, MICKLEFIELD & TOTTERIDGE RYEMEAD, TYLERS GREEN & LOUDWATER	Chaudhary Ditta & Julia Wassell David Shakespeare & Peter Cartwright	Week Commencing 13 August	Week Commencing 14 January	Week Commencing 15 April	Week Commencing 8 July 2013	Week Commencing 14 October	Week Commencing 13 January
11	BEACONSFIELD CHEPPING WYE VALLEY (SOUTH OF A40)	Adrian Busby & Peter Hardy (part) Mike Appleyard & Dave Watson	Week Commencing 3 September	Week Commencing 28 January	Week Commencing 29 April	Week Commencing 22 July	Week Commencing 28 October	Week Commencing 27 January
12	BEECHES & IVER	Dev Dhillon, Lin Hazell, Trevor Egleton, Ruth Vigor-Hedderly & Bill Lidgate (part)	Week Commencing 17 September	Week Commencing 11 February	Week Commencing 20 May	Week Commencing 5 August	Week Commencing 11 November	Week Commencing 10 February
13	AMERSHAM THE CHALFONTS GERRARDS CROSS	Martin Phillips, Steven Adams, David Schofield (part), Martin Tett (part), Timothy Butcher (part) & Noel Brown (part) Bruce Allen, Martin Tett (part) & Timothy Butcher (part) Roger Reed, Peter Hardy (part) & Bill Lidgate (part)	Week Commencing 17 September	Week Commencing 11 February	Week Commencing 20 May	Week Commencing 5 August	Week Commencing 11 November	Week Commencing 10 February

Local Community Patrol Areas have been based on existing Local Community Area and Electoral Divisions.

Buckinghamshire County Council

Visit www.buckscc.gov.uk/democracy for councillor information and email alerts for local meetings

Report to the Chesham and Chiltern Villages Local Area Forum

Title: LOCAL AREA FORUM BUDGETS 2013-14

Date: 10th April 2013

Author: Phil Dart, Service Director, Localities and Safer Communities
Tel: 01296 382398

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Electoral divisions affected: Chess Valley, Chesham East, Chesham North West, Chiltern Ridges

Summary

1. This paper describes the arrangements for the funding delegated to Local Area Forums (LAFs) in 2013-14.
2. This year, LAFs will receive the same allocation as previously. For the Chesham and Chiltern Villages LAF this is £54,584. However in subsequent years, the apportionment of the budget between LAFs may be reconsidered in the light of the local population, vulnerable individuals, the aging population, carers and other considerations as well as transportation issues.

Recommendation

3. The Chesham and Chiltern Villages LAF is recommended to note the arrangements in 2013-14 for its devolved budget as described in the report [and also note the expenditure of the allocated funding in 2012-13].

Background

4. A key element of the locality strategy is “genuine and increased influence by residents over local decisions and budgets”. LAFs play a central role in achieving this (although this is not the only mechanism for working at a more local level). The devolved budget provided to each LAF by Buckinghamshire County Council is to be used to assist the LAF in addressing local priorities.



5. Delegated budget allocation 2013/14

6. The total amount delegated by Buckinghamshire County Council to LAFs in 2013-14 is £880,000. Each LAF will receive the same apportionment of the budget as in 2012-13.
7. For the Chesham and Chiltern Villages Local Area Forum, its devolved budget for 2013-14 is £54,584.
8. The Cabinet Member is considering revising this apportionment in subsequent years in the light of the local population, vulnerable individuals, the aging population, carers and other considerations as well as transportation issues.

Management and Decision-Making of the Local Priorities Delegated Budget

9. The Local Priorities budget is to be used to commission activities to meet the local priorities identified in the Chesham and Chiltern Villages Local Area Plan to support community needs and the well-being of the area in line with the criteria below:

- **Criteria for the use of LAF budget**

10. Proposals must meet one or more of the LAF's agreed priorities or in another way address a well-evidenced community need.
11. Buckinghamshire County Council has to make the best use of its resources and so,
 - the LAF's investment must be in line with the County Council's vision http://www.buckscc.gov.uk/assets/content/bcc/docs/corporate_plan/Strategic-Plan-2013.pdf and various strategies.
 - LAF funding must not be used to fund activity or facilities which are the primary responsibility of another body (e.g. , it should not be used for activities normally funded by Parish precepts) unless it can be demonstrated that the purpose is not within that organisation's funding capability and that the LAF's contribution is an essential part of the funding package to achieve the benefit for the local community
 - the funding must be spent in line with Buckinghamshire County Council's financial orders and procurement framework.
12. Proposals must demonstrate that other sources of funding are not available or that the LAF's contribution is an essential part of a multiple funding package. Accordingly, proposals with match-funding will be prioritised unless a proposal can demonstrate that alternative funding is not available.
13. As a general rule, the budget should not be used for retrospective funding i.e. on activity which has already taken place.
14. Funding relating to the maintenance, development or operation of an asset and/or service transferring from Buckinghamshire County Council to a community group will be decided as part of the Council's transfer decision. LAF devolved budget can contribute to this transfer funding package but will not be available separately for the same or similar purposes. This arrangement will remain in place for 3 years following the transfer date.

- **Submission of proposals**

15. Proposals for Local Priorities funding can be submitted by any organisation. To ensure that sufficient information is provided for the evaluation, a proposal form is available online and also directly from the Locality Manager. LAF members who have particular ideas should raise these directly with the Lead Area Officer or Locality Manager.
16. The Locality Manager will evaluate potential proposals, whether commissioned or unsolicited, and make recommendations in due course to the LAF. In evaluating proposals, the Locality manager will also assess whether there are other funding opportunities or if 'quick wins' can be identified to enable specific proposals/issues to be resolved quickly through other means.

- **Other considerations**

17. As previously stated, the funding must be in line with Buckinghamshire County Council's financial orders and procurement framework¹. Specifically, funding must be spent on activity within the financial year for which it is allocated. For this reason; LAFs are urged to allocate their budgets as far in advance as possible as this will enable schemes to commence early in the relevant financial year once the budget is confirmed by Buckinghamshire County Council.
18. Early consideration of funding priorities and possible schemes will also enable the Locality manager to ensure compliance with the Council's procurement framework. Early allocation is especially important for engineering schemes or schemes for which additional funding needs to be raised to ensure that such schemes can be completed during the financial year that the budget relates to.
19. Allocations can be made on schemes which span 2 financial years (or more), but funding can only be assured for the current year. This should be borne in mind if making such an allocation i.e. what value can be achieved in the 1st year should funding not be available for the remainder of the scheme in subsequent years.
20. Standard conditions apply to schemes receiving LAF financial support. In addition, the Locality Manager may recommend additional conditions for specific scheme. The standard terms and conditions are:
 - a) The LAF's financial contribution may only be used for the purposes agreed by the LAF and detailed in the submissions held by Buckinghamshire County Council. Any variations must be agreed by the Head of Service and any significant changes will require reconsideration by the LAF.
 - b) Payment will be made upon invoice with proof of expenditure e.g. relevant paid invoices/receipts at completion of the scheme. (Advance or staged payments can be made by separate agreement with the County Council should this be necessary).
 - c) The LAF's support for the project must be acknowledged in relevant publicity.

¹ Compliance with BCC's procurement framework has never yet prohibited a LAF decision. However, there have occasions where either the size of a single allocation or the accumulated value of allocations to one provider from a number of LAFs has required specific action to be taken to ensure that the Council can demonstrate that it considered value for money and fair competition in implementing the LAF's advice.

- d) The funding can only be used during the financial year that it relates to. The recipient must alert the Locality Manager at the earliest possible opportunity if it is likely that the scheme expenditure is slipping from its original timetable.
- e) The recipient must provide monitoring information requested by Buckinghamshire County Council and may also be required to attend a LAF meeting to speak on the outcomes of the project.

21. The requirement in 20 d) above for schemes to alert the Locality Manager if the expenditure timetable is slipping is to enable Locality Manager to manage the devolved budget effectively. For example, if scheme slippage is notified early enough the funding can be reallocated for other purposes and, if the LAF wishes, an appropriate allocation made in the subsequent financial year for the original scheme.
22. Where appropriate, for example to allow for opportunities that require a swift decision, funding may be agreed in between LAF meetings in consultation with the Local Area Forum Chairman and the Service Director.
23. In October, in consultation with the LAF Chairman, the Service Director will take a view on the likelihood of unallocated and unspent monies being used that year. The Service Director will allocate such budget to activities that will benefit the area or elsewhere during the remainder of 2013-14.
24. As in previous years, in terms of formal decision-making, the LAFs will be advising the relevant Service Director on how to spend the devolved budget. The Service Director will implement that advice unless there is a good reason not to do so. In such an instance, a full explanation will be provided to the LAF including possible options which may allow a modified scheme to proceed.
25. The Service Director has delegated responsibility for the management of the devolved budget to the Locality Services Manager and, day to day management, to Locality Managers. Issues relating to the devolved budget or individual schemes should be raised with the relevant Locality Manager who may refer upwards if appropriate.

Transportation schemes

26. Transportation schemes are usually delivered by Transportation for Buckinghamshire (TfB). If parishes and town councils wish, they can appoint an external contractor for delivery of transportation schemes. However, TfB approval for any scheme on the public highway is required. Parish and town councils should also be aware that only contractors with the required accreditation approvals needed to work on the public highway will be permitted to undertake the works.

Local Priorities Devolved Budget funding reserve

27. There will be exceptional circumstances which cannot be accommodated within the devolved budget management framework described in this report. For this reason a funding reserve has been established for Local Priorities approved schemes which meet certain criteria. The reserve will under no circumstances be used to allow LAFs to carry forward budget accruing from miscellaneous under spends or a simple failure of the LAF to allocate its budget in good time and in line with the devolved budget management framework.

Local Priorities Budget Expenditure 2012-13

Project	Amount agreed	Date Agreed by LAF
Building Community Capacity projects in Chesham, Cholesbury and Ashley Green. Project came in under budget £5466.	8200	02/05/2012
Chesham Asian Welfare Group - Commonwealth Festival	2000	02/05/2012
Pond Park Health and Community Fair	425	02/05/2012
Rafe's Place at Chesham Youth Centre	1510	02/05/2012
Chesham Events Group - Chesham Jubilee Celebrations	2000	02/05/2012
Movers and Shakers Chesham Asian (and other BME) Men's Health and Wellbeing Project	1950	02/05/2012
Elmtree School sensory garden	2000	11/07/2012
Citizen's Advice Bureau Outreach work	3324	11/07/2012
Chesham Walkers are Welcome - Food trail	500	11/07/2012
Blue Light Course (Bucks Fire and Rescue)	1970	14/09/2012
Chesham TC - Black fencing Market Square/Culvert. Now repair of culvert.	4000	11/07/2012
Chesham TC - Fullers Close Grasscrete	15425	11/07/2012
Cholesbury PC - Oak Lane/Jenkins Lane kerbing of grass island.	2500	11/07/2012
Cholesbury PC - St Leanards Grit bin	450	11/07/2012
Chartridge PC - Cogdells Lane Grit Bin	450	11/07/2012
Cholesbury PC - Pound Lane/Stoney Lane kerbing of grass triangle	2500	11/07/2012
CDC marked crossing point across Star Yard car park	5000	10/10/2012
Grit Bin Pheasant Rise Chesham	380	10/10/2012
Total	54,584.00	

REPORT TO CHESHAM AND CHILTERN VILLAGES LOCAL AREA FORUM MEMBERS

Title: Applications for funding from the Local Priorities budget 2013 -14

Date: 10th April 2013

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Electoral divisions affected: Chess Valley, Chesham East, Chesham North West, Chiltern Ridges

Summary

1. This report relates to 17 proposals for funding from the Chesham and Chiltern Villages LAF Local Priorities devolved budget for 2013/14 which is £54,584.
2. Applications received should be evaluated against the priorities agreed by the Local Area Forum (LAF) in it's Local Area Plan. This report seeks agreement to allocate funding from the LAF's Local Priorities budget to enable the projects in section x to be implemented. Section 5 shows those projects already funded this financial year, leaving a remaining budget of **£49,084** to be allocated.

Recommendations

3. **Members of the Chesham and Chiltern Villages Local Area Forum are invited to agree that:**
 - 1) **funding from the Local Priorities budget be allocated to the projects listed in section 4 below for the amounts recommended and to note that three projects have not been selected for funding;**
 - 2) **TfB projects that have not been priced up yet are deferred to the 2014/15 financial year so as not to delay the allocation of this year's budget.**



INVESTOR IN PEOPLE



4. The projects and amounts involved are as follows:

Project	Amount requested.	Amount recommended
"Better" Chesham community activities for all.	5386	5386
Chesham Community Hub - ChAP	3000	3000
Chartridge PC. Resurfacing at the top of Old Sax Lane. Pot holes are significant and on the increase. Agreed last year that we would fund this project this year. TfB score 2.3	18500	18500
Chartridge PC. Resurfacing of the upper part of Buslins Lane - pot holes are significant to the point of damaging to vehicles. TfB score 2.3.	16500	0
Chartridge PC. Resurfacing of the footpath in Chartridge between The Bell and Westdean Lane - the surface is very poor, making safe use by small children on cycles and push chairs an issue	Information not yet available	0
Chesham TC. Parking Review (1 st priority)	5357.26	5357
Chesham TC. Moveable VAS (2 nd priority)	1800	0
Chesham TC. Grasscreting Blackhorse Avenue, Waterside (3 rd priority) TfB Score 2.3	3100	0
Chesham TC. Skatepark Lowndes Park	5000	5000
Cholesbury PC. Conservation work to rescue the surface at the Pound Lane end of the right of way known variously as Berkhamsted Lane/Parsonage Lane/Hill Farm Road. It runs from Pound Lane to opposite Hog Lane on the Wiggington/Chesham road. The lower end of this lane has been extremely badly damaged by traffic water erosion over the last few years and is very difficult to traverse.	Information not yet available	0
Cholesbury PC. Kerbing the grass triangle at Nut Hazel Cross to prevent further deterioration. TfB score 1.9	2500	2500
Community Transport Project with Dial-a-Ride	1000-2000	1741
Directory for Older People - CDC	500	500
Chesham Youth Summer Project - CDC	2000	2000
Asheridge Vale Family Fun Day - CDC	300	300
Rafe's Place Summer festival	4300	4300
Cholesbury cricket activities and facilities	500	500
Total		49084

5. Projects already funded by the Local Area Forum this financial year are:

Project	Amount awarded
The U Project, Chesham	5000

Waterside Urban Street Art Project	500
TOTAL	5500

Background

“Better” Chesham community activities for all.

6.. “GLL Better” wish to provide a package of new activity based on community consultation. The package is as follows:

- 1) Multi Sports for children at Little Spring School ;
- 2) Tai Chi in Pond Park;
- 3) Tai Chi at Chesham Leisure Centre;
- 4) Family activities to help improve parent skills – Chesham Leisure Centre.

7. Little Spring School has requested more after-school opportunities for children living in Pond Park. The Pond Park Older People’s Group currently offer drop-in sessions (knit and natter) but have said they would like exercise opportunities within Pond Park. At Chesham Leisure Centre, people currently engaged on the Exercise Referral Programme (recovering from major health problems, such as heart attack) need an exercise route once they leave the Exercise Referral Programme. This session will enable them to continue exercising in a safe environment with specialist staff. Families in Chesham who were consulted at a Family Fun Day at Chesham Leisure Centre asked for inclusive parent and child activities, enabling them to spend more time with their children, learning new skills together.

8. The cost breakdown is:

Item or activity	Cost	Amount requested from the LAF
Multi-sports for young people	£1145	£995
Tai Chi Pond Park – older people	£1234	£394
Tai Chi Chesham Leisure centre – major health problems	£3964.75	£1927.25
Family activities at the leisure centre	£4556.25	£2070

Total	£10900	£5386.25
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9. In terms of meeting the local priorities, this project meets the aims of the Chesham Community Wellbeing project in terms of enhancing health and wellbeing in areas of deprivation. It has been put together to specifically meet community need.

10. Matched funding of £5513.75 has been applied for as follows:

Funding source	Amount	Outcome
FEES from all projects	£2587.50	pending
Pond Park community association	£150	£150
Paradigm community engagement fund	£500	pending
Better leisure provider	£1976.25	£1976.25
Chesham Action Partnership revitalisation group (CHAP)	£300	pending
Total amount:	£5513.75	

11. I recommend that his project receives funding of £5386.

Chesham Community Hub – ChAP

12. Chesham Community Hub will comprise of the following functions: Volunteer centre and contact point; Connected media hub including internet radio; Studio and meeting facilities; Incubator for new retail businesses with emphasis on young enterprise; Elgiva box office; Potential contact point for community associations; tourist information point. While set-up costs are expected to be grant based, the project plans to be self-funding in the long term through revenue from the incubator, box office and a major retailer kiosk (i.e. Amazon, MS or Debenhams). The project is still in the planning stage, and this request for funding of £3,000 is for professional fees related to setting up a social enterprise and leasing property, i.e. legal and accounts.

13. In terms of meeting the local priorities, this project meets the following two priorities:

- Support the local economy and employment particularly by developing Chesham and the Villages as a centre for Arts & Creative Industries; Conferences & Events; Hospitality/Local Foods/Gastropubs.
- Reduce the social isolation of the Asian Community in order to increase their capacity to improve the health and wellbeing of all members of their community.

14. It meets the later priority because the project is inclusive of all parts of the community and the media hub will rely on the Asian community providing a significant amount to content. The Mosque will be invited to promote the incubator and sponsor candidates.

15. The project is working with ChAP, Chesham Society, Elgiva, CTC, CDC, Chesham Chamber, U Project, Bucks Examiner. These organisations are working together to give the project the breadth it needs to fulfil the brief of providing a facility that meets the needs of the wider community.

16. Due to the above, I recommend that this project receives the funding applied for.

Chesham Town Council - Chesham Parking Review

17. Chesham Town Council has been liaising with the BCC Parking team to tackle parking issues in the town centre. Jacobs Compass is proposing to undertake a comprehensive parking review and survey. The question of lack of on-street parking has been identified as the number one issue for residents by CTC Members. Residents have complained not just about safety issues but about the general lack of parking near their properties. The review will rationalise these issues and suggest ways of addressing the problems.

18. Costs

Item or activity	Cost	Amount requested from the LAF
Parking Review undertaken by Jacobs Compass	£10,357.26	£5,357.26

19. In terms of meeting the local priorities, this project directly meets the following priority:

- “Improve highways and road safety” because it will tackle the problems of dangerous and hazardous parking around the town which affects vision splays and results in parking on pavements.

20. The project has matched funding of £5,000 from Chesham Town Council.

21. Due to the above and this project being the top priority for the Town Council, I recommend the project receives funding of £5357.

Skatepark Lowndes Park - Chesham Town Council

22. This application is for funding towards a new skatepark to be located in the centre of Lowndes Park. The current skatepark is coming to end of its natural life. Moreover the current location has a noise abatement notice on it severely restricting its usage as well as causing disturbance to local residents.

23. The costs are:

Item or activity	Cost	Amount requested from the LAF
Skatepark construction	£55,000	£5,000
Total	£55,000	£5,000

24. In terms of meeting the local priorities, this project directly meets the following priority:

- Reduce Anti Social Behaviour through initiatives which involve young people in sporting, recreational, performance or creative activities or programmes designed for 'crime diversion' .

25. It has matched funding as follows:

Funding source	Amount	Outcome
Chesham Town Council	£40,000	AGREED
Lottery Awards for All	£10,000	To be approached once final tenders received by 8 th March
Total amount:	£50,000	£40,000

26. The project has been planned in consultation with Thames Valley Police, CDC Planning, CDC Community Safety team, Friends of Lowndes Park and Chesham Youth Council.

27. Due to the above, I recommend that this project receives the funding applied for.

Community Transport Project with Dial-a-Ride

28. This project is still at the ideas stage but will be worked up in the next few weeks. The initial thoughts are to have dial-a-ride buses operating through the Chiltern Villages offering transport to GPs, shopping events, social activities, etc. The request for £1000-2000 is seed funding to enable dial-a-ride to test demand for different concepts by piloting a few ideas and getting feedback. This will involve the use of a vehicle and driver over a limited period.

29. This project is being developed to directly meet the local priority:

- Develop community transport schemes to improve access to facilities and services for vulnerable or older age residents in rural areas.

30. Once consultation has taken place and there is evidence of demand, then dial-a-ride will seek further funding from other sources.

31. For the above reasons, I recommend the project receives £1741 which is a residual figure after all the other projects applications have been funded at the recommended amounts.

Directory for Older People – CDC

32. This project is about developing a Directory of Older Peoples Services. It has been identified within the Chesham Building Community Capacity meetings and by OPAG that a printed directory is required for older people living in and around Chesham (including rural areas). The directory will contain all information on services and activities available to people over the age of sixty. The directory will be in printed format and also available on a website.

33. Within the directory there will be a section on “Preventing Falls” – who to contact, what to do if people do fall and how to keep active to prevent falls, along with details on the Falls Prevention schemes running at the leisure centres, and community activities for older people. In Bucks, over 30,000 people over the age of 60 fall, with the majority of people who live in Chiltern and South Bucks falling. The directory will also contain a section on community transport schemes.

34. Costs

Project Officer	£500	(researching organisations and activities)
Printing Costs	£300	
Distribution	£ 50	
Marketing – adverts etc	<u>£ 50</u>	
Total	£ 900	

The amount applied for is £500.

35. In terms of meeting the local priorities, this project contributes to the following two priorities:

- “Contribute towards the priorities identified for the Chesham Community Wellbeing Project which aims to tackle deprivation and increase the wellbeing of the Chesham community. “
- “Develop community transport schemes to improve access to facilities and services for vulnerable or older age residents in rural areas.”

36. The project will approach Paradigm Housing and Bucks Community Foundation for the rest of the funding.

37. The project has come about because agencies working with older and vulnerable people have identified a community need for it.

38. For the above reasons I am recommending the project is awarded the £500 requested.

Chesham Youth Summer Project – CDC

39. CDC community & community safety teams are developing with partners a range of activities for young people 11 - 17 years old, living in key neighbourhoods during the school summer holidays. The aim will be to target especially disaffected and vulnerable youths, and to provide them with positive activities during which they can learn new skills & participate in sports and arts activities. Partners in the project will be the local community associations in Pond Park, Waterside, Asheridge Vale & Lowndes; GLL & Chiltern Arts Network.

Costs.

40. Provisional budget £3000. Application to the LAF is for £2000 to cover coaches & instructors, pitch hire, equipment and transport (for trips out).

41. In terms of meeting the local priorities, this project contributes to the following three priorities:

- Reduce Anti Social Behaviour through initiatives which involve young people in sporting, recreational, performance or creative activities or programmes designed for 'crime diversion'
- Reduce the social isolation of the Asian Community in order to increase their capacity to improve the health and wellbeing of all members of their community.
- Chesham Community Wellbeing Project: IMD 7 Crime.

42. Partnership funding is to be secured from CDC, Paradigm, ChAP, Bucks Community Foundation and Thames Valley Police.

43. Due to the above reasons, I recommend that this project receives the funding applied for.

Asheridge Vale Family Fun Day – CDC

44. This project is a Family Fun Day in the area of Deansway, Wallington Road, Benham Close and Dellfield in Chesham' Asheridge Vale area. Date of Event: August 2013. This event will be held in the heart of the community which has a significant Asian population and will incorporate an 'information market place' where residents can find out information about recycling, diet, exercise, smoking cessation, alcohol consumption advice, energy advice, home / personal safety advice, children's services (Surestart) and more. Paradigm Housing will also be present (about 90% of the estate is Paradigm Housing), enabling people to report housing problems and repairs. Sports and games activities will be provided.

45. Although the Fun Day will disseminate information to local residents and provide fun activities, it's main aim is to bring the community together; something that residents do not feel currently exists. It will also enable consultation to take place with residents to find out what ongoing activities they may wish to pursue and also promote involvement in the Community Association.

46. The total cost of the project is £600. Funding of £300 is sought towards the cost of family activities and refreshments.

47. In terms of meeting the local priorities, this project directly contributes to the Chesham Community Wellbeing Project and also to "reducing the social isolation of the Asian Community in order to increase their capacity to improve the health and wellbeing of all members of their community."

48. Matched funding will be sought from Paradigm Housing.

49. This will be a partnership project between Asheridge Vale & Lowndes Park Community Association, Chiltern District Council, Thames Valley Police, Bucks Fire & Rescue, Paradigm Housing and Bucks County Council.

50. I strongly recommend that the project receives the £300 requested.

Rafe's Place "Day in the Park" Summer festival

51. This event is planned for Saturday 14th September in Lowndes Park, Chesham. Traditionally this is a cultural highlight for the town's calendar for children, young people and their families. It brings them together at the end of the summer holidays, gives them a focus and launching pad for the new school term, and for young people embarking on a new career, college or university.

52. The programme this year will include performances of music & youth culture and a market. Bands and musicians will have been auditioned from "open mic" events held in youth clubs over the summer. New features for the festival this year will be a youth market place with information stalls & displays from youth related service providers, local employers, charities and appropriate community organisations. Young entrepreneurs will be especially supported. Publicity will provide information about free & subsidised transport to the event from the outlying villages.

Costs

53. Provisional Budget £8000. Application to the LAF is for £4300 to cover site infrastructure (eg staging, sound, lighting, health & safety regulations); publicity, marquees, insurance and licenses.

54. In terms of meeting the local priorities, this project contributes to the following three priorities:

- Reduce Anti Social Behaviour through initiatives which involve young people in sporting, recreational, performance or creative activities or programmes designed for 'crime diversion'
- Reduce the social isolation of the Asian Community in order to increase their capacity to improve the health and wellbeing of all members of their community.
- Chesham Community Wellbeing Project through the provision of advice and information.

55. Partnership funding is to be secured from: CDC, ChAP, Chesham Town Council, Bucks Community Foundation, Awards for All. (NB. additional funding of £1000 is required for the local youth club auditions and will be subject to bids to Amersham Action Group, Great Missenden Revitalisation Group and Amersham LAF).

56. Local community youth clubs will be involved in the event.

57. This will be a major community event in the centre of Chesham and a prime opportunity to take information and advice to a captive audience. I recommend that the LAF helps to fund the event with a contribution of £4,300.

Cholesbury cricket activities and facilities

58. The Cricket Club in Cholesbury is increasing in popularity and needs to expand it's facilities to accommodate the rising number of families attending the club. Young people attending come not only from Cholesbury but from Chesham as well.

59. This application for £500 is to increase the locker space so that more users can be accommodated.

60. In terms of meeting the local priorities, this project contributes to the following priority:

- Enhance a sense of community in a village or contribute to the sustainability of village life eg. facilities in a village hall, keeping open a local shop or pub.

61. To assist in the growth of this very popular local facility, I recommend the project receives this small amount of funding.

- **Report ends** -

