



## Amersham Community Board agenda

Date: Thursday 18 February 2021

Time: 7.00 pm

Venue: MS Teams Meeting

**Please note that this meeting will be recorded and will subsequently be circulated to view via the Buckinghamshire Council website.**

Agenda Item	Page No
<b>1 Chairman's Welcome and Introduction</b> To be presented by the Chairman	
<b>2 Apologies for absence</b>	
<b>3 Declarations of interest</b> To disclose any personal or disclosable pecuniary interests.	
<b>4 Minutes of the last meeting</b> To agree the minutes of the meeting held on 04 November 2020.	<b>3 - 4</b>
<b>5 Petitions Received</b> <ul style="list-style-type: none"><li>• A355 Speed Limit</li><li>• Magpie Lane Speed Limit</li><li>• Coleshill Weight Restriction</li></ul>	<b>5 - 20</b>
<b>6 Neighbourhood Matters</b> Questions from members of the public to be submitted in advance of the meeting to Amersham@Buckinghamshire.gov.uk.	
<b>7 Update on Lifestyle Centre</b> To include presentations from construction contractors, BAM and leisure contractors, Everyone Active.	
<b>8 Update on Parking Implementation</b> To be presented by Transport for Bucks. To include a discussion on draft parking procedures for future review.	<b>21 - 28</b>

- |           |   |                |
|-----------|---|----------------|
| <b>9</b>  | <b>Update from Sub-Groups</b><br>To include updates on funding allocated in the current financial year and discussion around future projects. | <b>29 - 38</b> |
| <b>10</b> | <b>Community Board Funding Applications for Approval</b><br>To be presented by the Chairman.  | <b>39 - 48</b> |
| <b>11</b> | <b>Date of Next Meeting</b><br>Thursday 17 June 2021 – 7pm- Venue to be confirmed.  |                |

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.

For further information please contact: Lizzie Wright (Community Board Co-ordinator) on 01296 382376/ 01296 382938, email [democracy@buckinghamshire.gov.uk](mailto:democracy@buckinghamshire.gov.uk).



Agenda Item 4

# Buckinghamshire Council

## Amersham Community Board

### Minutes

**Minutes of the meeting of the Amersham Community Board held on Wednesday 4 November 2020 in MS Teams Virtual Meeting, commencing at 7.00 pm and concluding at 8.55 pm**

#### **In Attendance**

D Bray, F Copp, I Darby, M Flys, M Harker OBE, G Harris, C Jones, D King, N Shepherd, M Tett, L Walsh, J Waters, G Williams, D Alder, G Allison, P Batting, C Beevers, A Buckingham, E Burgham, S Catanach, P Clarke, M Crowe, R Funk, A Garnett, J Gocher, A Greenhalgh, H James, I Lamb, N Magrath, H Mee, M Pegg, B Poole, D Rees, K Ridout, J Roads, E Toettcher, M Turner, R Vine and L Wright.

#### **Agenda Item**

**1 Chairman's Welcome & Introductions**

The Chairman welcomed all to the meeting and asked speakers to introduce themselves and their organisation prior to speaking.

**2 Apologies for Absence**

Mr C Jackson- Buckinghamshire Council; Ms J Burton- Buckinghamshire Council; Mr D Phillips- Buckinghamshire Council;  
Mr B Drew- Little Chalfont Parish Council: Mr M Crowe in substitution.

**3 Declarations of Interest**

Ms M Harker OBE declared an interest as the Chairman of Community Impact Bucks.

**4 Minutes of the last meeting**

The minutes of the meeting held on 10 September were **AGREED** as an accurate record.

Mr G Williams gave an overview of an additional report provided due to an update of Covid-19 due to start on Wednesday 05 November. The report was appended to the minutes.

**5 Neighbourhood Matters**

Pre submitted questions were reviewed.

**6 Chiltern Voice Presentation**

Mr D Rees from Chiltern Voice gave an update, slides appended to the minutes.

## **7 Updates from Sub-Groups**

The Chairman gave an overview of the presentation appended to the minutes.

It was confirmed there was a Facebook page and a direct email address for the Community Board- [Amersham@Buckinghamshire.gov.uk](mailto:Amersham@Buckinghamshire.gov.uk)

Ms M Turner gave a brief update on the Amersham Coronavirus Help Group.

Mr R Funk gave a brief update on the Little Chalfont Good Neighbours Group and the Coronavirus Facebook help group.

## **8 Community Board Funding Applications for Approval**

The Chairman gave an overview of the funding applications received.

There was an in-depth discussion on the funding applications, they were resolved as follows.

### **Resolved:**

Voices and Choices- **AGREED**

Citizens Advice Bureau- **AGREED**

Little Chiltern Community Association- **AGREED**

Chiltern Voice- **AGREED**

The Chairman advised of projects in the pipeline that would be looking at submitting funding applications:

- Restore Hope Christmas Family Food and Activities
- Chiltern Rangers working with local schools such as Stony Dean and St Mary's
- Chiltern Arts March 2021 concert in the local Church
- Amersham Scout Hut development
- The Fitness Garden activities support to older people
- Amersham Oakfield Corner display
- Little Chalfont Nature Park CCTV
- Amersham Museum Shopping Before Plastic Project

## **9 Date of Next Meeting**

It was confirmed that Remembrance Day ceremonies were still happening across the board area, but these would be private rather than public and would follow government guidelines.

MS M Harker asked the board if they would be willing to accept a last-minute application for funding to support radio Christmas in the area. The Chairman confirmed the Board would be happy to accept this and deal with it virtually.

Thursday 18 February 2021 7-8.30pm.

MS Teams Virtual Meeting.



## Amersham Community Board meeting

---

**Title:** Petition Response - request for a speed limit reduction to 40mph on the A355

**Date:** February 2021

**Author:** Dave Roberts, Head of Highways, Buckinghamshire Council

**Contact officer:** Sue Brown, Transport for Buckinghamshire

### Summary

An ePetition was published on the council's website on 12<sup>th</sup> January with an end date of 9<sup>th</sup> February requesting:

*" the council to Reduce the speed limit of the A355 from National Speed limit to max 40mph along its length*

### Justification:

*This is a very busy and fast road. In particular past Coleshill, there are numerous footpath crossings, entry and exits from driveways, car parks for the pub and hatchery shop as well as turnings for the village.*

*Crossing on foot feels very treacherous, especially with small children.*

*There have been several fatalities on this road and more could be prevented if the limit was reduced to 40mph.*

*If the road speed was consistent along its length, this would also help to reduce the congestion at each approach to Amersham and Beaconsfield."*

The A355 runs from Amersham to Slough. It is understood that the petitioners are seeking a speed limit reduction on the national speed limit section of the A355 between Amersham and Beaconsfield. This section of road covers two Community Board areas, and as such this petition response has also been provided to the Beaconsfield Community Board.

This response has been written prior to the end of the petition in order to provide a response to the February Board meeting.

## Recommendation

Transport for Buckinghamshire (TfB) will advise the Community Board if the A355 will be identified for road safety improvements during 2021/22, as soon as the results of the annual analysis and identification of sites is known (March 2021).

If the A355 is not identified as a priority site for treatment, then the Parish/Town Council or Community Board may wish to further investigate the petitioners request to reduce the speed limit along a section of the A355 by requesting a Speed Limit Assessment from Transport for Buckinghamshire.

## Background information:

- The TfB annual analysis of injury collisions across Buckinghamshire over the past 5 years is currently being undertaken. This will determine where safety schemes during 2021/22 will be installed in order to reduce collisions. The A355 will be considered as part of this analysis. However other routes with higher injury collisions may, by necessity, receive a higher priority.

The analysis of contributory factors involved in collisions and the identification of these sites and routes will be completed by 30<sup>th</sup> March 2. This analysis may result in a proposed reduction of the speed limit or alternative road safety measures, which would be funded by the Council.

- The 5km section of the A355 between Amersham and Beaconsfield is currently subject to the national speed limit.
- In 2013 the Department of Transport reviewed its guidance on speed limits. A link to the guidance can be seen within the background papers section of this report.

The DfT guidance on rural speed management at section 7 states:

*“The speed limit on single carriageway rural roads should take into account the history of collisions, the road’s function, existing mean traffic speed, use by vulnerable road users, the road’s geometry and engineering, and the road environment including level of road-side development”.*

*Also, “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”.*

- When taking into consideration the DfT Guidance the national speed limit (60 mph for cars) is appropriate for the class and nature of the road.

- Notwithstanding the above, if the Parish Council or Community Board wish to explore the petitioners request further, then the current process is that a full speed limit assessment may be undertaken.
- The assessment involves a comparison against the DfT Guidance, a speed survey and a site visit with the Thames Valley Police (TVP) Traffic Management Officer. A written report is then provided to the requester. If TVP do not support the proposal or it does not meet with DfT guidance, then the proposal is not generally recommended to proceed. There is currently a cost of £895 for this service (plus £490 per set of data collection tubes).
- It should also be noted that since the conclusion of the countywide speed limit review in 2013, the Council no longer have funds to progress new speed limit requests. A formal Decision was made by the Cabinet Member for Transport in KDR PT01.13 (see link within Background Papers section) that any further requests for changes to speed limits will be funded either:
  - directly by individual Parish/Town Councils, or
  - by a Community Board via the Community Area Priorities Budget process, or
  - from independent sources or
  - as part of a casualty reduction scheme or
  - via a developer funded agreement.
- The report also states that *“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”*.
- Due to analysis of collisions that were occurring on A355 between the junctions of Tower Road and Magpie Lane improvements were carried out 2017. Work included an upgrade to the signing, central studs and lining. The section was also retextured to improve grip of the road surface.

#### **Resource implications**

None identified

#### **Legal implications**

None identified

#### **Other implications/issues**

None identified

#### **Feedback from consultation, Community Boards and Local Member views (if relevant)**

None received at time of writing. Petition closed on 9 February and response processed in advance to meet Board publishing date.

---

## Background Papers

[ink to DfT Setting Local speed Limits 2013: <https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits>

Link to Key Decision Report : KDR PT01. 2013 :  
<https://buckinghamshire.moderngov.co.uk/CeListDocuments.aspx?Committeeld=543&MeetingId=5141&DF=21%2f02%2f2013&Ver=2>

---





## Amersham Community Board meeting

---

<b>Title:</b>	<b>Petition Response regarding the Speed Limit on Magpie Lane</b>
<b>Date:</b>	February 2021
<b>Author:</b>	Dave Roberts, Head of Highways, Buckinghamshire Council
<b>Contact officer:</b>	Sue Brown, Transport for Buckinghamshire

### Summary

An ePetition was published on the council's website on 5<sup>th</sup> January 2021 with an end date of 2<sup>nd</sup> February 2021 requesting the Council:

"take action to make Coleshill safer by reducing the speed limit on Magpie Lane to 30mph (from 40mph). This petition asks villagers to support this change and make our village safer.

In 2006 speed limits in Coleshill were reviewed and changed to 30mph EXCEPT IN THE MAJORITY OF MAGPIE LANE. We want the road to be safer for villagers, alpacas, horses, walkers, cyclists and drivers by reducing the speed limit to 30mph THROUGHOUT ALL of Magpie Lane. Support our petition and send a clear message to drivers that this is a 30mph for a reason and it is not safe to drive at higher speeds".

## Recommendation

If the Parish Council or Community Board wish to further investigate the petitioners request to reduce the speed limit along the 40 mph section of Magpie Lane to 30 mph then a full Speed Limit Assessment by Transport for Buckinghamshire should be requested.

## Background Information

- The Speed Limits along Magpie Lane were considered within Area 4 of the County Wide Speed Limit Review, and limits changed in accordance with the Department of Transport Guidance in place at the time.
- As a result, the speed limit at the Coleshill Village end was reduced from national speed limit to 30mph. The proposal was also to retain the national speed limit on the remaining section of Magpie Lane. However, this was not supported by the working group or the Parish Council. As a result, a compromise was to reduce the speed limit to 40 mph. These proposals were supported by at public consultation and the speed limit changes made on the 10<sup>th</sup> January 2006.
- In 2013 the Department of Transport reviewed its guidance on speed limits. A link to the guidance can be seen within the background papers section of this report.
- When considering this more recent guidance there appears to be no change in the criteria, and the 40 mph speed limit remains appropriate for the rural nature of the road.

The DfT guidance on rural speed management at section 7 states:

The speed limit on single carriageway rural roads should take into account the history of collisions, the road's function, existing mean traffic speed, use by vulnerable road users, the road's geometry and engineering, and the road environment including level of road-side development.

Also, "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.

- Notwithstanding the above, if the Parish Council or Community Board wish to explore the petitioners request further, then the current process is that a full speed limit assessment may be undertaken.
- The assessment involves a comparison against the DfT Guidance, a speed survey and a site visit with the Thames Valley Police (TVP) Traffic Management Officer. A written report is then provided to the requester. If TVP do not support the proposal or it does not meet with DfT guidance, then the proposal is not generally recommended to proceed. There is currently a cost of £895 for this service (plus £490 per set of data collection tubes if required).

- It should also be noted that since the conclusion of the countywide speed limit review in 2013, the Council no longer have funds to progress new speed limits requests. A formal Decision was made by the Cabinet Member for Transport in KDR PT01.13 (see link within Background Papers section) that any further requests for changes to speed limits will be funded either:
  - directly by individual Parish/Town Councils, or
  - by a Community Board via the Community Area Priorities Budget process, or
  - from independent sources or
  - as part of a casualty reduction scheme or
  - via a developer funded agreement.
- The report also states that '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.
- Having checked the 5 year collision history on the 40 mph section of Magpie Lane there has not been any reported injury collisions between 01/10/2015 – 31/09/2020 (our most recent data available). As a result, the Council is unable to progress the speed limit reduction from a casualty reduction perspective.
- If the petitioners are concerned about traffic travelling in excess of the 40 mph speed limit, then an approach may be made for speed enforcement to Thames Valley Police via the non emergency 101 telephone number.
- Should the Parish or Community Board wish to consider alternative speed reduction measures then the Council's Traffic Calming Guide, may be of assistance. This can be accessed by request or by visiting the Parish or Member Portal.

**Supporting information to include the following if a decision is being requested:**

**Resource implications**

None identified

**Legal implications**

None identified

**Other implications/issues**

None identified

**Feedback from consultation, Community Boards and Local Member views (if relevant)**

Comments from Cllr Tim Butcher: I am supportive of this minor change requested by the Residents as this will ensure greater safety in Magpie Lane where there are many walkers and no pavements.

---

## Background Papers

Link to DfT Setting Local speed Limits 2013: <https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits>

Link to Key Decision Report : KDR PT01. 2013 :  
<https://buckinghamshire.moderngov.co.uk/CeListDocuments.aspx?Committeed=543&MeetingId=5141&DF=21%2f02%2f2013&Ver=2>

---



## Amersham Community Board meeting

---

<b>Title:</b>	<b>Response to the ePetition for a 7.5T Weight Limit Restriction for Coleshill Village</b>
<b>Date:</b>	February 2021
<b>Author and/or contact officer:</b>	Graham Hillary – Transport Strategy Officer (Freight)
<b>Ward(s) affected:</b>	Coleshill Village

### 1. Executive summary

An ePetition has been submitted requesting the Council introduces a 7.5 tonne weight restriction on HGVs entering Coleshill Village to stop drivers using the village as a cut-through when the A355 and A404 roads are congested. The petition states that:

- Introducing a 7.5 tonne weight limit (except for access) at the four entry points to the village will prevent HGVs using Coleshill Village as a cut through when the main roads are congested. This is intended to make Coleshill Village safer for residents, walkers and cyclists, and minimise damage to roads, verges, trees and property throughout the village.
- The weight limit signs would be displayed at the four entrances to the village: New Road, Tower Rd, Magpie Lane and Sampsons Hill. Large vehicles will still be able to make deliveries to houses in the village.

This document has been prepared to provide a considered response identifying relevant available information and some recommendations how to proceed. These include:

- Introduce a 7.5 tonne Environmental Traffic Regulation Order
- Install Advisory 'Unsuitable for HGV' signage
- Conduct investigations to identify the most appropriate solution

### Recommendation:

**The village residents and their representatives work with the Community Board, Transport for Bucks and other interested stakeholders on investigating the concerns of the petitioners around Heavy Goods Vehicle movements (HGVs), providing expertise and local**

**knowledge and making recommendations via the Community Board as to the most appropriate approach to minimise the potential negative impact of HGVs on the village.**

**Reason for recommendation:** Taking into account the level of local opinion it is apparent that, although there is no historical record of a negative impact of HGV movements through Coleshill village, there is concern that without doing something, it is possible that congestion outside of the village, due to HS2, may result in increases of HGV traffic beyond what the village can cope with.

Committing to work collaboratively with residents, local members, commercial interests, the Parish Council, the Community Board and other stakeholders offers the opportunity to generate the most suitable approach, taking this forward via the Community Board for a qualified, cost efficient and effective solution.

This proposal ensures that short to medium term HS2 works are considered and that a long-term resolution is developed. This may require working with HS2 and their main construction contractors in the area on understanding planned works and co-ordinating notifications and actions to minimise the impact on communities. Gaining the active support of HS2 contractors will assist in the investigations necessary and facilitate robust resolution.

TfB and Freight Strategy are working on a methodology and 'checklist' for the progression of transport proposals through the Community Boards to TfB for consideration. It is expected that this will help in the analysis and investigation of problems to be addressed and the development of solutions. It is hoped that this will be ready for use by the end of February.

## **2. Considerations**

To investigate the suggested actions made through the ePetition, the following enquires were made:

- with the Road Safety Team to establish any records of injury collisions in Coleshill;
- with Transport for Bucks to determine any records identifying damage to roads, verges, trees or property attributed to heavy goods vehicle (HGV) movements within the Coleshill Village and;
- with Transport Strategy to determine the records of report heavy goods (HGV) vehicle concerns raised within Coleshill

### **2.1 Road Safety – Collision Injury Records**

There are no reports of injury collisions within the last 5 years of data in Coleshill (dates: 01/10/2015 – 30/09/2020).

The only record of collisions in the area are on the main roads either side of the village, the A355 or A404.

## 2.2 Transport for Bucks – Damage History

Transport for Bucks (TfB) records for repairs (scheduled and unscheduled), maintenance, inspections, street works and logged reported issues for the period 20<sup>th</sup> January 2016 to 20<sup>th</sup> January 2021 have been reviewed. This included in-house works and works carried out by third parties such as Affinity Water, BT and local resident contracted construction developments.

Incidents and Issues reported to involve HGV movements were:

- **06 May 2017** - Edge of the road subsided due to lorries so bottoms of cars catch on the carriageway. **Barracks Hill at the entrance to Wychwood**
- **31<sup>st</sup> Jan 2018** – Mud on the road from HGVs encroaching on the verge. **Village Road**
- **27<sup>th</sup> March 2018** – A question raised over damage caused by construction traffic from the Hertfordshire House development. **Coleshill Lane**
- **19<sup>th</sup> January 2020** – Overhanging branch hit by diverted HGV. **Hill Meadow**

## 2.3 Transport Strategy – Heavy Goods Vehicle Records

Reports of HGV incidents submitted to the Freight Mailbox and enquires sent direct to the officer working on the Freight Strategy, relative to Coleshill, are outlined below:

- **September 2020** - Community Board Co-ordinator question over possibility of introducing a weight restriction in Coleshill to manage HS2 contractor movements.
  - HS2 construction vehicles are to follow prescribed routes which include the A413 and A404; they are not to divert through Coleshill or any other villages. Any HS2 vehicles not following approved routes must be reported to the HS2 Helpline.
  - It did appear that there was some roadworks on the primary routes and vehicles, non HS2, may have sought diversionary routes. HS2 cannot control non HS2 traffic movements.

- HS2 have volunteered to install some signage advising HS2 traffic not to enter the village.
- **December 2020** – Copied in on advice of a submission via the Community Board to TfB of a request for a speed limit and weight restriction within Coleshill Village.
  - TfB submission form completed along with pictures of various roads of concern.
  - No results of any traffic surveys conducted attached, though commentary suggests the proposed restriction is required to manage increased HGV numbers that may result due to congestion on the local primary routes, that could be HS2 related.

This information informed the generation of options available and the identification and qualification of a recommended selection.

## **2.4 Summary of Evidence**

There are no known incidents of collision injury resultant from HGV movements in Coleshill Village, neither have any specific concerns be reported relating to an increased risk of damage to roads, verges, trees or buildings from HGVs.

Concerns regarding HS2 traffic using the village have been taken up with HS2 and their contractor companies. They have agreed to add signage to key points and recommend the use of the helpline established to deal with construction vehicles failing to comply with approved routes.

It is, of course, possible that HS2 traffic may add to existing traffic flows and could result in some additional congestion at key points on the primary routes. It is difficult at this early stage in the HS2 construction phase to predict when, where and to what severity congestion may happen.

## **3. Options considered**

This section outlines potential options for the management of HGVs through the Coleshill Village.

### **3.1. Introduce a 7.5 tonne Environmental Traffic Regulation Order**

To implement a weight restriction in the village, signposted at the 4 entrances to the village off the primary routes of the A355 and A404 and allowing for local access for residential and commercial considerations.



#### Pros

- Focuses on prohibiting use of the village for HGV traffic passing through and using it as a cut-through.
- Will signpost on the primary routes that use of the village by HGVs is inappropriate.
- Should minimise the risk of damage to roads, verges, trees, motor vehicles and buildings.
- Should reduce any risk or personal injury to other road users, be they on foot, cycle or on horse.

#### Cons

- Is only enforceable by Thames Valley Police and Trading Standards, Buckinghamshire Council, like other local authorities outside of London have no powers to enforce.
- Will not guarantee that there will not be increased traffic in the village if, and when there is congestion on the primary routes.
- Requires full Statutory Consultation and has legal aspects to be applied.
- Is an expensive and lengthy option. (Costs subject to TfB surveys and studies but could be as much as £10-25,000; could take 6-12 months to implement depending on complexity).
- Is not included in the initial suite of intervention locations in the Freight Strategy, which covers the period up to 2022-23 and as such may require 'match-funding'.
- Records of collision injury and damage to roads, verges, trees, buildings and other motor vehicles by HGVs within the village do not support the creation of a robust business case.

### 3.2. Install Advisory 'Unsuitable for HGV' signage

To install 'Unsuitable for HGV' signs on the primary routes of the A355 and A404 at junctions for the Coleshill village discouraging the use of the village by HGV traffic without a reason to enter.

#### Pros

- Relatively quick and inexpensive to introduce, easier to justify. (Could cost up to £5k depending on the actual scope)
- Can be a high visibility option on the primary routes to discourage HGV access to the village.
- Should minimise the risk of damage to roads, verges, trees, motor vehicles and buildings.
- Should reduce any risk or personal injury to other road users, be they on foot, cycle or on horse.

#### Cons

- Is advisory and not enforceable.
- Is not included in the initial suite of intervention locations in the Freight Strategy, which covers the period up to 2022-23 and as such may require 'match-funding'.
- Will not guarantee that HGVs will not enter the village.
- Will not guarantee that there will not be increased traffic in the village if, and when there is congestion on the primary routes.

### **3.3. Conduct investigations to identify the most appropriate solution**

To work with Transport for Bucks (TfB) to understand the challenges the petition is seeking to address, to conduct investigations and promote what is the most appropriate approach to minimising the potential impact of HGV on the village.

#### **Pros**

- Identifies all the concerns of the community
- Through a collaborative approach, explores root causes and develops qualified options to resolve.
- Ensures that the proposed solution generated is viable, cost effective and best meets the needs of the village.

#### **Cons**

- Demands a commitment from the community to work on finding the best solution for the village
- May need some local funding for the necessary analysis
- Is dependent on TfB resource availability.

## **4. Legal and financial implications**

Options are subject to further study which cannot at this time determine any legal and financial impact. However, Traffic Regulations do have statutory and legal aspects. Both the TRO and Advisory Signage options have cost implications subject investigations by TfB.

## **5. Corporate implications**

At this point no potential implications on the relevant corporate plan priority from this report has been scoped. The implications for the issues listed below should be considered as part of the business case for the approach adopted.

- 5.1.1. Property
- 5.1.2. HR
- 5.1.3. Climate change
- 5.1.4. Sustainability
- 5.1.5. Equality (does this decision require an equality impact assessment)

5.1.6. Data (does this decision require a data protection impact assessment)

5.1.7. Value for money

## **6. Consultation with local Councillors & Community Boards**

Some outline discussion with Councillor Tim Butcher took place on the 08<sup>th</sup> February to gain his understanding and to advise him of the options identified in this report which will be submitted to the Amersham Community Board meeting on the 18<sup>th</sup> February 2021.

Comments from Cllr Butcher: *I am very supportive of this proposal. There has been an ongoing issue over many years of HGV's using the village as a short cut.*

*Before Christmas, the A355 was closed and many large vehicles used the village as a diversion causing a great deal of anger and damage to the village verges roads and trees.*

*The purpose behind the weight limit is to try and prevent HGV's using the village as a diversion. Residents are very concerned that during the construction of HS2 this will increase the number of HGV's using the village roads. This modest proposal will prohibit HGV'S from using the village. Coleshill has many narrow roads and use by HGV's is unsuitable.*

## **7. Communication, engagement & further consultation**

To assist in preparation of this report approaches were made to the Road Safety Team and Transport for Bucks for input with available data regarding collision injury, damage incidents and reports logged. This report considers the views of these key functions as subject matter expects.

The draft report has been circulated within the Transport Strategy Group for comment before submission.

## **8. Next steps and review**

Following a review of this report at the Amersham Community Board meeting on the 18<sup>th</sup> February, it would be useful to have a decision regarding how the Board would like to proceed. Depending on this outcome, it should be able to determine how best to coordinate any traffic studies and considerations necessary to proceed.

## **9. Background papers**

None

This page is intentionally left blank



# Amersham Community Board

## *Parking Review Procedure*

Date: November 2020

### Dealing with Parking Queries submitted to the board

Amersham Community Board will review Parking in a three or four year cycle. Implementation of the last review took place in 2020 and the next scheduled review will commence in 2023.

Road Safety and Highway Code issues will be prioritised and these will be reviewed by the Transport Working Group when they arise, advice will be sought from the Road Safety team to identify which parking queries are considered to cause safety concerns.

Non-safety related parking controls or changes to existing ones will be reviewed based on any requests for changes or new restrictions that are received since the previous review.

<b>Safety Measures to include (but not limited to):</b>	<b>Non-Safety Measures to include (but not limited to):</b>
Pedestrian Safety	Permit Parking
Highway Code Supported Restrictions	Double or Single Yellow Lines
Speed Issues	One Way Roads
	Removal of Commuter Parking

### Suggested process:

1. A parking enquiry is received from a member of the public, elected member, local organisation, local business etc. This could be by email, letter or verbally.
2. The recipient of the enquiry acknowledges its receipt and then passes it to the Community Board Coordinator to register on a rolling log sheet for all such enquiries.
3. The Community Board Coordinator then:
  - a. Shares the log sheet with the Parking Team (see 'Parking Team Process' below)
  - b. Informs the recipient or the enquirer when the next scheduled review will take place and keeps them informed of any scheduled dates when they will be able to present their enquiry to the Transport Working Group.

## **Parking Team Process:**

Our engineers assess each request, taking into account a number of factors, including:

- road safety
- accessibility
- congestion
- the possibility of displacing a problem and
- how many people support the request.

When the Transport Working Group are due to review parking, the engineers will review the list and can help to prioritise with recommendations of the most necessary and important roads to consider and take forward. The support gained by local residents will carry some weight, so residents are advised to carry out their own local consultation before submitting a request (see 'Residents Requests' below).

## **Budget:**

Each year the Community Board will discuss allocating a portion of its budget to the next cycle of parking reviews. Reviews can typically cost approx. £30-50k and the amount of funding set aside would determine the level of review possible to address the highest priority areas.

It is recommended that the board review safety related highway issues as priority when they arise to mitigate any potential impact. Any remaining budget can be used towards the next scheduled review.

## **Resident Requests:**

Residents are advised to gain support of at least 60% of the properties in the street in question to be considered for implementation. This would include permit parking zones or other parking management schemes. Having gained support, this will not necessarily mean that the parking scheme will automatically go ahead as engineers will need to assess the impact on other roads as well as road safety and passage of vehicles and pedestrians in the area.

In order to capture support for a new parking management system, residents can request a template which, once completed, will need to be sent through to the Community Board.

## **How to submit a request:**

Once you have sufficient support for your scheme, you can contact either your local member or the Community Board Coordinator: [Amersham@Buckinghamshire.gov.uk](mailto:Amersham@Buckinghamshire.gov.uk). You will be advised when the next scheduled review will take place and kept informed of any opportunity to discuss with the Transport Working Group.

## ***The Legal Process***

*Waiting restrictions are known as Traffic Regulation Orders (TROs). They can only be put in or changed through a legal process which is governed by legislation.*

*If the legal process isn't followed they cannot be enforced.*

*Where and how the various TROs are used is governed by guidance issued by the Department for Transport*

*A TRO can only be implemented for one or more of the following:*

- Avoiding danger to persons or traffic*
- Preventing damage to the road or to buildings nearby*
- Facilitating the passage of traffic*
- Preventing use by unsuitable traffic*
- Preserving the character of a road especially suitable for walking or horse riding*
- Preserving or improving amenities of the area through which the road runs*
- For any of the purpose specified in paragraphs (a) to (c) of the Environment Act 1995 in relation to air quality*

*These are known legally as the Statement of Reasons*

*The legal process that must be followed is:*

- 1. A consultation on the proposal with all frontages that will be affected and with statutory consultees*
- 2. Advertising the proposals and statement of reasons in the local press*
- 3. A review of all the feedback*
- 4. The formal and documented decision to proceed*
- 5. Advertising the proposals in the local press*
- 6. Making the legal TRO (legal sign off)*
- 7. Then the lines and signs can be implemented*
- 8. Enforcement can start*

*The hardest part of every scheme is getting everyone to agree. This can take up to 18 months before any lines can be painted.*

This page is intentionally left blank





# Parking scheme request template

## Amersham Community Board

Please use this template to gather names of people who support the idea of a new parking management scheme.

When you have completed the template please:

- send it to the Community Board Team, Buckinghamshire Council, The Gateway, Gatehouse Road, Aylesbury, HP19 8FF, or
- send us a scanned copy by email to: [amersham@buckinghamshire.gov.uk](mailto:amersham@buckinghamshire.gov.uk).

Location details			
Street name(s)			
Specific location			
Main contact details			
Name		Phone number	
Address including postcode			
Email address			

<b>Description of problem</b>
<b>Description of the parking problem (who, what, why, where, when etc.) Attach plans, photographs and other documents as necessary.</b>
<b>Statement of Request</b>
<b>Please state what action you would like the council to consider taking in order to resolve the problem described above. If you are requesting a permit scheme please make sure you have read and understood the information about these schemes on our website before submitting this form.</b>

Details of those who support the above Statement of Request					
	Name	Signature	House number	Street	Postcode
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					

	Name	Signature	House number	Street	Postcode
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					



# Amersham Community Board

## Project Updates

### Table of Contents

---

Amersham Youth Council: .....	1
Chesham Bois VAS:.....	2
Chiltern Citizens Advice Bureau: .....	2
Chiltern Dial-a-Ride Crisis Fund:.....	3
Chiltern Rangers:.....	4
Chiltern Voice:.....	4
Jubilee Hall 2 <sup>nd</sup> AOH Scout Hut:.....	5
Oakfield Corner Locomotive Display: .....	5
Radio Christmas: .....	6
Restore Hope: .....	7
Totally Amersham: .....	8
Voices and Choices: .....	9

### Amersham Youth Council:

Amersham Town Council were granted £500 to launch a Youth Council in the area. Local Youth Councils represent the views of young people. They are run by young people in the community and provide an opportunity for them to engage with decision makers and influence decision making in local councils.

*Local schools in the area were contacted towards the end of 2020 and there has been some response already from young people wanting to be involved, however until the National Lockdown is over the project will remain on hold.*

## **Chesham Bois VAS:**

Chesham Bois Parish Council were granted match funding of £3001.15 towards the cost of purchasing and installing a Vehicle Activated Sign (VAS) to enable them to address the problem of speeding along the A416 southbound (from Chesham to Amersham) where the speed limit changes from 60mph to 30mph.

*The equipment order was placed with the supplier (Swarco) in November. TfB are producing work programmes and assigning all community board schemes to project leads for works to take place in 2021 and 2022.*

## **Chiltern Citizens Advice Bureau:**

Chiltern Citizens Advice were granted £8,755 by the Community Board to provide a trained debt case worker who would provide one to one help to local people with severe debt in the Amersham and Little Chalfont area.

*Our debt advice caseworker started work at the beginning of January. She is advising clients in Amersham and Little Chalfont on the phone with their money issues, identifying priority debts, maximising income, checking their benefits, helping with Universal Credit applications and budgeting. Unfortunately because of the latest lockdown we are not able to give face to face advice but will be able to offer as soon as it is safe for our caseworkers and the clients. The caseworker is based in our Barn Hall office building just around the corner from King George V council office.*

*In her day as a debt caseworker she will progress with on average 2/3 client cases. She will have cases running concurrently - some new, some in progress. She will have scheduled phone appointments with clients, spend time working on clients behalf liaising with third parties (such as creditors, DWP, housing associations etc.), complete debt assessments, work out the priorities to resolve the debt. All the casework has to be accurately written up in our system for quality, case checking and client progress purposes. Casework is time intensive and usually takes 4-6 weeks to begin to resolve client's issues and help work through their debts. The ideal outcome following the resolution of debts is that they have a budget they can realistically work to for a more sustainable future.*

*For interest, below is an overview of the type of clients with complex needs that need this level of debt Casework.*

- Clients have historically accessed services due to a specific trigger such as the arrival of a bailiff; threatened eviction; other crisis event.*
- Clients are currently presenting later in the advice process, with more complex cases involving multiple, inter-related issues,*
- Clients require advice rather than information and hence cannot self-serve*
- Clients generally need casework support and find administrative tasks difficult*

- *Clients may be unable to process and consume large amounts of advice at once and may need multiple sessions or specialist support*
- *Clients may have mental health issues that can cause difficulties in engaging with a prescribed process*
- *Clients are likely to also need support from a number of services in relation to housing, food support, benefits.*

## **Chiltern Dial-a-Ride Crisis Fund:**

Chiltern Dial-a-Ride were given £500 by the Amersham Community Board towards their services which now include providing transportation for vulnerable residents to and from Covid-19 vaccination appointments.

*CDAR work closely with Buckinghamshire Council and the local support hubs, helping with essential food parcels, assistance with prescriptions and medical appointments and regular keep in touch calls. We contacted all GP surgeries and health centres in our area of operation offering help primarily for patients needing to attend medical appointments. Our services during the pandemic have been free of charge for food distribution - and also for all first time users who have been referred to us. A good number of practices have been referring their patients to us for much needed help and support using our safe and caring transport service.*

*Our trained drivers (all DBS checked) are strictly following PPE guidelines, including wiping down surfaces between each passenger journey and of course wearing face masks at all times. Physical distancing of 2 metres is being maintained during journeys and contact minimised when for, example, a user needs help strapping in or is using and needing a wheelchair. We are using our larger minibuses so that the 2 metre distancing can be maintained. Our smaller minibuses have Perspex screens to separate the driver from the single user in the back. We have a minibus and driver available every day of the working week - our service is scheduled and we need a minimum of 3 days' notice for booking a trip.*

*Now, with the arrival of the Covid vaccines, and the vaccine programme rolling out, there are and will be those will have difficulty finding safe transport to clinics and designated points for vaccination. We are extending our free service to help provide transport for Covid-19 vaccine appointments to the elderly and all adults who have mobility problems.*



## Chiltern Rangers:

Chiltern Rangers were granted £10,000 to provide a wide range of activities for young people in partnership with local community organisations and schools. The projects encourage young people to 'Go Green' by improving their local environment for people and wildlife. The projects provide mental and physical health benefits as well as the opportunity for young people to learn new skills, work as a team, engage in physical exercise and make a difference to the environment.

*Lockdown 3 has provided some challenges but much of our work can carry on. We are able to support children of key workers and vulnerable children who are still in school through these projects. This will vary between schools and we are giving them some time to adapt and find their feet.*

*At the end of January, we made a great start with St Mary's Amersham. We taught seven year five and six students and four staff to coppice hazel and build the first hazel fence to block off unwanted visitors shortcutting through the forest school area. Another added benefit was that we were able to work and do some informal training with the schools new Forest School leader in training. She has not been able to observe any other practitioners due to Covid up to now. We are back to St Mary's Amersham on Thursday 25th Feb to continue coppicing and making fences with the coppiced hazel.*

*On 2<sup>nd</sup> Feb, seven pupils and two staff including the Headteacher from Our Lady's Catholic Primary school collected 12 bags of rubbish from Chesham Bois Wood in the morning. 14 pupils and two staff helped cut holly down as part of the management of the woods to create space for other woodland plants and trees in the afternoon.*

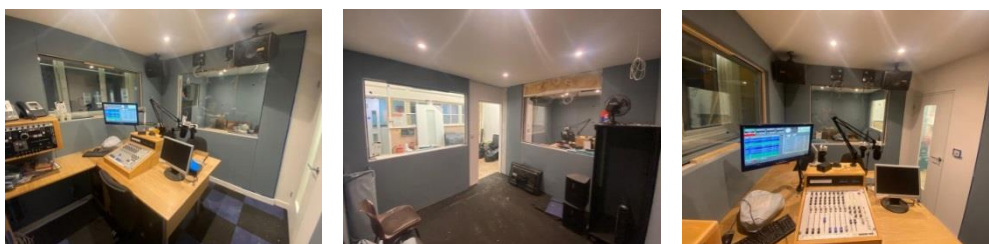


## Chiltern Voice:

Chiltern Voice were granted £5,650 to finance additional equipment and installation work to enable the radio station to launch on FM wavelength in April 2021. The station will have the potential to reach all of the community in the Chilterns and everyone will be able to benefit from local news, interests and services.

*So far we have built 2 new studios and a rack space and we have received lots of donations for equipment. We have nearly completed the second studio with the wiring and some of the computers in:*





## Jubilee Hall 2<sup>nd</sup> AOH Scout Hut:

The Scouts were granted £25,000 from the Local Infrastructure Fund to support with the final stages of development of the new Scout Hut on Rectory Hill. The state of the art facility will increase provision for young people and provide an excellent space for community groups and other activities.

*We got the keys on the 22nd December, all very exciting! The builders still have a few items of snagging to finish but we have started to move our stuff back in, albeit very slowly given the current restrictions. Unfortunately we cannot use the hall until we are able to meet again. We still have some way to go on our appeal but the £25000 from the Community Board has been greatly received.*



## Oakfield Corner Locomotive Display:

The Town Council were awarded £7,300 towards their ambitious project to install a half size replica Metropolitan 1 steam engine, complete with two carriages, on Oakfield Corner. The project will engage with many members of the community, from school children to those in the third age, and seeks to transform a currently uninspiring community space as well as improving the verge and seating areas to make it more accessible. Once delivered, it is envisaged that the display will be used as an educational tool as well as being a unique addition to the town.

*We have completed the build of the locomotive and are half way through construction of the first carriage; the locomotive is being built by the leaders of the 1st Chesham Bois Scout Group, led by Andy Honour, who designed the replica train. The Town Council Depot staff*

*will, in association with the scout leaders undertake the necessary ground works ahead of implementation. These works will be commenced when we are out of the national lockdown.*

*Engagement with schools and local groups is expected to take place in the summer term all being well. The Town Council have engaged with historic railway sites, such as Quainton where the Met No. 1 train is stored, and have had a lot of interest in the project.*



## Radio Christmas:

Radio Christmas received £1,000 from the Community Board to run their annual community radio station which is all about promoting local services and initiatives and raising money for charity. Match funding was provided by The Clare Foundation who also provided in depth support from their comms specialist.

*The Radio project was a great success given all the things we had to deal with, particularly Covid.*

- *Listeners from 192 countries tuned into Radio Christmas during December*
- *Total unique listeners in December were 64,535.*
- *Our peak listeners to the LIVE feed were on Christmas Day, with a peak of 9,900 listeners from 134 countries.*
- *The UK, Germany, USA, Switzerland, France and Canada were our top 5 countries listening this past year.*
- *The most popular time to listen to Radio Christmas proved to be Sundays from 11am-1pm.*
- *Our internal survey showed that most people want a mix of Christmas and non-Christmas music.*
- *24% listened to Radio Christmas via their computer, 22% via Apple devices, 21% via Android and the remainder listening via other devices and other websites.*

*Based on past experience, it is estimated that at least 30% of the listeners in the UK were local. About 80% of the charity donations come from people with local links.*



## Restore Hope:

Restore Hope were granted £2,000 towards the FoodLife Christmas Hamper project, which aimed to bring joy to families who would not otherwise be able to afford a Christmas meal.

*We successfully got 300 hampers delivered for Christmas and have lots of lovely feedback and pictures of Christmas dinners. The YouTube video we did demonstrating how to cook the dinner was very well received and lots said they would use the tips again. We will put together some photos and feedback comments so that I can share that as a thank you to the Board for funding - we really appreciated it!*



*Thank you for your kind donation. Here is just some of the impact you have had to local families this christmas.*



KODAK PORTA 400

*"I just read Lily the Christmas story, she loves the pictures!!! Also the turkey and everything looks amazing! Thank you so much! This is my first year cooking for Christmas so the instructions are so handy! I'm going to put them up for next year too haha!! I can't wait for Christmas dinner now!!!"*



KODAK PORTA 400

*"A nice kind gentleman delivered me 3 boxes of hope, one had turkey in, one had all the veg and trimmings I will need for a Christmas Dinner, the other box was full of fruit and veg. Thank you Hope Place for your kindness you have given me and every other person you have helped in the area."*



KODAK PORTA 400

*"The food was absolutely beautiful, loved the turkey and used the herbs & garlic like the video suggested. So flavourful. Going to do that again and again. The turkey did 3 of us on Christmas Day, 2 on Boxing Day, and still had lots left for sandwiches on the 27th & 28th. Thank you Restore Hope."*



KODAK PORTA 400

Restore Hope | Latimer Park | Latimer Road | Chesham | Bucks | HP5 1TU  
[www.restorehopelatimer.org](http://www.restorehopelatimer.org)  Restore Hope  01494 765555  restorehopecharity



## Totally Amersham:

The Community Board agreed funding of £19,735 to develop an exciting new brand in the minds of residents and consumers from the surrounding areas of Amersham and Chesham Bois. The ongoing issues experienced by retailers and businesses due to the Covid pandemic prompted the Community Board working group to focus initially on a tactical campaign to drive engagement in the lead up to Christmas.

*To develop the brand, an initial SWOT survey took place to gather the thoughts of members of the Community Board; following this, a full survey took place to gather thoughts from local people and residents. This was publicised on social media. 'Totally Amersham' aims to bring together businesses, retail and leisure, as well as community, heritage and the diversity of the area.*



*A flier was designed to approach local retailers, offering the opportunity of free advertising on the dedicated Facebook Page 'Totally Amersham'. Over 50 businesses took part providing a total of over 90 posts. A following of over 580 people was achieved on the Facebook page and total post reach of nearly 30k. The campaign provided support to local retailers in the lead-up to Christmas.*

*'Totally Amersham' branding will be used going forward in the development of future community initiatives and the strategic direction of the project is being discussed.*

### PRINT ASSETS



**INC. FLYERS TO BE HANDED OUT, IN NEWSPAPER DROP AND YOURAMERSHAM AD**

### RADIO CHRISTMAS



**RADIO AD WRITTEN AND RUN ON RADIO CHRISTMAS, AND LIZ PROMOTING ON AIR**

## Voices and Choices:

Voices and Choices were granted £5,000 to develop a new Community Companionship service which aims to reduce loneliness in older people. Trained volunteers will work closely with service users to understand their interests and needs, and provide information and referrals to local support networks or activities.

*We have now recruited 7 volunteers and provided them with online training including extra notes on telephone skills. We are working with Buckinghamshire Council to ensure the volunteers receive enhanced DBS checks. When possible, we will visit clients in their own homes and accompanying them to groups as they open. We have also arranged to book a further room at the White Hill Centre which is currently being refurbished so that we can create a separate library/information service for our volunteers and when this is established we would welcome any information and resources members of the board would like to send us.*

*We are publicising the availability of the service to local churches, town and parish councils, housing associations etc. and partner voluntary organisations in the areas covered by the Board. We welcome board members to come forward with any referrers they are aware of.*

This page is intentionally left blank



Amersham Community Board Funding Report - 2020/21

Date of Decision DD/MM/YYYY

Organisation Name	Little Chalfont Parish Council
Project Name	Installation of CCTV equipment in Little Chalfont Nature Park
Funding Stream	Local Infrastructure
Total Cost of project	£7,200.00
Amount of Match Funding	£1,000.00 (awaiting HoB decision for £2,500)
Amount being applied for	£3,700.00 (to be reviewed following HoB decision)
Amount suggested	To be discussed by the board

### Project Summary

A small minority of young people are causing problems by vandalising park furniture, bird boxes and using the park for drug taking. This causes distress to users and is stopping some from visiting the park. Actions, including visits by police officers, have failed to stop the problem. CCTV will go a long way to identifying the perpetrators and minimising, if not eliminating, the problem.

The Nature Park is an important part of Little Chalfont's 'Visit Chilterns Strategy' and we need to eliminate as far as possible any anti-social behaviour.

This project is viewed as an important safety investment for all users. Solar powered CCTV equipment for the Nature Park in Little Chalfont, will be a community asset, owned by a charitable trust and maintained by the parish council. It was opened in June 2016 providing a tranquil and learning experience for those who visit. It is accessible to all, irrespective of age or ability.

There is no electricity connection in the park so solar power will be used. Four cameras will cover different parts of the park including the entrance area. The cameras will be mounted on two high towers and have the ability to download high quality recordings.

The whole community and visitors from further afield will benefit. Those who will particularly benefit include our older residents who may feel threatened, mothers/parents who do not want to expose their children to poor behaviour and those using the park for educational purposes.

Children from primary schools and the younger uniformed groups are frequent visitors to the park. The park is a regular destination for pupils from Stony Dean (SEN) School in Amersham whose head teacher has agreed that the park achieves its aims i.e. to promote wellbeing, to connect with nature, for educational purposes, for mental health and outdoor exercise.

Examples of vandalism:



## How does the project address local priorities?

### **Coronavirus recovery and ongoing support**

The park is an ideal place for people, living within walking distance, to visit during any lock-down or when recovering from physical and mental health issues as a result of coronavirus.

### **Village and town centre revival**

The park is very close to the village centre. People from outside the immediate area who visit the park will often patronise local shops. The park is an important part of Little Chalfont's 'Visit Chilterns Strategy' and we need to eliminate as far as possible any anti-social behaviour.

The CCTV system will encourage more people to visit the park and therefore the shops and other businesses.

### **Green issues and the environment, Health and wellbeing of young people:**

The park is a perfect example of a place where local people can both support, and benefit from, the environment and enjoy aspects of nature that are unlikely to be found elsewhere locally.

## How does the project align with the values, objectives and corporate priorities of Buckinghamshire Council?

**Strengthening our communities:** The Nature Park is an ideal place to visit, either alone or, when allowed to meet with other people. It is frequently used by schools and uniformed organisations and also by the 'Simply Walk' group which helps bring people together.

The park also provides an ideal opportunity for local residents to volunteer. Much of the work in the park is carried out by volunteers (currently about 10) who enjoy the outdoors and nature. This results in a greater community spirit as people, from a variety of backgrounds and with a variety of skills, work together for the benefit of everyone who visits the park. Another volunteer looks after the website and other social media activities.

Recently, a new volunteer schools liaison officer has been appointed to work with local schools and academies and encourage children to make use of the valuable natural environment of the nature park. The CCTV system will help to provide security for those working in the park as well as those who use it for recreation.

**Improving our environment:** The park contains a rare wildflower meadow which is professionally maintained and there are many examples of trees, flowers and grasses including some rare plants such as British natural daffodils.

Additionally, there is a wide range of fauna, invertebrates (mini-beasts), reptiles, mammals and birds. A bug hotel is a great attraction for younger visitors but recently it was vandalised.

The CCTV system will help to protect these various and special assets.

**Protecting the vulnerable:** Elderly people and those with mental health issues find the park a place of peace but can be scared from visiting if there is a threat of unacceptable behaviour.

The CCTV system will help to reduce incidents in the park which prevent peaceful enjoyment.

## How does the project achieve value for money?

### **Chosen supplier: Matrix Fire + Security**

Tower and two cameras to cover entrance to nature park £3600



Tower and two cameras to cover play area of nature park £3600

The maintenance contract costs of £190.00+VAT per annum will be covered by the Parish Council.

2 signs will provide information compliant with the Data Protection Act

A second quote was obtained by Sparkx and came in slightly cheaper, however upon review by the Parish Council, the cameras would not provide the resolution needed for facial recognition and therefore the equipment would be unsuitable for the task required at the nature park.

The Parish Council have tendered with Matrix before and they will be doing the CCTV work in the Beel Close underpass. They are a very reputable company, are competitive and know the type of equipment needed for the requirements.

An application to the Heart of Bucks Foundation for £2,500 will reach a decision by March 2021.

The Parish Council are keen to complete the project by the end of March as the agreed £1,000 allocated from their budget is from the current financial year's accounts.

Matrix have a lead time of about 3 weeks so the project could, all being well, be done before the end of the financial year if funding is approved.

#### Community Board Coordinator comments

The Nature Park is an important community facility and can provide many benefits to the whole local community as highlighted above, and in line with the priorities of the board.

It is suggested that, should funding be agreed, the Local Infrastructure Fund would be appropriate for this application. With the addition of CCTV, the Nature Park will provide a safe place for local people as well as visitors from the wider community to enjoy. The Parish Council and volunteers will feel more confident in encouraging its use to existing and new residents of the local area when acts of anti-social behaviour can be kept to a minimum, or eliminated.

The project was discussed in the Village and Town Centre Revival working group meeting on 25<sup>th</sup> November and overall the attendees were supportive of an application for funding.

The Community Safety Team have been made aware of the application and have stressed the importance of following data protection requirements by the ICO: <https://ico.org.uk/for-organisations/data-protection-self-assessment/cctv-checklist/> It is suggested that any funding should only be agreed on the basis that the necessary regulations and procedures are put in place.

The Parish Council have been in discussion with Thames Valley Police who would have access to recordings saved to memory cards, should a need arise. The CCTV will not be monitored but recordings can be accessed for a period of up to 28 days. The Parish Council are aware of requirements for storing data.

**The applicant will be required to agree to terms and conditions, which include a monitoring agreement, as discussed with the Community Board Coordinator before the fund will be formally awarded.**

This page is intentionally left blank



Organisation Name	The Fitness Garden Community Interest Company
Project Name	GROW with The Fitness Garden Online
Funding Stream	Community Area Priorities
Total Cost of project	£5,580.00
Amount of Match Funding	£1,440.00
Amount being applied for	£4,140.00
Amount suggested	To be agreed by the board

### Project Summary

**The Fitness Garden would like to support the community of Amersham by running 8 weeks of online support for 2 specific groups of people through offering 2 separate 8 week programmes of Online, Health, Fitness and Mental Wellbeing support through their dedicated community mobile and desktop app platform.**

The Fitness Garden Online provides a virtual space that allows us to create a bespoke version of the app to support the specific target group. Upon registering through for the app through THE FITNESS GARDEN website the member will be allocated to their bespoke group. We can also provide registration invites to our partner organisations to share directly with their cohorts.

Within the app and desktop portal the members will have access to a combination of on demand and live streamed content that is produced specifically to support their needs. Many people find the amount of information available online daunting and confusing. We take that discomfort away. Our virtual space creates a safe place and a community that helps people to feel less isolated and to connect with people that are going through or have been through similar experiences. We have a dedicated community coach for each project that is tasked with tailoring the programme over 8 weeks to the needs of the members by interacting within the virtual space and utilising our features such as online polls, interactive challenges, coach feedback and data analysis around engagement levels.

To create a sustainable lifestyle change we engage with local service providers that are already doing great community work. We use the opportunity to share their talents and support services through guest content within the app. We have strict guidelines that mean no content can be sales driven. All of our content is with health and happiness in mind. However we hope that by introducing local people to local services through on demand and live activities we can create engagement with the community as well as reducing barriers that stop people stepping through the doors of health, fitness and wellbeing services in the future. We believe that a lack of knowledge can create fear and anxiety. By educating and introducing people to different ways to practice self-care through the app we believe the anxiety and fear will be reduced and over time eliminated for some. Leading to a healthier and happier community.

Please follow this link for a 3 minute video introduction to our GROW with The Fitness Garden Online concept: <https://youtu.be/3X9L0lpff2Q>

**The two projects and target areas that we would like to deliver for within this funding bid are:**

**PART 1 - Community Carers - Anyone that is recognised as a Carer for the Elderly in Amersham**

What we will deliver:

8 Weeks of Access to a Carers Support Mobile App (Desktop Access Available)

1 x Live Online Yoga Class per week

1 x Live Mindfulness Class per week

2 x On Demand Mindset Coaching Videos per week

1 x On Demand Nutrition Coaching Video per week

One to One Support:

We would like to accept referrals from partner organisations for Carers in their network that have been identified as at risk of burn out and excess stress. We would then offer 3 x 60 minutes One on One coaching with Carole Dessaigne who is a Stress Management and Mindfulness expert.

We would offer 5 referrals over the 8 weeks with a total of 15 one on one hours being delivered to Carers in need.

Total for Carers Projects = £3288

- Coaching Delivery - £2436
- Community Coach - £660
- Management/Training and Development - £192

**PART 2 - Young People of Amersham (Secondary School ages Year 7 - 11)**

What we will deliver:

8 Weeks of Access to Youth Activity Mobile App (Desktop Access Available)

1 x Live Online Boot Camp Class per week

1 x Live Online Street Dance Class per week

1 x Live Online Boxing per week

2 x On Demand Workout Video per week

1 x Fun Challenge per week

Additional Content Support and Sustainability:

We plan to have a guest local organisation of the week that will provide video content for us to share on the app to get young people to try new activities. This will not only introduce the community to local opportunities but will also help to build confidence and reduce anxieties around attending new activities in Amersham. This will include Youth projects, sports clubs, dance activities and any other health, fitness and mental wellbeing opportunities that are accessible for all. This will be co-ordinated by the dedicated community coach and overseen by the director.

Total for Young Peoples Project = £2292

- Coaching Delivery - £1440 - THIS HAS BEEN SUPPORTED AND COST ARE PREPARED TO BE MATCHED BY OUR PARTNERS AT LEAP.
- Community Coach - £660
- Management/Training and Development - £192

**Summary:**

We believe we can reach and have a positive impact on at least 40 carers in Amersham. Giving them the belief, education and motivation to make sustainable change after the 8 weeks. We would also have a life changing impact on 5 carers that would receive expert One to One support through our referral offering.

We would be aiming to engage with a minimum of 100 different Young People over the 8 week programme. We would also aim to have a minimum of 20% of our mobile app members engage with partner services by the end of the 8 weeks to create a long term sustainable behaviour change and get them to live healthier and happier lives. This will be tracked and monitored by our Community Coaches.

How have you identified a need for this project?

We have analysed the local profile report which led to us consulting with the Community Board Coordinator. We then discussed the need with local partners including Leap and Bucks Council as well as the Mid Chiltern PCN.

We believe that our previous success with community partners is a great foundation for us to support the community in Amersham.

Other partners involved (testimonials have been provided by partners of TFG):

Leap - Supporting physical activity and connection to local partners

Amersham Youth Club - Raising awareness within the young people community

Bucks Council Youth Services - Raising awareness through local partners including schools and young groups.

Mid Chiltern PCN - We are delivering as a partner on a Webinar in January around healthy lifestyle. This will be an opportunity to register more people.

Radio Christmas - We met with Jack and have spoken with Mimi about using their platform to raise awareness and get people involved.

Who in the community will benefit?

Carers of the elderly in the community will benefit from our health, fitness and wellbeing support. We anticipate a minimum 40 registered for our project.

Cared for in the community will benefit from healthier and happier carers.

Young people will benefit from increased opportunities to be active on their own terms through easy to access activities.

Local organisations and businesses will benefit from the opportunity to provide guest content and create exit routes for participants during and after the 8 weeks.

How does the project address local priorities?

**Coronavirus recovery and ongoing support;**

Our programme provides a virtual space that is easily accessible both on mobile phone through google and apple stores. It is also available via desktop computer for those without smart phones. This means that in the unpredictable times that we have upon us during the Covid pandemic we are able to provide consistent and adaptable support for the community.

**Health and wellbeing of young people:**

Our programmes are focused on improving both education and engagement. Thereby giving people the know how to make better choices day to day that fit their own personal circumstance and increase accountability for their own self-care.

## How does the project align with the values, objectives and corporate priorities of Buckinghamshire Council?

### **Strengthening our communities:**

We will provide a platform for people to create healthier and happier lives through health, fitness and mental wellbeing education and engagement. This will give opportunities for sustainable change and better lifestyle choices beyond the 8 week programme.

One to One support for those identified as high risk of burn out or mental health challenges could prove life changing or life saving for people at this difficult time.

### **Increasing prosperity:**

By partnering with local community organisations and small businesses we will help raise awareness and provide opportunities for community to come together and be more active and healthy together.

## How does the project achieve value for money?

### Total Costs of the project:

Coaching delivery across both projects	£3876	
Community Coach support across 2 projects for 8 weeks each		£1320
Management / Training and Development	£384	

### Match funding achieved:

Leap £1440 Approved

Through working closely with partners in the area, sustainable outcomes can be achieved by making connections with beneficiaries of the project so that organisations who provide content can continue to offer support and engage with individuals after the initial 8 week period.

By providing support and guidance to carers and young people over the 8 week period, they will be equipped with ways to continue to look after their own health and wellbeing in the future.

## Community Board Coordinator comments

The project has been discussed with:

Coronavirus Recovery working group on 12<sup>th</sup> November – the group were generally supportive of an application and were pleased to see the level of partnership working. They suggested that TFG should look at sources of match funding. As noted above, funding from LEAP has been secured.

Supporting the Health and Wellbeing of Young People working group on 18<sup>th</sup> November – The feedback from the group was very positive and members of the group were also keen to refer individuals for support once the project was up and running.

**The Buckinghamshire Family Information Service** already work closely with the Fitness Garden and are content with the application in that it does not duplicate anything that is already, or could be provided, by Buckinghamshire Council.

A conversation is due to take place with the **Chiltern Lifestyle Centre** commissioned provider, Everyone Active, in January to discuss their outreach programme and the board aim to find out more about how the Fitness Garden service would differ or perhaps compliment what was being looked at by the provider.

**Public Health** are pleased to see local organisations are looking for opportunities to support residents while face to face support isn't possible. They suggested the project could link with our Live Well Stay Well Service, to ensure they are aware and can signpost to local residents if appropriate. The organisation are already linked in with Leap too which is great and they suggested including the offer on our Active Bucks pages to support its promotion.

The team will be kept updated about any outcomes which might help to inform future projects and support the replication in other areas of the county if successful.

**Everyone Active** are the commissioned provider in the soon to open (expected September 2021) Chiltern Lifestyle Centre. As part of the contract, they are expected to provide an extensive outreach programme to support local residents in the area. This also spans across areas of Chesham & Chalfont. Whilst the outreach programme is not expected to be setup right away, there are already many resources that local residents (including non-club-members) can access:

*If the customer is already a member and pays their subscription then they can access Everyone On Demand (EOD) as part of that, they need to log in and then they can access the apps through the member benefits page <https://profile.everyoneactive.com/membership-benefits>. Alternatively they can pay £9.99 a month to join <https://www.everyoneactive.com/promotion/on-demand/>*

*We are also offering free classes live on our social channels 6 days a week. These classes are on our Facebook brand page and Instagram @everyoneactive. The best thing to do is to follow us on our brand social pages and then they'll see all the content pop up and can get notifications about the live classes.*

*We also have a large selection of pre-recorded classes on our YouTube channel <https://www.youtube.com/user/everyoneactive> and free content on the content hub <https://www.everyoneactive.com/content-hub/home-workouts/>. Of course if they are a member or have an EA card they can access the training plan videos and other materials through their profile page.*



Everyone Active are in the initial stages of developing their community outreach programme to reflect the new Covid landscape. There may be a little cross over with the Fitness Garden project, however their online platform offers an interactive platform for users which is aimed at both mental health and tackling isolation as well as physical activity. This project is seen by the providers as something that could run alongside their offering and potentially compliment it.

**The applicant will be required to agree to terms and conditions, which include a monitoring agreement, as discussed with the Community Board Coordinator before the fund will be formally awarded.**

This page is intentionally left blank