

## **ACTION NOTES**

<b>MEETING:</b>	<b>Waddesdon Local Area Forum</b>
<b>DATE:</b>	<b>17 December 2008 7.00 pm to 8.26 pm</b>
<b>LOCATION</b>	<b>Westcott Cricket Club</b>

<b>Present:</b>	B Clapp (Westcott Parish Council), Michael Edmonds (Bucks County Council) (Chairman), Paul Jackman (Grendon Underwood Parish Council), Ian Metherell (Marsh Gibbon Parish Council), Kevin Nash (Ashendon Parish Council) and Mr N Payne (Woodham Parish Council)
<b>In Attendance:</b>	Nic Brennan, Ann-Marie Davies, Janette Eustace, Madeleine Howe, Antony Hurd, Katy MacDonald, Ruth Millard (Edgcott), Penny Parkin, Bryn Scott, David Smith and Chris Williams
<b>Apologies:</b>	John Cartwright, Joanne Loftus, Margaret Morgan-Owen, Jackie Phipps, Susan Polhill, Mr G B Rowles and Peter Stray

Item	ISSUES RAISED
<b>1</b>	<p><b>APOLOGIES FOR ABSENCE / CHANGES IN MEMBERSHIP</b></p> <p>Apologies were received from Elaine Bedford, John Cartwright, Joanne Loftus, Margaret Morgan-Owen, Jackie Phipps, Geoffrey Rowles, Peter Stray and David Vick.</p>
<b>2</b>	<p><b>DECLARATIONS OF INTEREST</b></p> <p>There were no declarations of interest.</p>
<b>3</b>	<p><b>ACTION NOTES</b></p> <p>The notes from the meeting on 24 September 2008 were confirmed.</p>
<b>4</b>	<p><b>QUESTION TIME</b></p> <p><b>Michael Rand from Ashendon Parish Council submitted a written question regarding the weight limit on C66.</b></p> <p>Ann-Marie Davies said that a formal response was ready however a last minute incorrect interpretation of the figures was noticed. The formal response will be emailed to members and attached to the minutes.</p> <p><b>A member enquired about the Waddesdon newsletter, asking who sends it out, who receives it and when will the next issue be available.</b></p> <p>The member was advised that All Parish Councils receive a copy and that copies are also available on the mobile library.</p> <p><b>The representative for Ludgershall PC said that two signs had been put up to say that the Railway Bridge in Ludgershall is now subject to a 7.5 ton weight limit. The Member enquired where the vehicles will turn and where will they be re - directed to go.</b></p> <p>David Smith, Local Area Technician advised that he hasn't seen the designated route but said he assumes the idea is that vehicles will use the A41 instead of the villages.</p>

	<p><b>The Member asked if forewarning signs would be put up on the A41 informing drivers of the weight restriction.</b></p> <p>David Smith said he assumes they will be put up. He advised the Forum that he will ensure the views of the Forum are feedback.</p>
<p><b>5</b></p>	<p><b>PETITIONS</b></p> <p>There were no petitions.</p>
<p><b>6</b></p>	<p><b>NAG UPDATE</b></p> <p>Police Sergeant Bryn Scott and PSCO Antony Hurd from the Neighbourhood Policing Team attended the meeting and provided an update.</p> <p>The main points were as follows:</p> <ul style="list-style-type: none"> <li>• The Police patrol has been increased in relation to the speed offences in Station Road, Quanton.</li> <li>• Communication with the school in Quanton has been ongoing and there have been no complaints made regarding parking.</li> <li>• SID's are currently being used.</li> <li>• PCSOs are using graffiti kits to remove graffiti at Quanton Skate Park and the football pavilion in Waddesdon.</li> </ul> <p>A member commented that the idea of the Skate Park was to be a fun place for young people and that young people were permitted to write on the Skate wall. The Officers informed members that graffiti which is offensive such as use of bad language will be removed.</p> <p>The Officers were asked whether there would be any merit in the Local Area technician attending the Police surgeries which have been set up. They said that the technician would be welcome to attend but highlighted that the surgeries are held on Sundays.</p> <p>A representative for Westcott asked the Officers where the graffiti was in Westcott, as this was discussed at the Westcott Parish Council meeting and the Parish Councillors believed the description of the graffiti to be overstated. The Officers said they would discuss with Gareth Morley to confirm.</p>
<p><b>7</b></p>	<p><b>BUCKS 50+</b></p> <p>A presentation was given by Lynne Kuschel MBE for the Bucks 50+ Forum and covered the following issues:</p> <ul style="list-style-type: none"> <li>• The Bucks 50+ Forum (BFPF) is the coordinating body of Action Groups around the county of Buckinghamshire.</li> <li>• BFPF aims to ensure that the voices of older people are heard and that they influence the way in which services are planned and delivered.</li> <li>• BFPF have got involved in discussions regarding transport links and post office closures.</li> <li>• There is a wide range of people who get involved with Action groups.</li> <li>• The size of the membership of the groups vary. Some have 5/6 whilst others have 60-80.</li> </ul>

Members asked the following questions:

**Is there support to set a group up?**

Lynne Kuschel advised that she offers support to people wanting to start a group and would like to hear from interested individuals who would like to be included on the BFPF mailing list.

**If an Action Group is set up for a particular purpose, is funding available?**

Organisations such as The Buckinghamshire Community Foundation may be able to provide grants to small groups and Lynne Kuschel commented that she would like these grants to be accessed more.

**How did you agree the starting age of 50 for the Forum.**

The Forum was previously named The Buckinghamshire Older Peoples Forum, but members disliked the name and agreed to the name change.

They agreed that Bucks 50+ Forum was more indicative of their membership.

**8 EXTENDED SERVICES**

Nic Brennan, the Extended Services Co-ordinator for Buckingham gave a presentation on Extended Services in Buckinghamshire.

Nic Brennan explained that he covers the Buckingham, Winslow and Waddesdon areas and he has been in the post since the beginning of September and he is initially in post for 1 year. He said that he has visited 26 schools since he started and had some concerns about what he found. He explained that the development of Extended Services in Schools is the key driver in the government's "Every Child Matters" initiative. The core offering is as follows:

- Quality childcare and a varied menu of activities
- Parenting Support
- Swift and Easy Access
- Community Access.

The role of the co-ordinator is to oversee the development of Extended Services in their area and to facilitate the partnership working of schools, external agencies and partners in undertaking community consultation and needs analysis before supporting the implementation of projects and activities.

Nic Brennan explained that his role involves liaising with schools, encouraging them to ensure they are making best use of their resources and supporting schools to achieve their key outcomes. The key outcomes for the primary sector include providing wrap around care for 40 weeks of the year and for Secondary schools 50 weeks including breakfast clubs where appropriate.

He highlighted that childcare is a major issue which is linked to transport. He said that if adequate transport is not provided, the children will not be able to take part in activities provided. One of the major challenges will be to ensure that extended services are accessible to all.

He explained that there is a budget of £1 million, which has been ring-fenced, to develop activities for all ages. Sustainability of the activity will be key when the applications are reviewed and asked members to email him with any ideas they may have for Extending Services.

Members asked the following questions:

**Extended Services do not appear popular with teaching staff without receiving extra funding – how can you tackle this?**

Nic Brennan advised that part of the process is about bringing in other people and organisations to deliver the services. He informed members that he is currently looking to develop a cluster model. This would mean one school would provide a breakfast club whilst another would provide afternoon activities. However transport issues remain a challenge to this proposed model.

**Is 1 million pounds for Capital Expenditure?**

That funding is for operating costs across the County.

**Is it a requirement of Government to provide Extended Services?**

Yes.

**Would it be possible to look at case studies and for you to share some of your examples?**

Nic Brennan advised that he would send some web links to Madeleine Howe/Katy Macdonald to include in the minutes.

**Is it just school buildings which are being looked at to provide services?**

All Community buildings/provisions should be explored.

**Is there any current obligation on schools?**

There is no obligation at present, but it is part of OFSTED and may form part of schools Community Cohesion Policy.

His email address is [nmbrennan@buckscc.gov.uk](mailto:nmbrennan@buckscc.gov.uk)

Nic Brennan was thanked for his informative presentation.

Web links:

<http://www.teachernet.gov.uk/wholeschool/extendedschools/>

<http://www.tda.gov.uk/remodelling/extendedschools.aspx>

<http://www.tda.gov.uk/remodelling/extendedschools/esresources/casestudies.aspx>

Ann-Marie Davies provided an overview of Traffic Calming Measures including Vehicle activated signs and village gateways.

The main points were as follows:

- Every form of traffic calming will have associated pros and cons that need to be considered before a measure is agreed.
- When considering a scheme it is important to determine the purpose for which a scheme is intended before any choice of measure is made.
- Each request is considered on its own merits.
- BCC Policy on Traffic calming measures. These are usually considered where there is either:-
  - A *demonstrable* safety problem with a record of personal injury collisions and inappropriate speed.
  - A *perceived* safety problem where people feel threatened by speed, volume and/or type of traffic
  - The area concerned is *considered* unsuitable for the type/volume of traffic passing through it.
  - Vehicle domination of street space, which can significantly *diminish* the quality of life for residents, shoppers and traders.
- Guidance for all potential schemes should include traffic data, number of accesses, properties and junctions. Role of the road e.g. normal load, emergency or bus route.
- Traffic calming schemes are required by law to be consulted upon.
- Consultees would include Emergency Services, parishes and the public.
- Potential knock on effects of traffic calming include:
  - Lighting – If measure changes layout of road, adequate lighting is required.
  - Utilities – If measure requires work below ground level, utility companies are contacted for plans showing cables/pipelines.
  - Safety Audits – all schemes which affect public highway should be should be considered for safety audit.
  - Post Monitoring – this includes impacts on the environment and post-monitoring of crashes or speed.
- Traffic Calming measures include: Temporary Speed Indicator Devices, Permanent signs and removal of signs, road markings, Dragons teeth and gates, different road surfacing, mini-roundabouts, waiting restrictions, vehicle activated signs, road narrowings, islands, road humps and community speedwatch.
- Gateways
  - Generally used in rural to more popular areas
  - Gateway designs must be collapsible in the event of a collision.
  - Typical cost £1100 per gateway
  - Increases driver awareness
  - Defines village boundary
- Vehicle Activated Signs
  - Signs are advisory
  - Typical cost £4500- £7500 per unit
  - High Demand

A member asked if Parish Councils would be able to design their own gates. David Smith said PCs are allowed to design their own gates but this would have to comply with BCC Policy such as to be collapsible on impact. Local installation however is not permitted.

	<p>A discussion then ensued about salting the roads. A member asked if BCC would re-consider the roads which are salted as there had been a recent incident with a school bus going into a ditch and requested that the A41 from Brill through the High Street be salted. David Smith advised that the criterion used in deciding which roads are salted includes: Speed of vehicles, gradient of road, whether any school buses use the road, any previous collisions and the sharpness of bends. He said that the winter maintenance review team had recently carried out a review in the area and that the only criteria this road met was the fact that a school bus used the road and that as there had not been any collisions due to Ice the road did not meet the criteria.</p> <p>A member said that all roads which have school buses which use them should be salted. David Smith advised that BCC do not have to salt roads provided they publish the fact. However there is a set budget and criteria used and in Buckinghamshire 40% of roads are in fact are salted. Salting usually occurs at approx 4am and 7pm with the main roads being salted first. A member asked if there was a system in place for the public to be aware regarding what roads are salted. David Smith provided members with a booklet – ‘Safer Winter Driving 2008/2009’ and informed members that the salting routes were detailed in the booklet. He also informed members that the routes should be on the website <a href="http://www.buckscc.gov.uk/winterdriving">www.buckscc.gov.uk/winterdriving</a></p> <p>Quainton Parish Council said that after the last Waddesdon LAF meeting they asked other Parish Councils if they would like to share the cost of purchasing a SID which cost approx £2-2500. If any Parish Councils are interested could they please contact Quainton.</p> <p>David Smith said that Transportation had a SID device which is available at a cost for £200 for two weeks.</p>
<p><b>10</b></p>	<p><b>DELEGATED BUDGET</b></p> <p>Ann-Marie Davis advised Members that the Delegated Budget for Waddesdon was for £13,500 and that to date she had received four bids. Members were asked to note that the closing date for bids is the end of December. Ann-Marie Davies said that she would let all Parishes know who had made a bid and for what purpose. She will bring the bids to the next LAF meeting for Members to decide what bids would be successful.</p> <p><b>Action: Ann-Marie Davies to inform Parishes of bids made.</b></p> <p>A Member asked what the mechanism was for making an application. Ann-Marie Davis advised that an email to her explaining what the bid was for and how much money was needed would be suffice.</p>
<p><b>11</b></p>	<p><b>ITEMS OF INTEREST</b></p> <p>Members were invited to note the Items of interest and informed that links to websites were provided for those who required more detailed information.</p> <p style="text-align: right;"><b>NOTED by Members</b></p> <p>Members were invited to note that Joanne Loftus, Customer Relations Manager for Vale of Aylesbury Housing Trust will be doing a walkabout in Waddesdon on January 8 2009 between 10am – 2pm and if anyone from the Forum would like to attend they would be most welcome.</p> <p style="text-align: right;"><b>NOTED by Members</b></p>

Madeleine Howe informed Members that a local Social Care Surgery will be held at Quinton Memorial Hall on 20 January 2009 between 11am and 12.30pm. The Surgery will enable residents of the local area to 'drop in' for advice and guidance on services provided by Adult Social Care and the local voluntary organisations. The Surgeries are also working in close partnership with Thames Valley Police and a local PCSO will also be attending to provide crime prevention and reduction advice. The Local Area Technician from the Highways department will also be available to discuss issues relating to the roads in the local area.

**NOTED by Members**

**12 DATE OF NEXT AND FUTURE MEETINGS**

**The meeting dates for Waddesdon LAF need to be rescheduled.**

18 March Cancelled – new proposed date 19 March venue tbc

17 June Cancelled – new proposed date 18 June venue tbc

16 Sept Cancelled – new proposed dates of 23/24 Sept venue tbc

**16 December, Grendon Underwood Combined School – dates remains unchanged.**





From: Michael Rand Ashendon

**With the increase in traffic to and from Westcott Venture Park, we as a Parish feel there should be a weight limit imposed on the C66. Can the Parish please have one?**

**We would like to see the new permanent access opened up to the north of Westcott for all the Venture Park traffic?**

#### **Comment from Ashley Riddell**

Please find attached the last count we have at the junction of the A41 and the C66, and two-way history files of all motor vehicles and HGV's at Cannons Hill Crossroads.

The data shows that HGV flows are pretty static.

All motor vehicles actually show an increase of just over 9% entering the Cannons hill junction, but the C66 Ashendon side fell in 2008.

The next time a count is scheduled is March subject to the Built Environment contract and Funding levels etc.

Ashendon's problems with HGV's is not dissimilar to many other rural villages in the County and until we have a countywide strategy it is difficult to prioritise the limited resources we have, both staff and financial.

I have a concern as to HGV restrictions in the area. With banning HGV movements on the C66, you then put more onus on the C57 through Upper Winchendon and Waddesdon, or the C64 and C3 through Easington, Chilton, Dorton, Wotton and Kingswood if drivers are forced to seek alternative routings to Westcott of which no route is of any better standard than the C66.

HGV's are a limited problem in Chilton presently, but as the whole area is predominately a farming area, most of the farms are serviced by the 'necessary' lorries. In my opinion the bigger, wider and heavier farm vehicles are more to blame for the appalling state of village roads, than the very low level of HGV's seen! Banning traffic on one road will just push the problem elsewhere. Rural life would not exist without the Lorry, but common sense does need to play its part.

#### **Comment from Louise Whitney on County progress on a Freight Strategy**

Buckinghamshire County Council, through its Second Local Transport Plan, has committed itself to developing a freight strategy to manage HGV's travelling around the county.

The freight strategy is being developed in line with Network Hierarchy work making sure we identify the strategic routes that are appropriate for all types of vehicles to travel and that within our maintenance of the road network, roads are identified to take heavier vehicles. This will assist in measuring where and why freight movements occur on the network i.e. local traffic generated by local business/demand or cross county traffic and developing strategies for routes and locations to mitigate this appropriately.

The number of true HGV's 12 tonne to 44 tonne is generally declining across the county. There is an increase in Light Goods Vehicles (LGV's) and large white vans. This is argued to be because of changes in the distribution patterns with raw materials being transport by large HGV's and finished goods being distributed in LGV's. However we still want to manage the proportion of HGV's entering the county as these are seen to impact on the rural areas such as Ashendon and Westcott and are noticed more by residents due to the size, noise and vibration caused. Statistics for domestic freight moved nationally by commodity in 2007 show that agricultural products and live animals provide 7% of freight moved, foodstuffs and animal fodder provide 23% of freight moved and fertilisers provide 1 % of freight moved. As such freight is an important part of daily life, even in rural parts of the county.

Buckinghamshire County Council's main aim is to keep vehicles on the most appropriate routes. However, the County Council has very limited influence on freight operators and routing of the vehicles. The use of Sat Nav by HGV drivers can also lead to problems. Buckinghamshire County Council has done some work with the Sat Nav companies to prevent HGV's using inappropriate roads however this does depend on particular types of software being used that can adapt the routes being used to the size/weight of vehicle, which some companies do not employ.

Any concerns related to freight, particularly local and operational issues, are investigated and dealt with by the Area Traffic Management teams whilst the wider strategy issues will be dealt by the Transport Policy & Strategy team as they develop a formal freight strategy.

### **Weight restrictions**

Where the weight limit is being applied for structural reasons, the people maintaining the structure will assess the structure and if found to be weak, will calculate the safe working load which the structure can carry. On most roads access by HGVs will always be required for delivery wagons to local shops, refuse vehicles, skip wagons to residential properties and to service local businesses. By imposing a weight limit, many people would be affected, and local businesses and shops could suffer. In some areas, an "except for access" clause has been built into the Traffic Regulation Order, but this is totally reliant upon enforcement and it is almost impossible to distinguish between local HGVs and HGVs using it as a through route. As a consequence, environmental weight limits are seldom used unless there is an acceptable diversion route and there are no local businesses or shops in the restricted area.

Thames Valley Police enforce weight restrictions. However, the Police have limited resources to enforce this type of restriction. Restrictions with "except for access" clauses quickly fall into disrepute and are notoriously difficult to enforce. However these are needed to permit HGV access to local shops, businesses, residential properties for deliveries/removals, farm deliveries etc. For this reason, enforcement commands a low priority and therefore, where possible, physical measures should be introduced to prevent any abuse of the restrictions, the installation of signs alone are wholly ineffective. Restrictions will not be used if there is no suitable alternative route for the displaced traffic.

### **Comment from Ian Marshall on Planning arrangements**

BCC will be seeking to secure a suitable HGV routing agreement with the Bioganix applicant where traffic will be expected to arrive and depart via the A41, subject to

capacity assessment and any highway improvements that may be necessary. We will also consider HGV routing as part of the forthcoming application for the redevelopment of the solids area within Westcott Venture Park.

In addition to the above, goods vehicle routing is something that will be considered as part of any planning application in this area that has the potential to result in an increase in goods vehicle movements. The most appropriate way of securing routes that are agreed will of course be considered and as part of this process additional weight restrictions could be identified where they are appropriate and necessary.

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### **Background to Ashendon letter**

BCC recently installed 'Unsuitable for HGV Signs' at Winchendon crossroads where the C66 leads through Ashendon to the Westcott Venture Park. There has been a decrease in HGV's but insufficient not to cause disruption and hold-ups when large lorries pass through the village especially when two meet head-on. You may be aware that in places two cars cannot pass, let alone two lorries, or even one lorry and a car.

Westcott Venture Park has recently seen several Planning Applications;

1. A new Warehouse with proposed parking for 18 lorries
2. An oil distribution depot relocating from Long Crendon.
3. A tower crane storage depot.
4. Open storage for piling and drilling rigs.
5. The current application for the in-vessel composting unit.

All of these applications will not only increase the amount of traffic movements, but as you can imagine will be predominantly HGV's. As a result, Ashendon is becoming very concerned for the future disruption and inconvenience, not to mention safety. Hence the request for a weight limit on the C66.

Finally, the In-vessel composting application, which was made by Biogranix plc. Proposing that the present temporary gateway to the north of Westcott will be used for their permanent access. Ashendon Parish Council is concerned that all of these traffic movements will not be added to the movements recorded through the existing main gate the opposite end of Westcott and would therefore detract from the trigger level when a new permanent access for the complete Venture Park will have to be constructed on or near the A41 north of Westcott.

With all this newly generated traffic Ashendon Parish Council and, we are sure Westcott Parish Council would not object, would like to see the new permanent access opened up to the north of Westcott for all the Venture Park traffic, especially as the majority of the newly generated traffic will be HGV's.

This would enable a weight limit to be imposed on the C66 through both Westcott and Ashendon.

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