



North West Chilterns Community Board minutes

Minutes of the meeting of the North West Chilterns Community Board held on Thursday 11 March 2021 via Microsoft Teams meeting, commencing at 6.30 pm and concluding at 8.15 pm.

Members present

S Adoh, S Broadbent, D Carroll, S Cope, J Cripps, C Davies, C Etholen, G Hall, C Harriss, T Jones, D Knights, Longwick-cum-Ilmer, W Mallen, I McEnnis, P Nicholls, G Peart, S Reading, J Rogers, S Saddique, M Tett, A Turner P Turner and M Walsh

Others in attendance

J Beveridge, J Binning, J Callaghan, R Carrington, C Courtney, A Frost, P Harper, E Merrilees, A Pantel, D Skinner, J Stevens and S Taylor

Agenda Item

1 **Welcome/Introductions/Apologies for Absence**

The Chairman, Councillor Gary Hall, welcomed everyone to the last meeting before the Elections on 6 May 2021. The Chairman thanked Jackie Binning, Community Board Co-ordinator, for her hard work and support to the Board which had achieved an enormous amount over the last year. The Chairman welcomed, the Leader, Councillor Martin Tett, to the meeting.

Apologies had been received from Councillor Darren Hayday, Councillor Jean Teesdale, Councillor Wendy Monroe-West and Councillor Moyra Lazenby, Martin Fisher, Jaaganroop Marshall and Surinder Marshall.

2 **Declarations of Interest**

Under item 8 - Funding; Councillor Alan Turner declared a non-pecuniary interest as a trustee for the Princes Risborough charity who had been in receipt of a grant.

3 **Notes of the last meeting**

RESOLVED: The minutes of the meeting held on 19 November 2021 were **agreed** as an accurate record.

4 **Priorities - Update from the Subgroup**

The Chairman provided a brief overview of the work being undertaken by the subgroups and emphasised the strength of the Board and the work which would continue after the Elections. The written reports would be appended to the

minutes.

Crime and Antisocial Behaviour – the subgroup had been working with several organisations on a number of projects. The objectives going forward would be to evaluate solutions around dog theft and tackling county drug line gangs. Work would continue with partners and the subgroup had a good relationship with the Police.

Economic Regeneration – aimed to assist businesses in the towns and villages recover from Covid lockdown and build sustained business for the future.

Environmental and Climate Change – the subgroup had received a presentation from [Transition Town Marlow](#) who were challenging and leading green issues across Marlow.

Traffic and Road Issues – this was the largest and busiest group and had eight priority objectives; one of which was to develop a draft area-wide transport strategy for the North West Chilterns. The subgroup was also working on a Clean Air Strategy (i.e. reducing carbon emissions from transport) and the A4010 strategy.

Young and the Elderly – the subgroup was working with households in poverty and aimed to produce a strategy on food/cooking education. The subgroup had received and supported an application from Lacey Green and Loosley Row Tennis Club for the funding of floodlights which would be presented under the funding item.

5 Princes Risborough Expansion

John Callaghan, Infrastructure and Projects Team Leader, Buckinghamshire Council, provided a presentation appended to the minutes. J Callaghan highlighted the following key points:

- The Local Plan 2019 set out the vision, objectives and policies for the expansion of the town and allocated for approximately 2500 homes in Princes Risborough plus an infrastructure package of two primary schools, a local centre, a pedestrian underpass, a sports hub, the relief road as a complete alternative to the A4010 and a high level of affordable housing (48%).
- The Supplementary Planning document (SPD) set out more detail. The relief road was a key deliverable and would avoid the congested town centre.
- Extensive engagement had been carried out with the community prior to cabinet approval in February 2021.
- The costs had risen but the scheme remained viable.
- Coordination would be important to arrive at a cohesive and quality place with the infrastructure delivered in the right place at the right time.
- There would be three development phases which would link in with relief road phases and junction improvements. The building and infrastructure programme would take place over a number of years.
- More information was available on the [BC website](#).
- Engagement with developers would continue; planning applications were expected in summer 2021 and would be assessed against the policy and the SPD.

The following key points were raised during discussion:

- In response to a comment that there was little information on the station land and the consultation on the first phase of the relief road; J Callaghan advised that more information was required, and it was not yet ready for consultation. The station site was relatively unconstrained and could potentially come forward as part of the first phase of development.
- Concern was raised that the premise of building 2,500 homes by 2034, approximately 200 per year, would impact on the long term provisions for the town as the opening of the new primary school had already slipped to 2026. An estate agent had advised that 100 homes per year would be acceptable. J Callaghan stated that the expansion plan was the Council's preferred option, but developers may have their own ideas. The delivery rates were reasonable, and everything had slipped a year, not just the school. Aude Pantel, Senior Planning Policy Officer, added that the Local Plan anticipated that over 500 homes would be delivered after 2033 (end of the plan period) the profile in the SPD was therefore more optimistic; comparisons with other sites where delivery rates were similar, had shown this was a good indication for Princes Risborough.

The Chairman emphasised that it was essential the infrastructure was delivered in a timely way and encouraged continued engagement with the officers on any concerns.

6 Linking Priorities across Subgroups

Councillor David Knights explained the subgroups were carrying out work on the Community Board's priorities, but some issues were being discussed across two subgroups and, in some cases, not at all. Cllr Knights raised the issues of promoting cycling and walking groups which had been discussed in the Environmental and Climate Change subgroup but also linked in with the Traffic and Road Issue subgroup. The Chiltern Hills were an important asset and there was an opportunity to increase tourism which would also link in with the work being carried out by the Economic Regeneration subgroup. Cllr Knights stressed the importance of working together to develop these two projects across the whole area and asked members to consider this when creating new priorities for the Board.

The Chairman agreed it would be a very important issue going forward. Cllr Steve Broadbent highlighted that development around the station areas would be key to increasing active travel and would involve crossover between different subgroups. It was noted that the [Chilterns Conservation Board](#) and the [Chiltern Society](#) would also be a useful link.

7 Draft Suggested A4010 Strategy

Mr Jim Stevens provided a presentation, appended to the minutes; entitled "A Locally Inspired Suggested Strategy for the A4010". J Stevens highlighted the approach adopted to produce the draft strategy which had no formal status but was a document for ongoing discussion on the A4010; the main north to south artery

through the area. The existing transport policies were the Buckinghamshire Local Transport Plan (LTP), the England's Economic Heartland (EEH) Regional Transport Strategy (RTS) (published in February 2021) and Buckinghamshire Freight Strategy. The A4010 was classified as a strategic route, a blue light route and would also become a HS2 construction route and the suggested strategy aligned well with the RTS. Traffic data had shown there was congestion in Princes Risborough and West Wycombe and an air quality management area had been declared on West Wycombe Road, High Wycombe. Traffic was predicted to increase by 30% by 2036 due to housing and economic growth. In summary, the A4010 was a stressed road, calling for attention. The other north to south route was the A413 which had benefitted from route strategy over many years and there was a significant difference between the two routes. J Stevens highlighted the progress so far and what an A4010 Strategy could deliver and the four suggested objectives which were:

- To reduce carbon emissions and traffic demand.
- To mitigate development traffic.
- To address local road safety concerns.
- To manage bottlenecks at each end of the route.

To fully develop (and ultimately deliver) a strategy for the A4010 would require ongoing engagement with, and support of, Buckinghamshire Council. The two immediate issues were the narrow road width and the lack of continuous cycleway. Funding was a huge challenge and the delivery of the A4010 strategy would be delivered by a range of organisations and would need to be integrated within the LTP 5 and EEH RTS. The Community Board was recommended by J Stevens to support:

- The general 'direction of travel' with the suggested A4010 Strategy.
- The suggested key objectives as a basis for discussion with Buckinghamshire Council.
- Engagement with Buckinghamshire Council to develop the suggested A4010 Strategy.
- Working towards potential inclusion of the suggested A4010 Strategy in LTP5.
- Engagement with England's Economic Heartland on the RTS North to South Connectivity Study (working with BC).
- A formal request to TfB to maintain the existing cycleway.

The following key points were raised in discussion:

- It was noted that it had been an excellent piece of work. There were issues on almost every section, particularly in High Wycombe as there was congestion along West Wycombe Road which would not be easy to address.
- Restoration/reopening of the current cycle route and adding in the missing four miles of cycleway would make an improvement.
- The cost was unknown for the widening of the road and care needed to be taken to avoid new housing being linked to the road widening as the

Government did not tend to provide funding for improving existing efficiencies. The Leader advised engagement with the Highways Team and Councillor Nick Naylor, the Cabinet Member for Transport.

- Councillor Steve Broadbent declared that he sat on EEH Forum and that he was the Council's representative on the Local Economic Partnership Board and fully supported the draft strategy and offered to engage with J Stevens. The objective was to be carbon net zero for transport by 2040 which would mean that the road would need to be widened as a priority. Active Travel Schemes would also be considered above others.
- Councillor Clive Harriss added that it was an exciting proposal. The Winslow to Buckingham route had been improved and had resulted in increased use by cyclists and joggers.
- Councillor Clive Harriss also expressed his concerns over the traffic speed and crossing the road at Great Kimble and that the scheme could lead to further urbanisation.
- Councillor Alan Turner advised that the railway connection from Northamptonshire to Old Oak Common should be pushed/promoted as an alternative to the existing route to Marylebone. The rail service between Aylesbury and High Wycombe was poor and the bus service was slow.
- It was suggested that technology be improved to encourage people to choose their method of travel and avoid traffic problems.
- Any funding opportunities would be considered/welcomed.

RESOLVED: The Community Board **agreed** to support the strategy.

8 Funding

Jackie Binning, Community Board Co-ordinator, referred to funding reports appended to the minutes. Since the last meeting the following funding had been provided:

- Cllr Crisis Funding; to supply Christmas Hampers to Princes Risborough Charity - £600.
- St Michael's Church, Hughenden; to acquire and install equipment for the live-streaming of services and community events - £3,750.
- Bucks Business First; to fund the Be Your Own Boss Scheme - £3,000.
- Stokenchurch Community Bus; to help residents access their vaccination - £900.
- Active in the Community; a holiday hunger project – 12,328.
- Transitions UK; a mentoring project for young people - £4,000.

Resolved: The following four funding applications were all **approved** by the Community Board.

- Lacey Green Parish Council; Kiln Pond clearance £420.
- Princes Risborough Charity; to provide mains water supply to tenanted allotments - £1,800.
- Lacey Green and Loosely Row tennis club; to install flood lighting - £6,000.

Studley Green Community Centre; Installation of 30 solar panels to community centre roof - £7,000.

9 Community Matters

Councillor James Cripps presented the B4009 Little Kimble Speed Limit petition and explained that the B4009 was part of what would become the A4010. The road would become a problem because the number of houses in Great and Little Kimble would increase by 35-40% and there was already an increase in the use of the only crossing. There had not yet been enough accidents to satisfy criteria for local funding and therefore, the petition had been refused. The petition called for a reduction in speed, however, excess speed was not noted by Thames Valley Police as a contributory factor in either collision. Jackie Binning added that the petition had been discussed in the Traffic and Road Issue subgroup and requested that the Community Board supported the recommendations provided in the report.

Resolved: The Community Board **agreed** to **support** the following recommendations:

- For a Speed Limit Assessment to be undertaken by Transport for Buckinghamshire.
- To explore additional traffic calming measures to support a new or existing speed limit and raise driver's awareness of the pedestrian island with advice from Transport for Buckinghamshire.

Councillor David Carroll presented the Response to Warrendene Road Petition to resolve HGV parking which had been submitted by residents of Warrendene Road. The HGVs used the road as a waiting bay and there could be up to ten lorries parked; some arriving at 6.00 am and the situation was making residents' lives a misery. Councillor Carroll strongly recommended that a solution be found. Jackie Binning added that the petition had been discussed in the Traffic and Road Issue subgroup and an urgent conversation would be undertaken with Country Supplies to find a resolution. Jim Stevens agreed to lead on the work.

Resolved: The Community Board **agreed** that further conversations take place with the local business to try and resolve the issue. The council had made initial contact and they had indicated that the local business was keen to meet with local councillors, in order resolve the issue. These discussions would also make sure they were complying with the planning restrictions and operator's licence in place. Jim Stevens had indicated that he was happy to be leading this with support from council officers. At the same time, the parking services team would draft possible solutions for Highway Code supported waiting and parking restrictions and informal consultation with residents should take place.

No public questions had been received.

The Chairman thanked everyone for their contributions over last 12 months, particularly to the councillors who were not standing for re-election.

- 10 Date of the next meeting**
Thursday 17 June 2021 at 6.30 pm.

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**Community Board – North West Chilterns
Crime and Antisocial Behaviour
Briefing Report – 11th March 2021**

Purpose of the report:

This report provides a brief update on the scope and content of the work undertaken by the Crime and Antisocial Behaviour subgroup since the last Community Board meeting held on 19th November 2020.

Progress to date:

The subgroup has met three times since the last Community Board meeting. Local residents have participated in these meetings, as well as Transitions UK, 7Roadlight, Thames Valley Police, Hughenden Street Association, Thames Valley Neighbourhood Watch Association (TVNHWA) and Hughenden Neighbourhood Action Group (HNAG). The following is a summary of the key matters arising:

- Transitions UK presented their Mentoring and Support proposal to the subgroup on 25th November 2020, which combines the services of 7Roadlight. This is a joint board pilot scheme which helps young people (13 to 17 age) at risk of offending/criminal exploitation or who have offended and are choosing a better future.

Since the November meeting, presentations were also carried out for the Head of Youth Services, Managers in the Youth Service Provision and the Community Safety Manager in Buckinghamshire Council (BC), who as a result confirmed that they fully supported this project.

A funding application was subsequently received from Transitions UK on 10th December 2020 and was reviewed during a subgroup meeting on 18th January 2021. It was agreed that this application should be recommended for funding to the Community Board. As the launch of this service was in February 2021, the application was presented to BC Councillor's on 4th February where it was formally approved.

- Community Cop Cards (sticker collecting scheme for young people): Due to Covid restrictions, Thames Valley Police have decided to pull back the scheme and rescheduled to 2022.
- Traveller Incursion: One of the objectives of this subgroup was to implement a county wide Traveller Incursion, the same as what was held in the Wycombe area. However, the subgroup have been informed of a recent but significant change in the law due to a Court of Appeal decision which was followed by the High Court in a recent Bromley case, which effectively ruled against the continuation of such 'Persons Unknown' Injunctions and other technical legal reasons.

<https://www.travellerstimes.org.uk/index.php/news/2020/01/victory-gypsies-and-travellers-anti-camping-injunctions-court-case>

Buckinghamshire as a Unitary authority does not therefore currently have requisite measures in place to support a proportionate response to Travellers at present – in order to obtain an injunction in the current climate, BC would need to be able to justify and evidence suitable measures to support their needs and lifestyle through the needs assessment and planning process.

Going forward, BC will be looking to develop an Unauthorised Encampments Policy & Strategy which will be subject to member consultation and approval. This will ensure that we manage our Travellers in a proportionate and consistent way across the county.

Actions going forward:

1. Now the Mentoring and Support project has been launched by Transitions UK, the subgroup have agreed next steps to progress this priority. The following objectives have been included:

- to evaluate solutions around dog theft and cons and scams.
- to continue with the theme of training and educating young people who are at risk of offending/reoffending (for example, to consider a programme of school visits [5-11 year olds] and BC Community Card/Thames Valley Police Community Cop Card initiatives).

(note: existing objectives are drug issues within County lines, exploitation [including domestic violence] and young person's grooming and road safety around antisocial behaviour).

2. Consider other partners/stakeholders to potentially join the subgroup.

David Carroll
Chair of the Subgroup
11th March 2021

Community Board – North West Chilterns
Economic Regeneration
Briefing Report – 11th March 2021

Purpose of the report:

This report provides a brief update on the work undertaken by the Economic Regeneration subgroup since the last Community board meeting held on 19th November 2021. The last meeting was held on Monday 1st February.

Progress to date:

The subgroup has met twice since the last Community Board (CB) meeting. The following is a summary of the key matters arising:

The subgroup have considered how to best assist businesses in the towns and villages recover from Covid lockdown and build sustained business for the future. To this end a meeting was held with Jacqueline Ford in the Planning, Growth and Sustainability Directorate at Buckinghamshire Council. Jaqueline was able to offer a valuable insight into the strategy and ongoing actions in some towns in Bucks and the lessons learnt from them. It was clear from this discussion that the success of this initiative was due to the thorough knowledge and understanding of the businesses operating in the towns.

It was decided that the actions taken should be largely replicated in other towns and villages in the Community. A draft questionnaire has been produced, based on one used in Marlow and developed jointly by Buckinghamshire Council and the Marlow Chamber of Commerce and circulated to members of the subgroup for comment. The questionnaire and final related comments will be discussed at the next subgroup meeting (15th March) with a view to distributing it to businesses when they are able to resume working.

A meeting was held on the 13th January with members of the CB, other CBs and Bucks Business First (BBF), to consider a proposal from SW Chilterns CB of a program to inform people residing in the participating communities on how to set up in business for themselves. The program would be formulated and presented by BBF, financed by a contribution of £3,000 per participating CB. During the Covid pandemic many businesses have closed with consequent loss of jobs and many residents may feel that they could set up on their own. Six CBs (including NW Chilterns) have agreed to join this initiative. Publicity concerning this initiative has begun with the posting of notices, leaflet production and digital media has begun. To date three candidates from NW Chilterns have registered.

A contribution to the Stokenchurch Covid transport bus for disabled citizens was approved.

Subgroup meetings:

The next meeting on Monday 15th March.

Teif Jones

Chair of the Subgroup

11th March 2021

**Community Board – North West Chilterns
Environmental & Climate Change
Briefing Report – 11th March 2021**

Priority Objectives

- **Initially, in common with other Community Board subgroups, it will prioritise schemes and initiatives that help sustain, grow and create recovery following the COVID-19 pandemic.**
- **Secondly, it will seek schemes and initiatives that have a sustainable and lasting effect on the NW Chilterns area, improving the built or rural environment and promoting or reversing environmental damage or climate change.**

Our aim continues to strike a balance between:

1. **Informing and educating** the members and others on specific issues
2. **Reviewing funding applications** from local groups and interested parties
3. **Adding to pressure on wider and larger issues** – on schemes, consultations or issues that have a Country or National focus.
4. **Looking for areas of partnership** – helping to provide support and influence to groups who want to deliver something.

While maintaining a focus on local delivery for residents of the NWCCB area.

Progress to date

1: Informing and Educating

The group received an informative presentation from Transition Town Marlow detailing the work of the group and how they were challenging and leading green issues across Marlow. Most recently Cllr Bill Chapell (BC Cabinet member for Climate Change and the Environment) provided a summarised version of the new BC Climate Change Strategy which is in consultation. Members were able to ask extensive questions.

2: Review of Funding Applications

The group has reviewed applications and has recommended the following for support:

- Lacey Green Parish Council for the clearance and rejuvenation of Kiln Pond
- Princes Risborough Charity for the connection of mains water to a series of allotments
- Studley Green Community Centre for installation of solar panels, EV charging and heat pumps
- Princes Risborough Town Council for the resurfacing of part of the Ridgeway National Trail.

It has also reviewed the following application, and has agreed support in principle, but has asked for the scheme to be reworked:

- Piddington & Wheeler End Parish Council for the collection and use of rainwater for irrigation

3: Adding to Pressure on Wider Issues

No actions have been carried out this session.

4: Looking for Areas of Partnership

The group have sought to understand ways in which it can support new initiatives and bring them to a local focus:

- **Community Energy Generation:** Buckinghamshire Community Energy presented to the group to inform about their work and to seek possible partnerships for community energy generation. Group members helped identify opportunities for initial discussions and were excited at the possibilities locally.
- **E-scooter scheme:** Zipp scooters presented to the group about a possible extension of the Wycombe and Aylesbury schemes to Princes Risborough. Following the meeting, the Town Council gave the scheme its support. It is expected that the scheme will start in April and will encompass Princes and Monks Risborough and Askett.
- **E-car share scheme:** Char.gy electric vehicles provided us a presentation about the government funded test scheme which is reviewing the placement and use of e-vehicle induction charging as a car sharing club. Two locations were offered for inclusion (the Mount car park in Princes Risborough, and a van for the use of Risborough Basket). Other locations are being considered across the county, so not all locations will be chosen, but these sites were welcomed.

Actions going forward

- The group looks forward to seeing the results of some of their initial funding and support and is interested in having greater involvement with the new BC Climate Change Strategy as initiatives roll out, including tree planting and community energy generation.

Cllr David Knights
Chairman of the Subgroup
11.03.21

Community Board – North West Chilterns
Traffic and Road Issues
Briefing Report – 11th March 2021

Purpose of the report:

This report provides a brief update on the work carried by the Transport and Road Issues subgroup since the last Community Board meeting (held on 19 November 2020).

Progress to date:

- **Meetings:** The subgroup has met three times since the last Community Board and has discussed and acted upon a wide range of transport and road matters. These have mainly been issues of concern raised by the local community and local residents. The group has also proactively discussed area-wide issues e.g. cycling routes/cycling safety and carbon emissions from transport.
- **Priority Objectives:** The subgroup is monitoring progress with delivering its eight Priority Objectives. In terms of numbers, *Road Safety* is currently the top issue raised by the local community and residents, with *'Roads are up to Standard'* currently being the least raised issue.
- **Petitions:** The subgroup has discussed two Petitions (B4009 at Great Kimble and Warrendene Road at Hughenden). Both are being presented to the Board today, including the subgroup's views on the subject matter of each petition.
- **Funding Reports:** Preliminary funding applications have been discussed by the subgroup for (i) a request for a Vehicle Activated Sign at Bar Lane, Longwick and (ii) potential assessment work associated with the Warrendene Road, Hughenden Petition.
- **A4010:** The suggested strategy for the A4010 has been discussed by the subgroup and also with BC Transport Officers. The strategy is being presented to the Board today.
- **NWC Area-Wide Transport Strategy:** The subgroup intends to develop a draft area-wide transport strategy for the North West Chilterns during the next six months.
- **Cycling:** The subgroup has held preliminary discussions with BC's cycling officer in relation to cycling policy and infrastructure needs and will continue these discussions.
- **Transport emissions:** The subgroup has discussed vehicle exhaust gases, air quality and climate change. A request to the BC pollution control officer has confirmed the subgroup's concern that small children are exposed to much higher levels of car exhaust pollution than adults, due to being closer to the source. The subgroup has requested more publicity to encourage drivers to turn their engines off when stationary.
- **Other issues:** The subgroup has discussed HS2 issues in Marsh and Great Kimble, the potential re-opening of the former waste/recycling centre at Wigans Lane Bledlow Ridge and a parking initiative in Hughenden led by the Parish Council and the NAG.

Actions going forward:

1. To take appropriate action on all issues raised with the subgroup.
2. To progress the A4010 strategy.
3. To identify cycling infrastructure needs across the NWC area for discussion with BC cycling officer.
4. To encourage other partners/stakeholders/local people to potentially join the subgroup.

Jim Stevens
Chair of the Subgroup
11th March 2021

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Community Board – North West Chilterns
Young and The Elderly
Briefing Report – 11th March 2021

Purpose of the report:

This report provides a brief update on the work undertaken by the Young and The Elderly (YAE) subgroup since the last Community board meeting held on 19th November 2021. The last meeting was held on Monday 15th February.

Progress to date:

The subgroup has met three times since the last Community Board meeting. The following is a summary of the key matters arising:

The Elderly

Following our initial investigation into social isolation and the interest in the subject by the Health & Wellbeing Board, the YAE subgroup put on hold further work with the anticipation of a countywide initiative being introduced. Unfortunately, this has not happened and there is no clear direction towards fulfilling this important topic.

There was discussion on other groups that have been involved in work on relieving social isolation in elderly and younger age groups.

It was recognised therefore that the subgroup should do more research. It was agreed that Shirley Shaw from the Learning and Sharing Together (LAST) programme and two teenagers from the Buckinghamshire Youth Executive Council attend our next meeting. This would provide an opportunity to look at possibilities for relieving social isolation with both the young and elderly residents

The Young

The grant approved project headed up by James Cavalier of Active In the Community is due to commence as soon as Covid restrictions are lifted and hopefully immediately after the Easter holidays.

The initial objective is to address anti-social behaviour that is a problem with a significant minority of young people, many of whom live in a home that is designated as being in poverty. The project will provide physical activities and food education, where young people will cook and eat the food after.

Grant Application - Lacey Green and Loosley Row Tennis Club

The application for a grant of £6,000 from the Lacey Green and Loosley Row Tennis Club towards a £12,844 project to add floodlights to a third tennis court was further discussed. The club has a strong junior section and the third floodlit court was needed to fulfil demand for coaching for juniors in the evenings.

At the previous YAE meeting, it was agreed to make contact again with the Lacey Green and Speen Parish Council to enquire whether further funding for the project from them was a possibility. They have allocated £250 from their emergency fund to date, being the only funding left in the budget. The response was that another modest grant was a possibility in the new financial year. The chair of the club was also contacted to enquire about other grant applications and good comfort was given that other applications had been made and with the requested grant from the Community Board and some funds from their members, the chair of the club is confident that the project would be adequately funded.

Planning Permission was granted by Buckinghamshire Council some weeks ago.

Therefore, it was agreed that the decision made in principle at the previous subcommittee meeting was to be formalised into a recommendation that a grant of £6k be made to the Lacey Green and Loosley Row Tennis Club at the Community Board at the meeting on 11th March.

Subgroup meetings:

The next meeting on Thursday 8th April.

Graham Peart
Chair of the Subgroup
11th March 2021

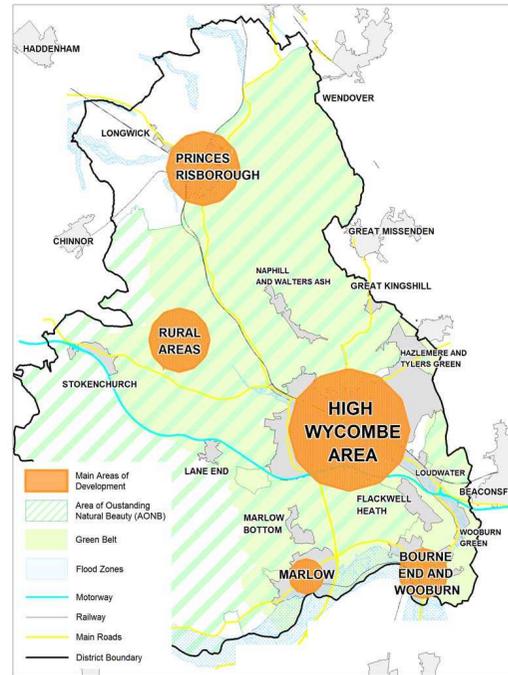
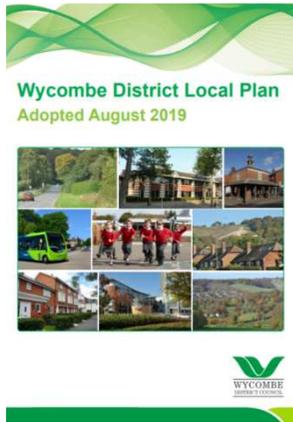


Princes Risborough Expansion

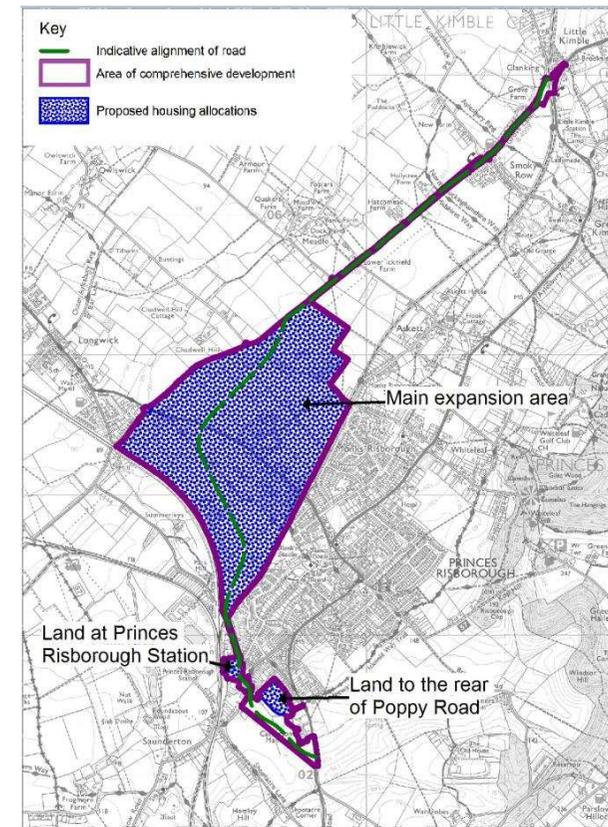
North West Chilterns Local Community Board

11 March 2021

Policy position



In 2033, Princes Risborough will be a modern, green and accessible market town - with a safe and vibrant community, that strongly reflects its historic roots, rich cultural heritage and special landscape setting within the Chiltern Hills.”



The Local Plan 2019

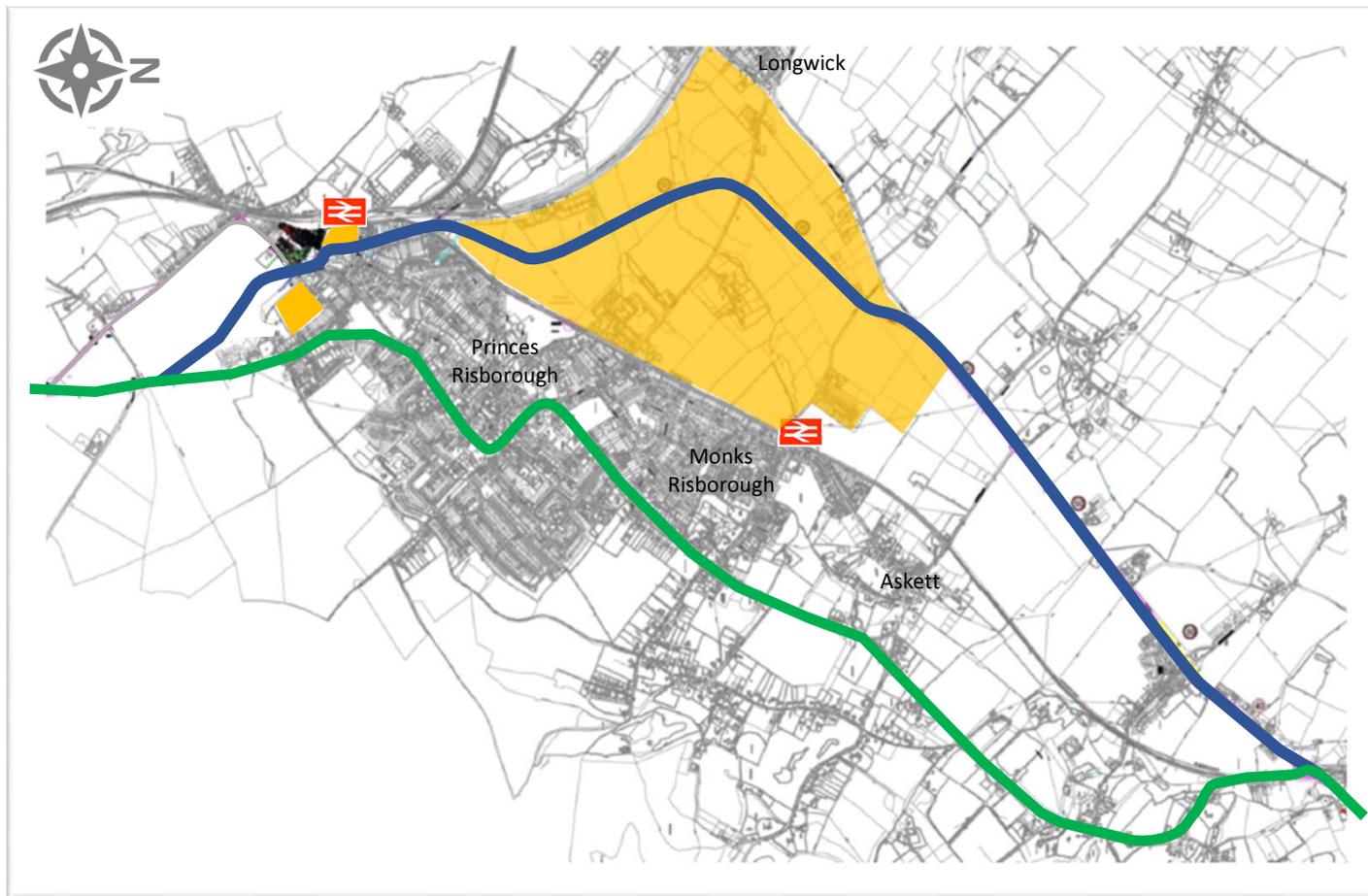
- sets out the vision, objectives and policies for the expansion of the town
- allocates around 2500 homes

The SPD

- more details on place making and design, and phasing and delivery issues

BUCKINGHAMSHIRE COUNCIL

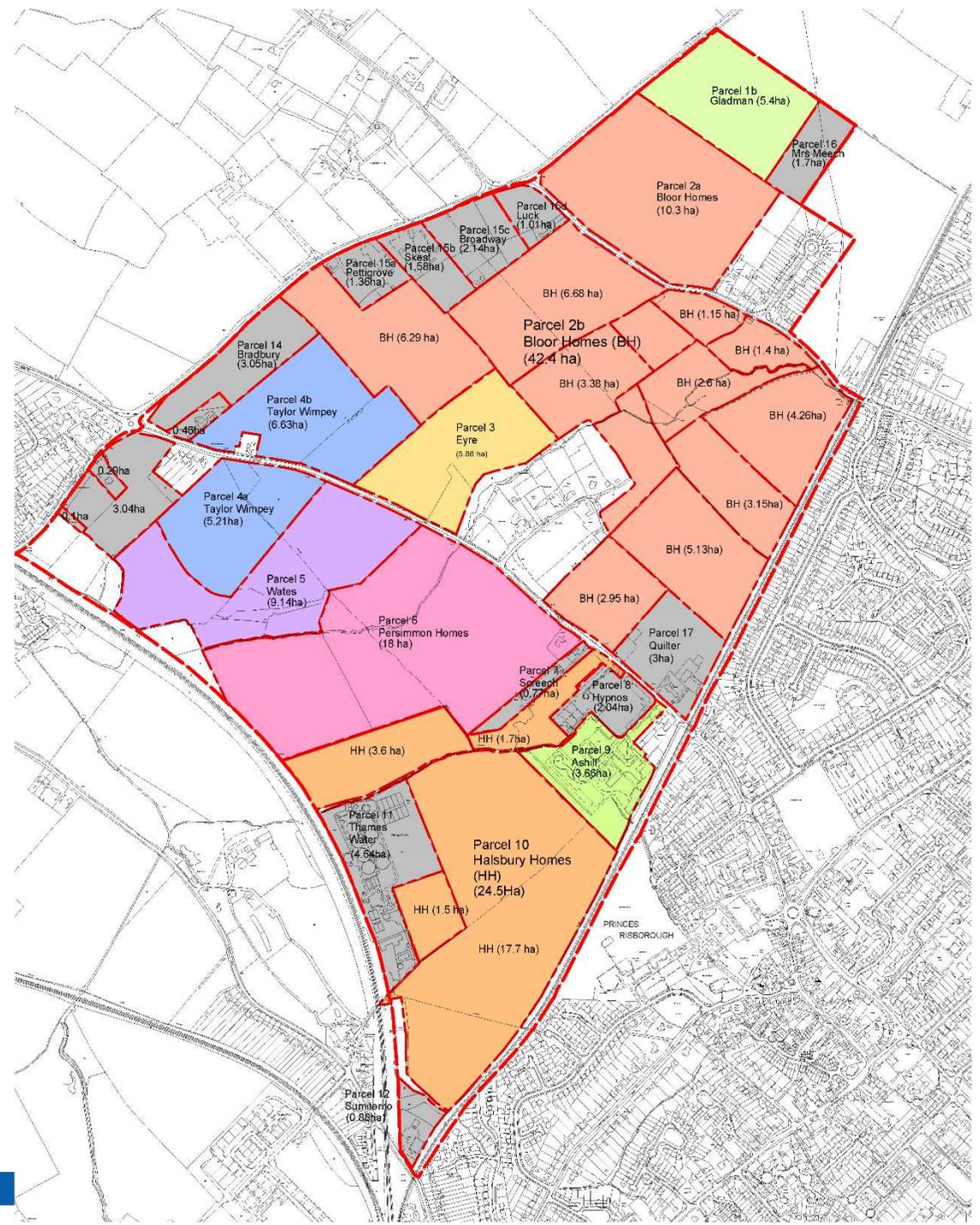
Princes Risborough– Relief Road Overview



- Existing A4010
- Relief Road
- Expansion Area

SPD – key issues

Developer coordination



Community Engagement

- Extensive consultation on the local plan
- SPD Consultation June 2019
- Design South East Design Review
- Follow up discussions with developers and infrastructure providers
- Mill Lane and Askett Area traffic calming

Wycombe District Council



Princes Risborough Expansion
Supplementary Planning Document
(Consultation Draft)

Executive summary

Draft – June 2019



SPD engagement – Main Issues and Changes

- Viability, especially as estimated costs of infrastructure have risen
- Guidance – simpler and more clear
- Concerns over ‘delivery assurance’ in particular the Relief Road
- Timing of the Culverton Link Road and the use of Picts Lane and Shootacre Lane in the interim
- Concern about the Risborough Relief Road B4009 being upgraded

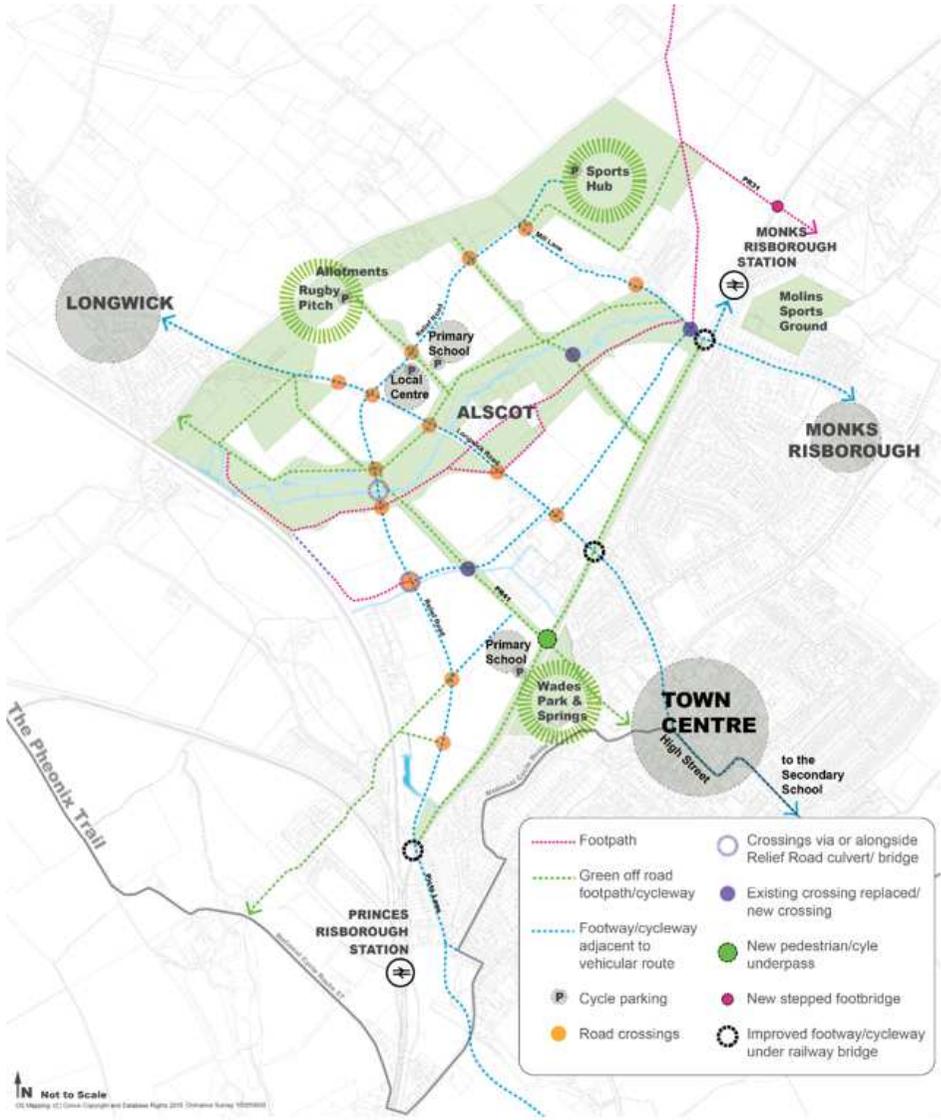
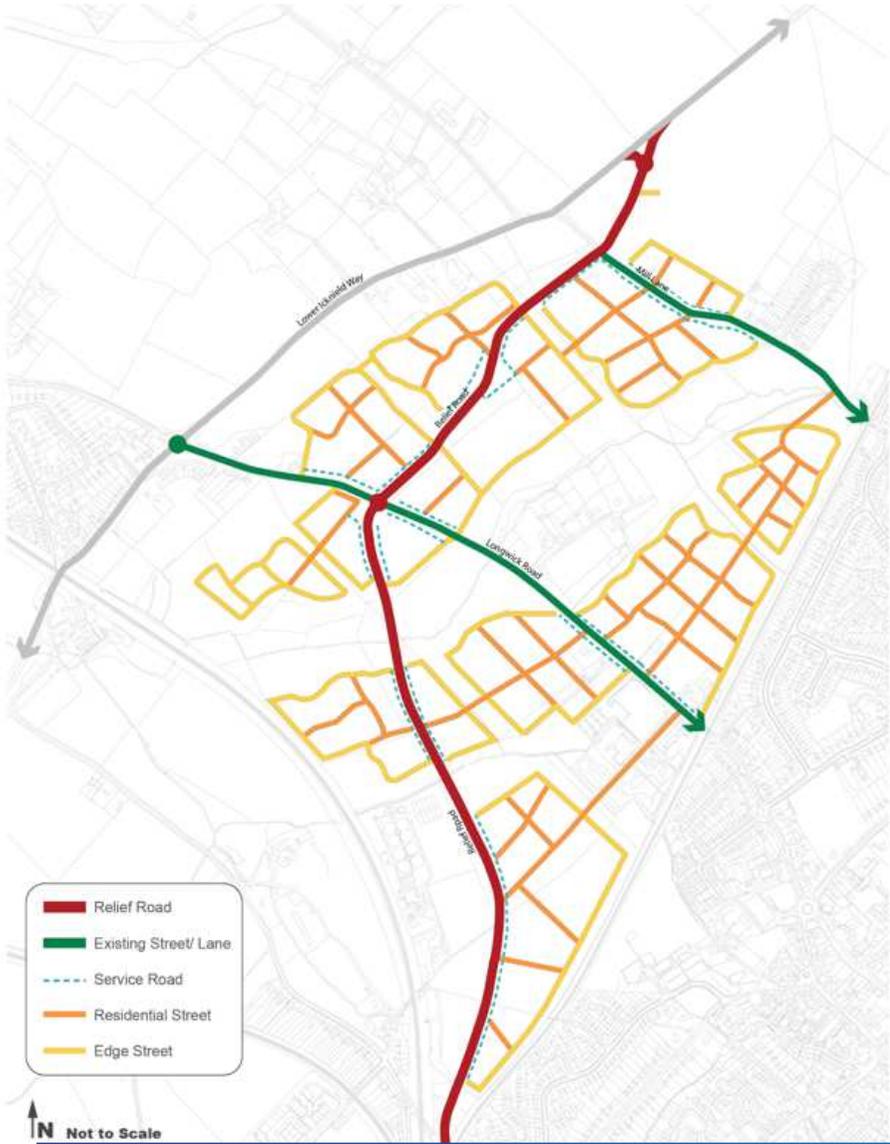
SPD engagement – Main Issues and Changes

- Local Health provision
- Traffic impacts on local network and Mill Lane and Askett area especially
- Protection of Alscot Conservation area
- Environmental Aspects

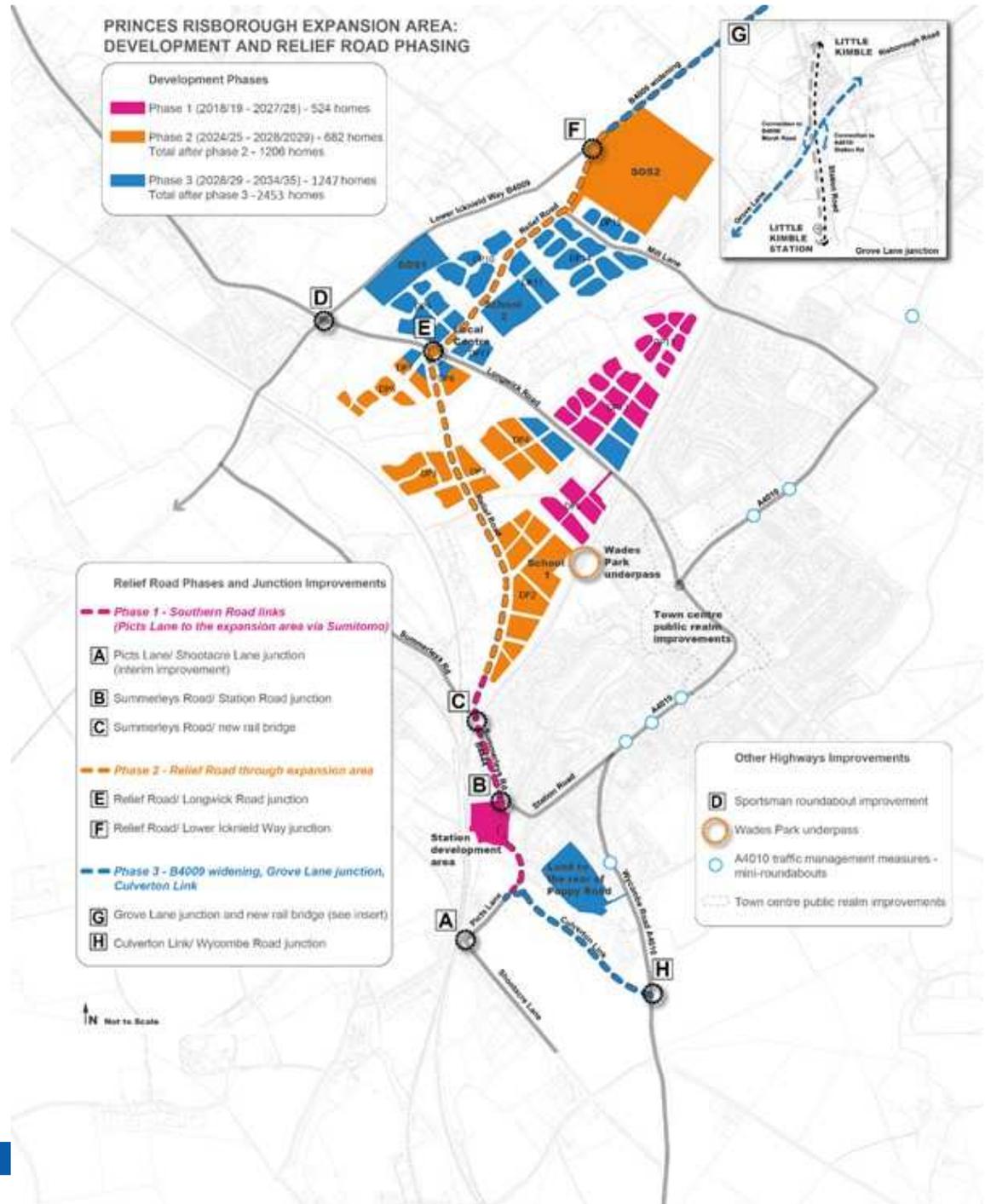
Urban Design Framework Plan



Movement



SPD Revised Phasing Plan



Next steps

- More Information on the Council's website
- Engagement with – and between - developers continues
- Planning applications later in 2021?
- Bloor South planning application – to be determined, amendments possible.
- Applications will be assessed against policy and SPD
- Complete design work on the Southern Road Links
- Delivery

Discussions and questions?

Contacts

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A locally inspired, suggested

Strategy for the A4010

This presentation:

- ▶ Seek input from Community Board members on:
 - ▶ A suggested draft strategy for the A4010
- ▶ A quick look at the A4010 as a transport route
- ▶ Suggested strategy objectives
- ▶ Proposed next steps and recommendations

The approach adopted to produce this suggested draft strategy:

- ▶ List existing transport policies / interventions relevant to the A4010
- ▶ List locally generated ideas
- ▶ Pull together in a single place / group under appropriate Key Objectives
- ▶ Add text to 'tell a story'
- ▶ Informally share initial ideas with key people
- ▶ At this point in time, the suggested draft strategy has no formal status, other than as a 'document for ongoing discussion'.

**North West Chilterns
Community Area**

**A413 Stoke
Mandeville**

The A4010

Main N-S artery
Area wide importance

A4010

M40 Junction 4 High Wycombe

Existing Transport Policy Context:

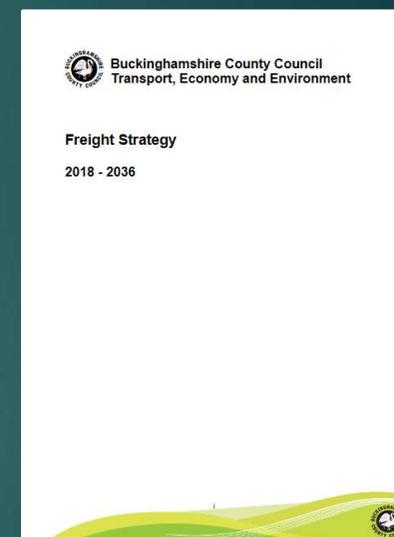
Buckinghamshire Council Corporate Plan



**Buckinghamshire
Local Transport Plan
(LTP4)**



**Regional Transport
Strategy
(RTS)**



**Buckinghamshire
Freight Strategy**



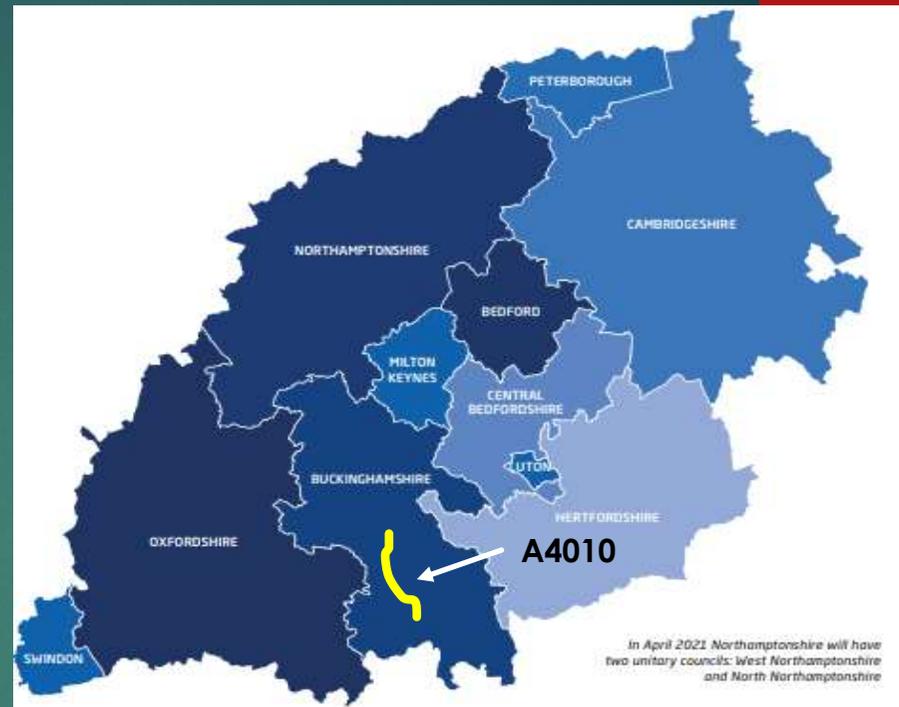
Buckinghamshire Local Transport Plan 4

Aspirations for making travel
better in Bucks:

ENGLAND'S ECONOMIC HEARTLAND

Connecting People, Transforming Journeys

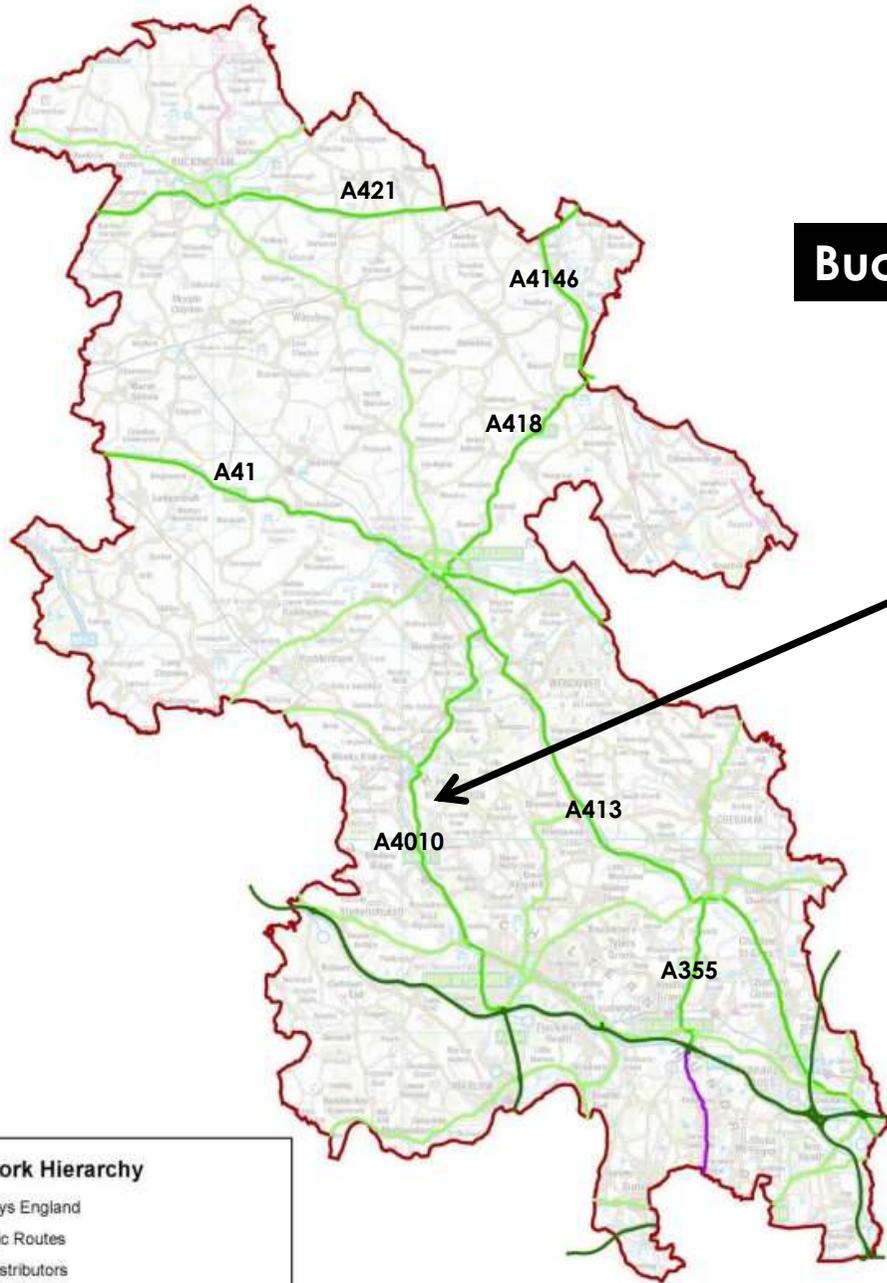
Regional Transport Strategy



EEH's Regional Transport Strategy (RTS)

- Published Feb 2021:
- A4010 suggested strategy – aligns well

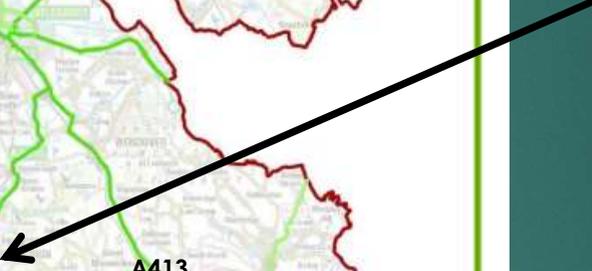
Appropriate Freight Routes Map



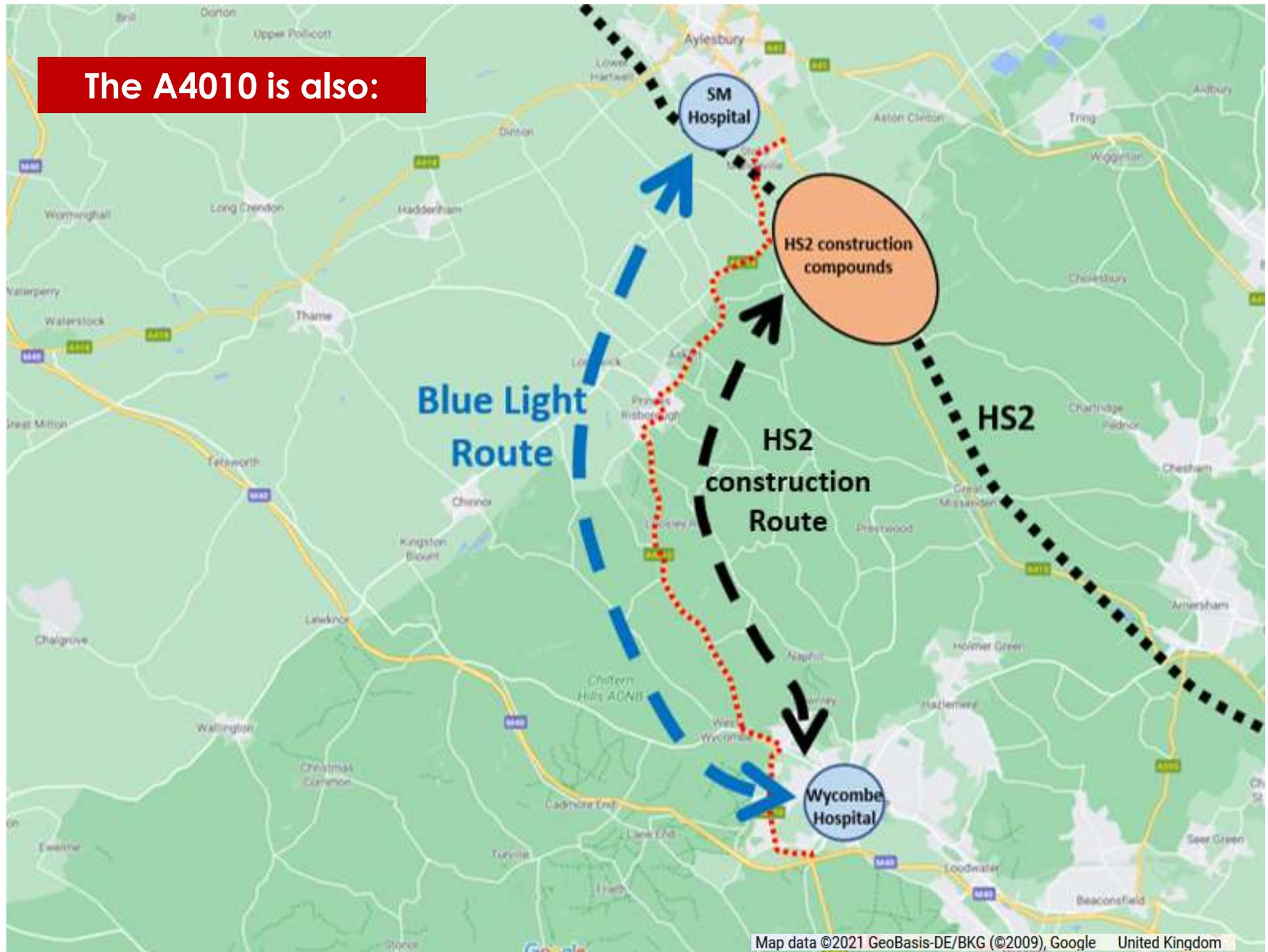
HGV Network Hierarchy	
	Highways England
	Strategic Routes
	Main Distributors
	Main Distributor requiring further assessment

Buckinghamshire Freight Strategy

A4010 classified as a strategic route



The A4010 is also:



Summary of policy context:

- ▶ Strategic N – S route / strategic freight route
- ▶ Aspiration to improve N – S Connectivity (LTP 4)
- ▶ N – S connectivity studies being planned (RTS)
- ▶ A 'Blue Light' route
- ▶ An HS2 construction traffic route
- ▶ **Importantly.....**
 - ▶ A 'multi modal route': (road, rail, bus, walk, cycle)

Traffic data:

▶ Traffic:

- ▶ 13,000 – 23,000 vehicles
- ▶ 400 – 700 lorries
- ▶ 25 ambulances
- ▶ * 140 HS2 lorries
- ▶ * 220 HS2 vans/cars

* HS2 traffic figures could change

▶ Congestion:

- ▶ Princes Risborough
- ▶ West Wycombe to M40 Handy Cross

▶ Air Quality:

- ▶ Poor Air Quality along West Wycombe Road

▶ Vehicle crashes:

- ▶ 100 crashes (2015 to 2019)

A4010 traffic is predicted to increase by 30% by 2036:

- Arising from housing and economic growth:

- Aylesbury
- High Wycombe
- Princes Risborough

- Infrastructure planned over future years:

- New relief roads for:
 - Princes Risborough
 - Stoke Mandeville
- New link roads around Aylesbury

**The A4010
Aylesbury to High Wycombe**



**Princes Risborough
Relief Road**

B4009

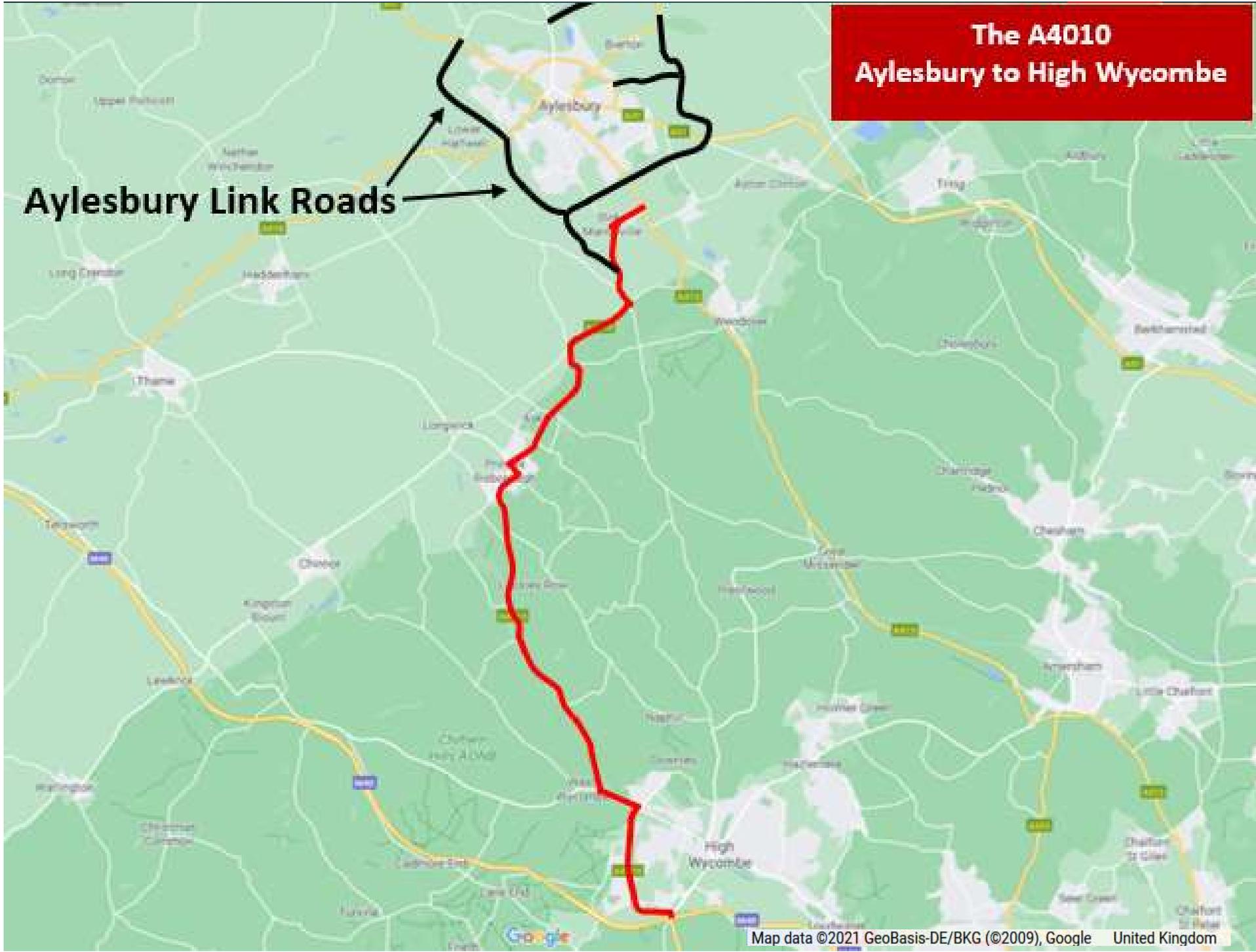
**The A4010
Aylesbury to High Wycombe**

**Stoke Mandeville
Relief Road
(Funded by HS2 Ltd)**



**The A4010
Aylesbury to High Wycombe**

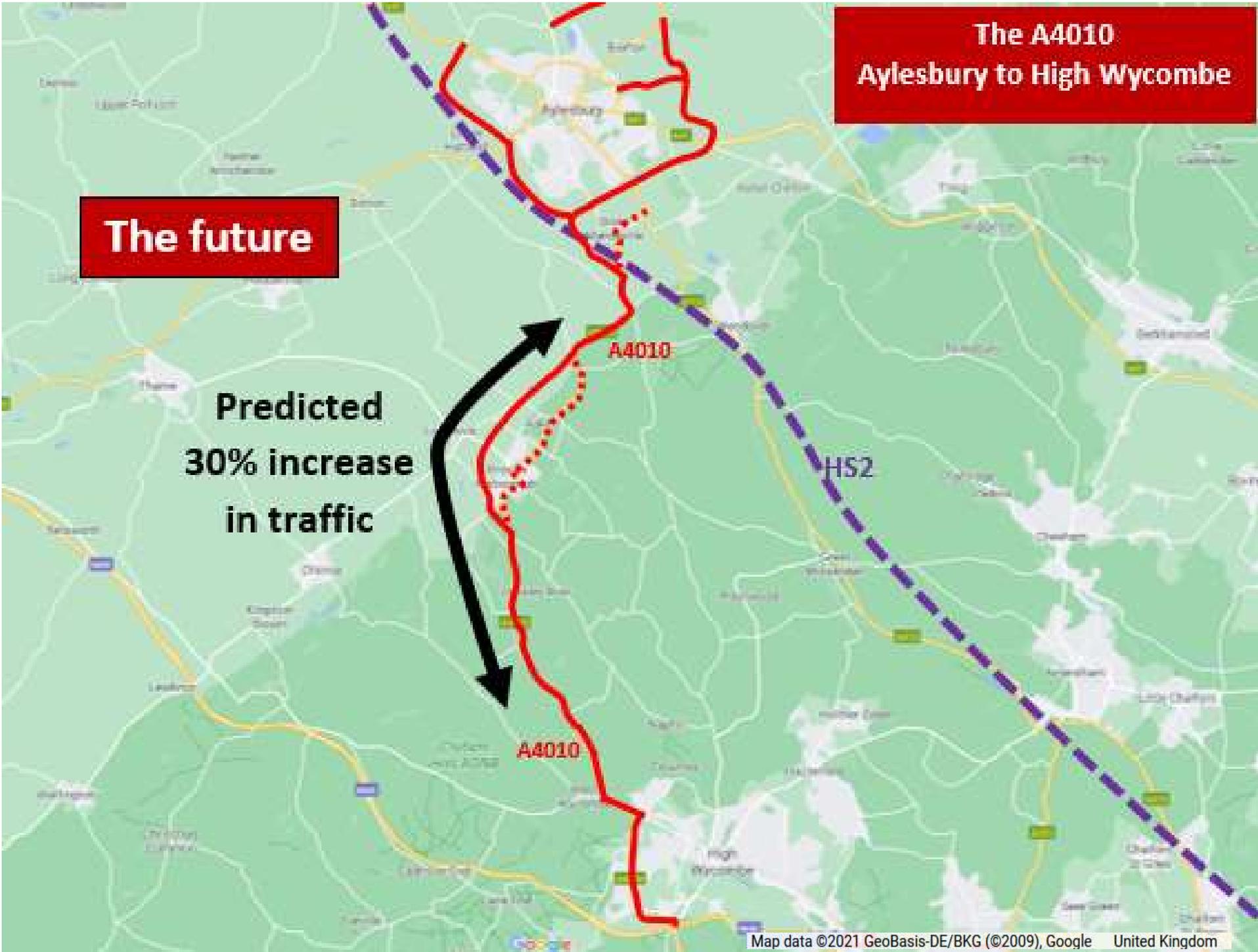
Aylesbury Link Roads



**The A4010
Aylesbury to High Wycombe**

The future

**Predicted
30% increase
in traffic**



Summary:

- The A4010 is 'stressed'
- Its a 'strategic route' calling for attention
- Traffic is predicted to increase by 30%, which could be positively managed as part of a route strategy





.....and the A413

(the other N-S strategic route)



A413 Aylesbury to M40 Denham

- Has benefitted from a route strategy over many years
- Six by-passes, wide road, dual carriageway

So, it all started here:

▶ Informal meeting in 2016:

- ▶ **Bill Bendyshe Brown:** County Councillor for The Risboroughs
- ▶ **Matt Walsh:** Princes Risborough Town Mayor
- ▶ **Mark Shaw:** BCC Cabinet Member for Transport
- ▶ **David Johncock:** WDC Cabinet Member for Planning
- ▶ **Technical Officers:** BCC and WDC
- ▶ **Jim Stevens:** Member of PR Town Plan Steering

Progress so far:

▶ 2017 draft:

- ▶ 'Welcomed' by PR Town Plan Steering Group

▶ 2020 draft:

- ▶ Content updated
- ▶ Championed by a group of local BC Members
 - ▶ Immediate focus on road widening/cycleways
- ▶ Supported by the Community Board Transport and Road issues is Subgroup

▶ Initial and informal discussion in 2020:

- ▶ Two Bucks MP's
- ▶ Buckinghamshire Council representatives
- ▶ Programme Director of England's Economic Heartland



What could an A4010 strategy deliver:

- ▶ Comprehensive approach to transport/travel
- ▶ Manage / suppress the predicted 30% increase in traffic
- ▶ Improve transport connectivity
- ▶ Improve efficiency and safety

But not to facilitate more housing development

Four objectives are suggested:

1. **REDUCE** carbon emissions and traffic demand
2. **MITIGATE** development traffic
3. **ADDRESS** local road safety concerns
4. **MANAGE** bottlenecks at each end of the route

To fully develop (and ultimately deliver) a strategy for the A4010 will require ongoing engagement with, and support of **Buckinghamshire Council**.

It is hoped to do this over forthcoming months.

REDUCE carbon emissions and traffic demand



▶ Chiltern Rail Line (med/long term):

- ▶ Dual the single track rail line: Northolt to Old Oak Common
- ▶ Dual single track rail line: Princes Risborough to Aylesbury
- ▶ Maximise capacity release from HS2



▶ Active Travel (short term):

- ▶ Continuous cycleway - Aylesbury to High Wycombe
- ▶ Maintain existing lengths of cycleway



▶ Digital and 'electric': (short/med term)

- ▶ Smart technology - reduce the need to travel
- ▶ Electric vehicles - more charging points

Notional suggested timescales	
Short =	2026
Med =	2026 – 2036
Long =	2036 – 2050



▶ Bus Services (med term):

- ▶ Rural buses and express inter-urban services
- ▶ Smart technology on main bus services (e.g. on board wi-fi)



▶ Traffic Direction Signing (short/med term):

- ▶ To ensure traffic uses most appropriate routes
- ▶ Reduce HGV's through villages

MITIGATE development traffic

- ▶ **Construct approved Relief Roads (short/med term):**
 - ▶ Princes Risborough (including cycleway)
 - ▶ Stoke Mandeville (including cycleway)

Notional suggested timescales

Short =	2026
Med =	2026 – 2036
Long =	2036 – 2050

- ▶ **Wycombe Local Plan (short/med term):**
 - ▶ Implement the transport related policies for:
 - ▶ Princes Risborough and Great Kimble

ADDRESS local road safety concerns

▶ **Route Efficiency and Safety (short/med term):**

- ▶ Minor widening of narrow sections of road
- ▶ Install continuous road edge-lines

Notional suggested timescales

Short =	2026
Med =	2026 – 2036
Long =	2036 – 2050

▶ **Local Community Concerns (short term):**

- ▶ Improve safety / severance at B4009 Gt Kimble
- ▶ Improve pedestrian/cyclist islands at Golden Cross Saunderton
- ▶ Improve signs and lines at Bradenham Wood Lane junction
- ▶ Improve safety at West Wycombe arched railway bridge

▶ **HS2 Construction Traffic Mitigation (short term):**

- ▶ Complete HS2 construction traffic mitigation
- ▶ Submit funding applications for HS2 Road Safety Fund

MANAGE bottlenecks at each end of the route

▶ Aylesbury End of Route (med/long term):

- ▶ Construct and complete the link roads around Aylesbury

Notional suggested timescales

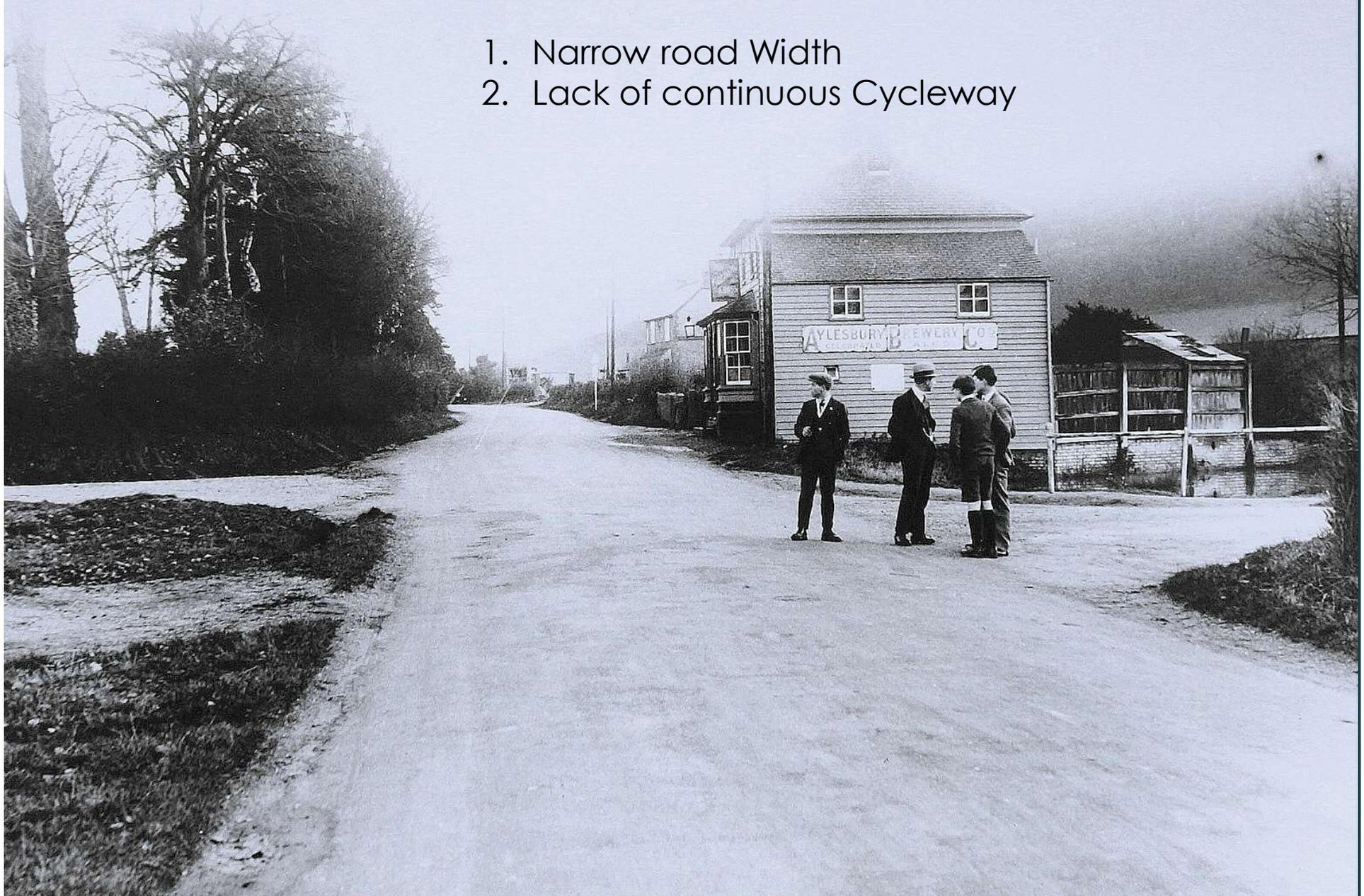
Short =	2026
Med =	2026 – 2036
Long =	2036 – 2050

▶ Wycombe End of Route (short/med term):

- ▶ Route efficiency improvements (Pedestal to M40 Handy Cross)
- ▶ Improve key junctions (e.g. Pedestal, Chapel Lane, Cressex Road)

Two immediate issues:

1. Narrow road Width
2. Lack of continuous Cycleway

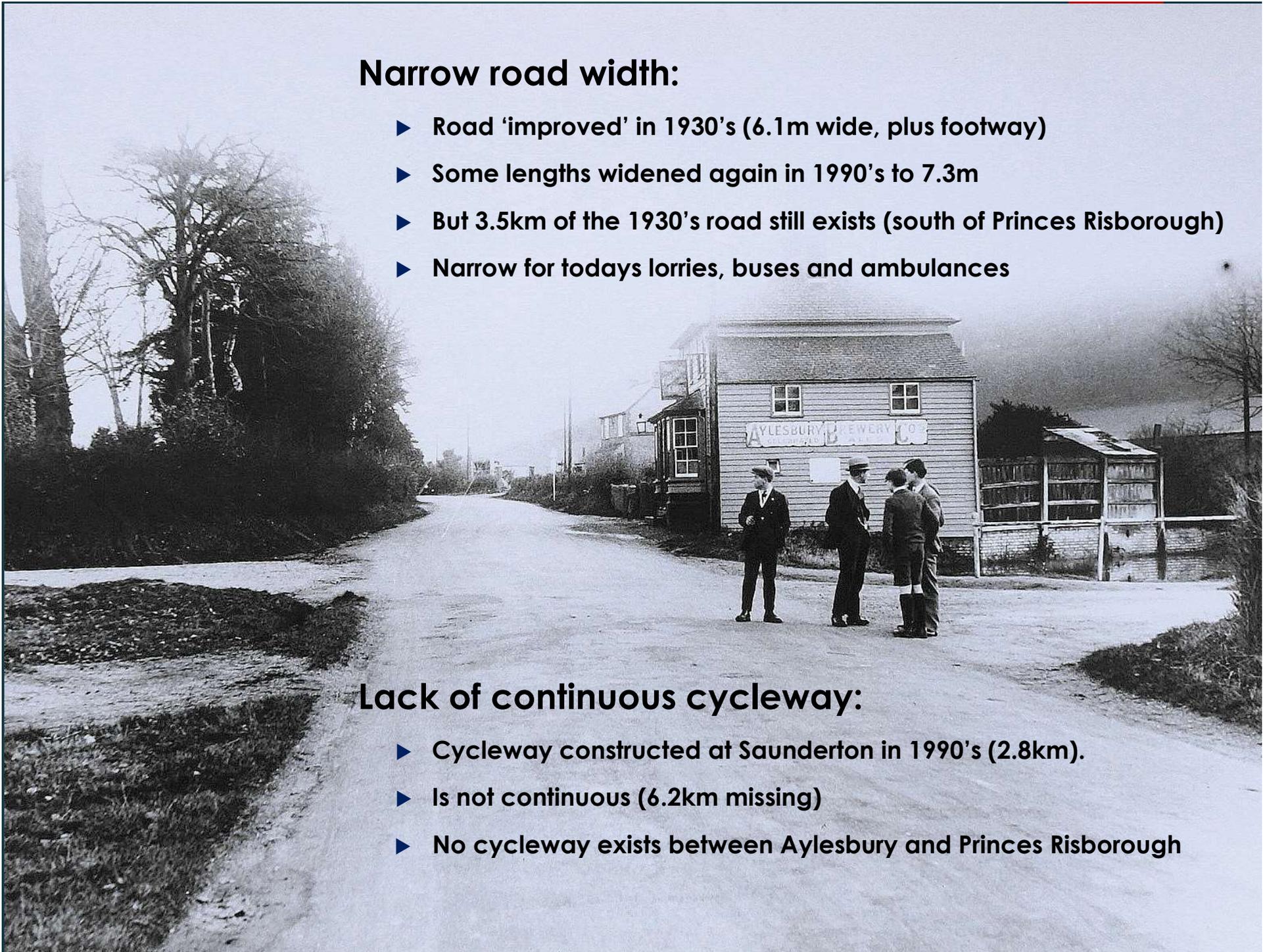


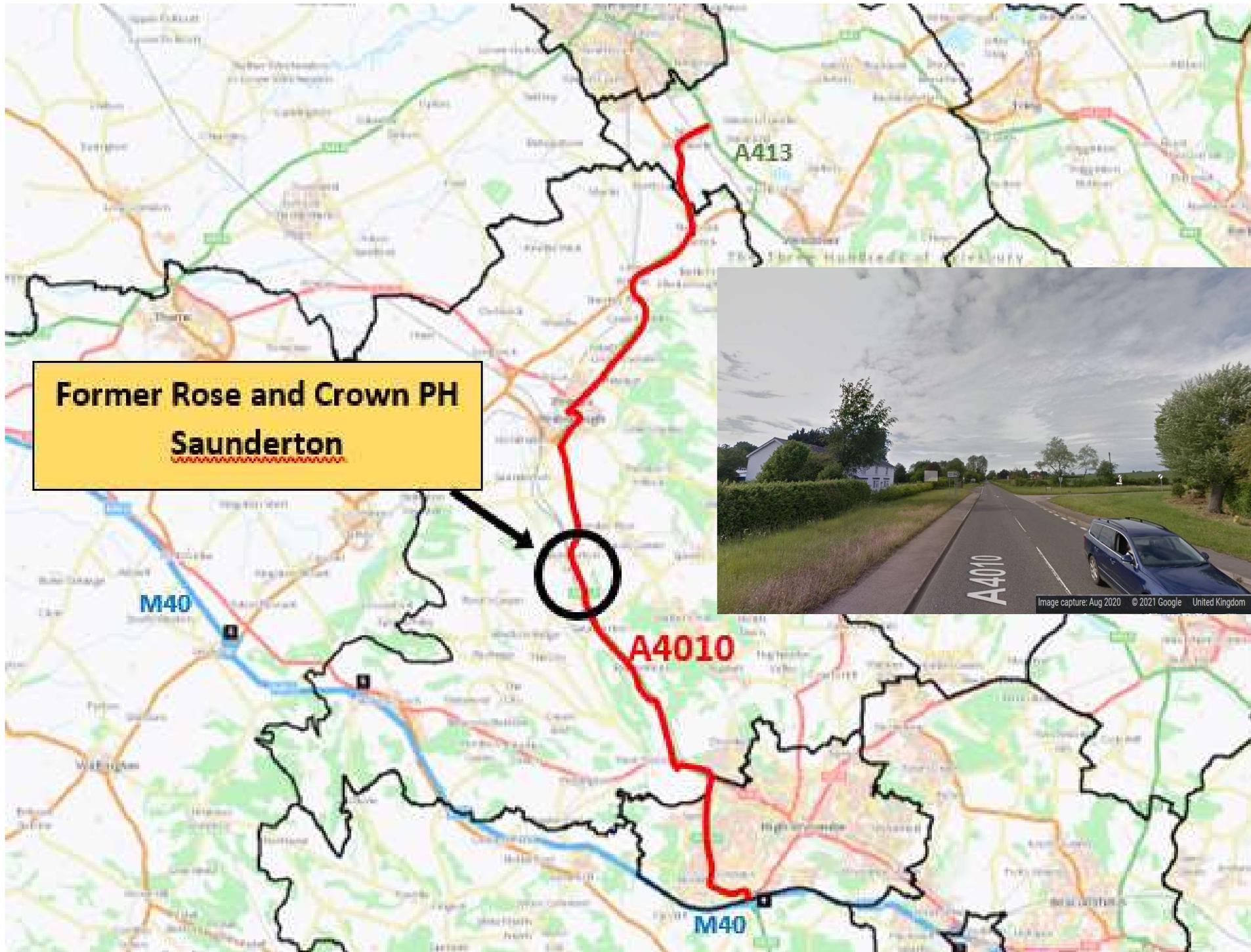
Narrow road width:

- ▶ Road 'improved' in 1930's (6.1m wide, plus footway)
- ▶ Some lengths widened again in 1990's to 7.3m
- ▶ But 3.5km of the 1930's road still exists (south of Princes Risborough)
- ▶ Narrow for today's lorries, buses and ambulances

Lack of continuous cycleway:

- ▶ Cycleway constructed at Saunderton in 1990's (2.8km).
- ▶ Is not continuous (6.2km missing)
- ▶ No cycleway exists between Aylesbury and Princes Risborough





Former Rose and Crown PH
Saunderton



Image capture: Aug 2020 © 2021 Google United Kingdom

1920's



1930's

After widening to 20 feet (6.1 metres)

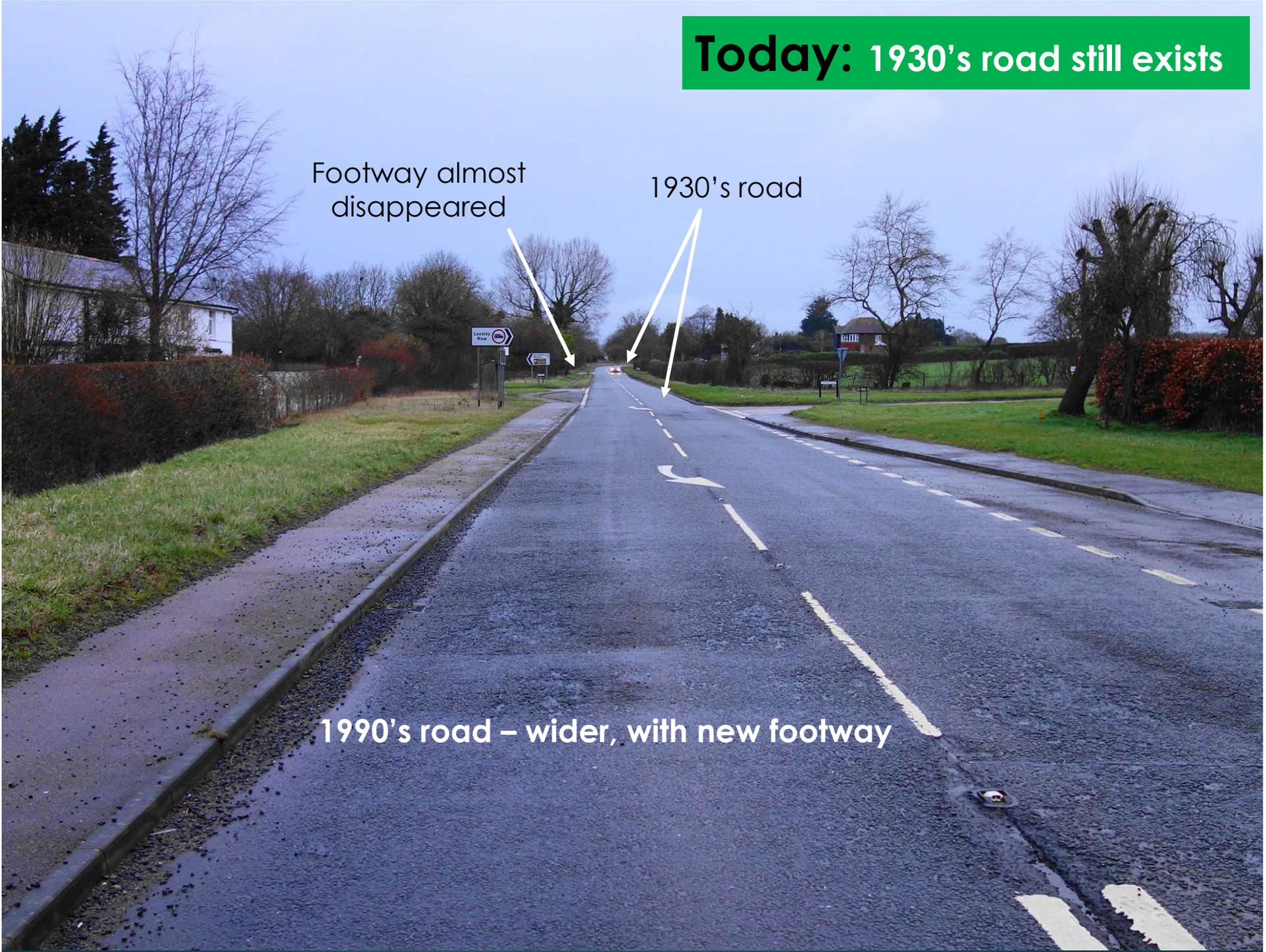


Today: 1930's road still exists

Footway almost disappeared

1930's road

1990's road – wider, with new footway



West Wycombe: 1930's road still exists



Princes Risborough to Stoke Mandeville

- Road generally wider
- Footway could become a cycleway by widening





But difficult lengths exist

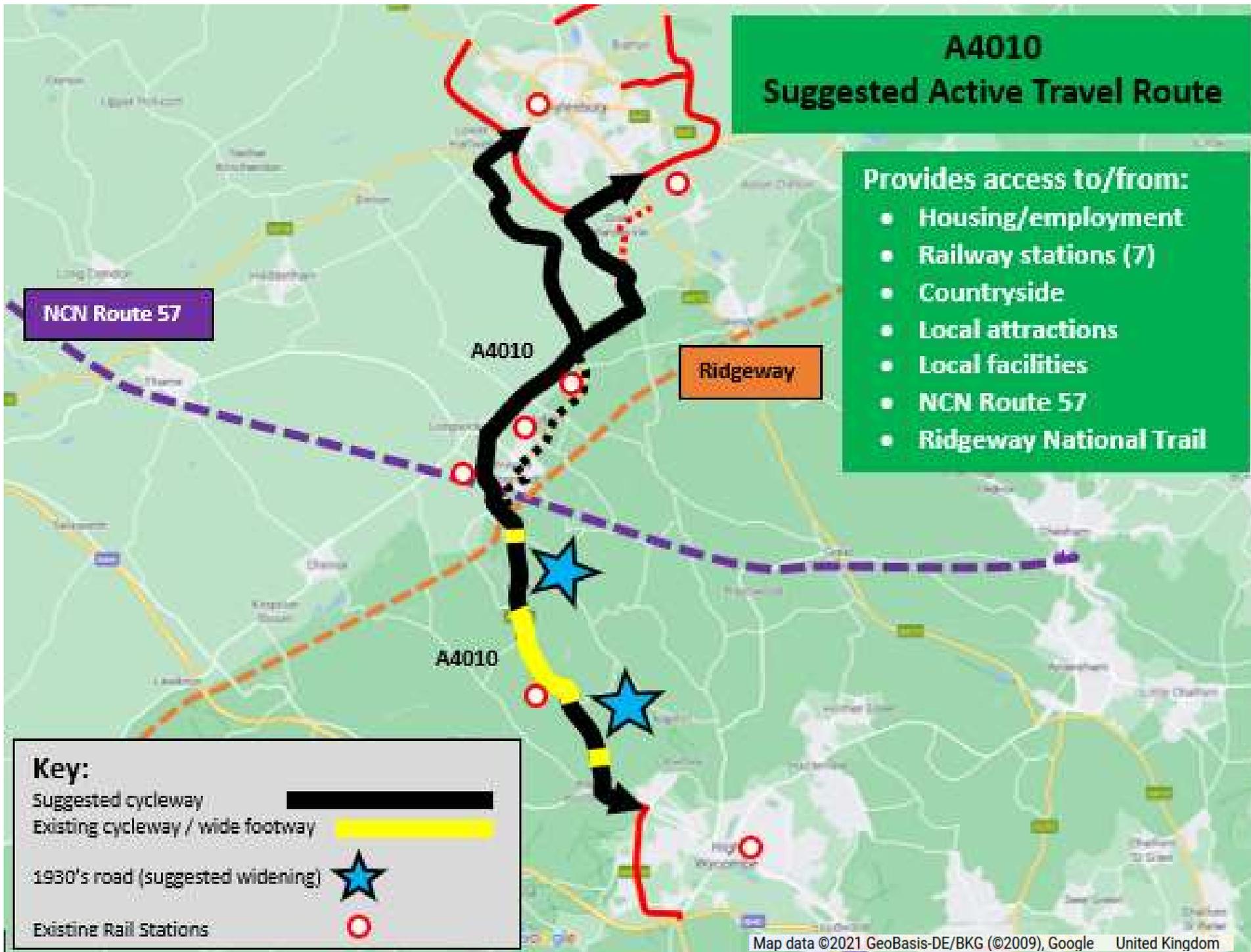
- Limited ability to provide a cycleway

1990's improvement at Saunderton



Impact on the AONB:

- Discussions with Chilterns Conservation Board important
- Strategy will help reduce traffic and emissions (positive impact)
- Design to help preserve AONB (as in this photo)



NCN Route 57

Ridgeway

Key:

Suggested cycleway

Existing cycleway / wide footway

1930's road (suggested widening)

Existing Rail Stations

Funding:

- ▶ **An A4010 Strategy – delivered by a range of organisations**
- ▶ **Needs to be integrated within LTP5 and Heartland RTS**
 - ▶ Influence on key partners / organisations
 - ▶ Potential major funding streams (e.g. EEH funding pipeline)
- ▶ **Funding possibilities?**
 - ▶ Local Authority funding
 - ▶ Community Infrastructure Levy (CiL) funding
 - ▶ Government award funding (e.g. cycling, HS2 road safety fund)
 - ▶ ‘Opportunity’ Funding (road resurfacing programmes)
 - ▶ Community Board delegated funding

The Community Board is recommended to support:

1. The general 'direction of travel' with the suggested A4010 Strategy.
2. The suggested key objectives as a basis for discussion with Buckinghamshire Council.
3. Engagement with Buckinghamshire Council to develop the suggested A4010 Strategy.
4. Working towards potential inclusion of the suggested A4010 Strategy in LTP5.
5. Engagement with England's Economic Heartland on the RTS N – S Connectivity Study (working with BC).
6. A formal request to TfB to maintain the existing cycleway
 - ▶ Replace missing/damaged blue signs
 - ▶ Remove grass overgrowth from the surface of the cycleway



.....END

Comments and questions invited

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**Community Board - North West Chilterns
Community Area Funding Stream 2020/21**

Funding Stream	Budget	Allocated	Remaining
Community Area	£ 98,394	£ 79,680	£ 18,714

Organisation	Project Detail	TfB	Total project cost	Committed	Provisional / Unallocated	Date Community Board Approval
Pipers Lane School	Speed limit reduction	Y	£17,980	£12,580		30.09.20
Downley Parish Council	Controlled crossing Feasibility Study	Y	£9,710	£4,855		30.09.20
West Wycombe Parish Council	High Street - Feasibility Study	Y	£6,173	£3,086		30.09.20
Lacey Green Parish Council	Parking restrictions	Y	£15,125	£10,125		19.11.20
Princes Risborough Town Council	Whiteleaf road markings	Y	£10,320	£5,160		19.11.20
Downley Parish Council	Junction Protection Markings	Y	£6,158	£3,079		19.11.20
Bledlow-cul-Saunderson	Saunderton Vale parking	Y	£11,134	£5,567		19.11.20
Red Kite Radio	Fund equipment/licenses		£2,000	£2,000		19.11.20
Chiltern Rangers	Young people environmental conservation project		£23,600	£16,900		19.11.20
Active in the Community	Holiday Hunger project		£15,838	£12,328		Approved by email on 22.12.21
Transitions UK	Mentoring for young people		£9,079	£4,000		Approved at BC Cllr mtg 04.02.21
Lacey Green Parish Council	Kiln Pond clearance		£1,000		£420	
Residue Unallocated Budget					£18,294	
		Total	£128,116	£79,680	£420	

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**Community Board - North West Chilterns
Health & Wellbeing Funding Stream 2020/21**

Funding Stream	Budget	Allocated	Remaining
Health & Wellbeing	£ 25,055	£ 18,245	£ 6,810

Organisation	Project Detail	Committed	Provisional / Unallocated
Lockdown 1 - Cllr Crisis Funding			
Princes Risborough Centre	Running costs of Risborough Basket Scheme	£2,000.00	
Downley Covid 19 Action Group	Support with printing, mobiles, PPE & petrol	£2,000.00	
Hughenden Valley Shop	Supplies for the Home Delivery Hub	£2,000.00	
Princes Risborough Town Council	Provide support to vulnerable and housebound	£500.00	
Princes Risborough Charity	Tesco giftcards for families in hardship	£1,500.00	
St Marys Church Food Cupboard	Food parcels for families	£1,000.00	
High Wycombe Citizens Advice Bureau	Increase debt advice capability	£2,000.00	
One Can Trust	Buy essential foods for vulnerable	£500.00	
Risborough Area Community Bus	Cover costs of community bus delivering to those self isolating	£1,000.00	
		£12,500.00	
Deduct Rothschild Foundation funding		-£2,505.00	
	Total	£9,995.00	
Lockdown 2 - Cllr Crisis Funding			
Princes Risborough Charity	To supply Christmas hampers	£600	
St Michaels Church	To acquire and install equipment for the live-streaming of services and community events.	£3,750	
Bucks Business First	Be your own boss scheme	£3,000	
Stokenchurch Community Bus	Helping residents to vaccine centre (predominately in Stokenchurch and Radnage)	£900	
Residue Unallocated Budget			£6,810
	Total	£18,245	£0

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Community Board - North West Chilterns
Local Infrastructure Funding Stream 2020/21

Funding Stream	Budget	Allocated	Remaining
Local Infrastructure	£ 113,574	£ -	£ 113,574

Organisation	Project Detail	Total project cost	Committed	Provisional / Unallocated	Date Community Board Approval
Lacey Green and Loosley Row Tennis Club	Court floodlighting	£12,844.00		£6,000.00	
Princes Risborough Charity	To provide mains water supply to tenanted allotments	£3,600.00		£1,800.00	
Community Centre, Studley Green	Installation of 30 solar panels to community centre roof.	£9,000.00		£7,000.00	
Residue Unallocated Budget				£105,774	
		£25,444	£0	£14,800	

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North West Chiltern Community Board Funding Report - 2020/21

Date of Decision 11.03.21

Organisation Name	Lacey Green Parish Council
Project Name	Kiln Lane Pond Project
Funding Stream	Community Area Priorities
Total Cost of project	£1,000
Amount of Match Funding	£420.00
Amount being applied for	£420.00
Amount suggested	£420.00

Project Summary

The scope of this project is to clear Kiln pond, to improve aquatic life and enhance it's appearance, and will benefit the residents from Lacey Green and Loosley Row.

How does the project address local priorities?

The Community Board agreed its priorities on 9 July which included a priority for **Environmental and Climate Change**.

This project will contribute towards the subgroups objective in seeking schemes and initiatives that have a sustainable and lasting effect on the North West Chilterns area, improving the built or rural environment and promoting or reversing environmental damage or climate change.

In addition, this project will assist in the health and wellbeing of it's local residents.

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

This project seeks to achieve the corporate priority around **Improving our Environment**.

The mission of the Parish Council, which supports our corporate priority, is to seek to preserve and enhance the character and community spirit of their picturesque village set in the Chiltern Hills. They also aim to keep village assets such as ponds (and other village properties), well maintained, to ensure their residents have access to high quality and safe environments. This project will also protect and enhance our natural environment and all the benefits that brings.

How does the project achieve value for money?

Three quotations were retrieved for the removal of tree branches adjacent to the pond to mitigate drop foliage. The total cost of this project is £1000 and the Community Board have been requested for a contribution of £420.

This project will improve the aquatic life of the pond and will benefit the local community and the environment.

Community Board Coordinator comments

This application has been fully assessed by the Environmental and Climate Change subgroup in line with the Community Board funding criteria, and based on this and the evidence above, it is recommended as a project which is suitable to receive funding from the North West Chilterns Community Board.

The funding applied for in this report (£420.00) can be accommodated within the North West Chilterns Community Board 2020/21 budget available. This takes into account monies already spent to date and also monies committed to projects formally approved by the Board, but not yet spent.

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.



North West Chiltern Community Board Funding Report - 2020/21

Date of Decision 11.03.21

Organisation Name	Princes Risborough Charity
Project Name	Water supply to tenanted allotments
Funding Stream	Local Infrastructure
Total Cost of project	£3,600
Amount of Match Funding	£1,800
Amount being applied for	£1,800
Amount suggested	£1,800

Project Summary

The allotments that are under the control of trustees are all in use but suffer from the lack of a mains water supply. The trustees feel that for the tenants to be able to make best use of the allotments, there should be a regular mains supply of water to save allotment holders from having to bring their own supply on site. The site also has a ménage which is difficult to manage as the tenant has to provide a large volume of water for the horses, especially during the summer period.

The Charity has received both verbal and letters from tenants asking for the supply of water and some prospective tenants have stated that they would not be able to manage to carry sufficient water supplies to site. In addition, with the planned growth of new houses, the requirement for an allotment will almost certainly increase, so a sufficient mains water supply would be beneficial.

Note: There is only one supplier that can provide this service and that is Thames Water, so the Charity were only able to supply one quote.

How does the project address local priorities?

The Community Board agreed its priorities on 9 July which included a priority for **Environmental and Climate Change**.

This project will contribute towards the subgroups objective in seeking schemes and initiatives that have a sustainable and lasting effect on the North West Chilterns area.

In addition, this project will assist in the health and wellbeing of its tenants. It is well documented that working in the open air and the provision of healthy produce helps to improve both mental and physical health. It will also help those families on a low income, particularly during this time with Covid 19, to save money and provide tastier fruit and vegetables.

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

This project seeks to achieve the corporate priority around **Strengthening our Communities and Improving our Environment**.

Strengthening our Communities: This project seeks to improve the experience for tenants who will be able to grow more and better quality produce from their plots, thus improve their own healthy living as well as those to whom they provide with fresh fruit and vegetables. It would also encourage new tenants who would be more inclined to take up allotments for this very reason.

Working on an allotment brings communities together, particularly for those have a shared interest and passion in growing produce.

Improving our Environment: The release of CO2 into the atmosphere contributes heavily to global warming. Buying seasonal fruits and vegetables that are grown in the UK significantly reduces this impact. However, growing fruits and vegetables removes food miles altogether. The average distance travelled by shop-bought fruits and vegetables is 1500 miles.

How does the project achieve value for money?

The total cost of this project is £3,600, to which the Princes Risborough Charity will contribute £1,800 and are requesting the Community Board to provide £1,800.

As detailed above, managing and working an allotment plot is a very healthy pastime. The plots encourage many residents to take regular, sustained exercise; and the produce grown on their allotments fosters healthier dietary choices and eating practices.

Water, is of course, a vital component to the growth of their produce, and the supply of the water mains would make this easier. In addition, this initiative supports the environmental priority of reducing dangerous amounts of carbon emissions and waste associated with air freight and other transportation methods.

Community Board Coordinator comments

This application has been fully assessed by the Environmental and Climate Change subgroup in line with the Community Board funding criteria, and based on this and the evidence above, it is recommended as a project which is suitable to receive funding from the North West Chilterns Community Board.

The funding applied for in this report (£1,800) can be accommodated within the North West Chilterns Community Board 2020/21 budget available. This takes into account monies already spent to date and also monies committed to projects formally approved by the Board, but not yet spent.

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.



North West Chiltern Community Board Funding Report - 2020/21

Date of Decision 11.03.21

Organisation Name	Lacey Green & Loosley Row Tennis Club
Project Name	Court Floodlighting
Funding Stream	Local Infrastructure
Total Cost of project	£12,844
Amount of Match Funding	£6,844 (contribution from Lacey Green PC £250 and the Tennis Club £6,594).
Amount being applied for	£6,000
Amount suggested	£6,000

Project Summary

The Tennis Club urgently need to floodlight court 3 due to the growth of the club. The combination of improving the facilities, having a new full time coach and the impact of the Covid 19 has meant that the club has grown by some 65% in the past 12 months or so.

Currently they only have two out of three of their courts floodlit and there is an enormous strain in trying to satisfy tennis players requirements when there is no longer daylight. The project spec confirms the use of the latest Philip's LED floodlights which are very environmental. The power usage is just over 3kw compared to conventional floodlights which use double the electricity usage for the same luminance. The lights also have the advantage of instant light without the traditional warm up period associated with halogen floodlights.

An extra floodlit court would avoid the bottlenecks during the darker months; it would allow more people in the community to benefit from playing tennis as coaching could take place during the evenings. At the moment, if there is a competitive match on, coaching cannot take place as the match takes up two courts.

The need for this project:

Some 18 months ago, the Tennis Club placed an advert with the Lawn Tennis Association for a new coach. At the time the club only had 120 members and coaching was down to 6 hours per week.

Since then the new coach has expanded the coaching enormously and now coaches around 32 hours per week. He has introduced a full range of coaching for the juniors, from tots tennis right up to teenage players. The number of juniors receiving weekly coaching has risen from 12 in July 2019 to around 55 currently. During the darker months he relies on the floodlit courts to coach and this obviously restricts others in the community from playing.

For adults, he has introduced new group sessions to allow more people to benefit from tennis. This includes two beginners' classes per week, two mixed drills, one ladies session, one men's session and three cardio sessions.

Cardio tennis allows the community to get fit in a fun way by doing lots of running around with music playing in the background. This allows them to burn around 600 calories during a session which is fun and sociable.

The coached sessions are open to everyone in the community, you don't have to be a member. In addition, they offer pay and play for non members. This allows non members to book a court online and play tennis without being a member.

The coronavirus has focused peoples' minds on staying healthy and getting fit, and tennis has enormous advantages over other sports because it is non-contact, and anyone from the ages of 3- 80 can pick up a racket and enjoy a game.

The club have recently introduced walking tennis which is primarily aimed at the over 60s. This allows people in the community to carry on exercising and enjoying tennis where perhaps the traditional game is beyond their physical capabilities. There is no running or jumping and two bounces are permitted. They are the first club in Buckinghamshire to offer this.

In order to attract new players the club are very aware that they need to keep their website and social media channels current with lots of pictures and information. They track this information monthly and review their progress on both Facebook and Instagram. Over the past year the number of followers on Facebook has risen from 115 to 186 currently. On Instagram it has risen from 171 to 242. This measure provides tangible evidence that they have a growing base and a keen interest in their activities. Indeed, the number of followers that they achieve far exceeds the size of the club, when comparisons are made to similar sized organisations. The club were recently profiled nationally in the Lawn Tennis Association's (LTA) November Bulletin (see attached) which demonstrates how successful they have been in attracting new players. Also, they were recently highlighted in the Bucks LTA annual report as being a model club.

Normally, the majority of interest in the club comes during the warmer months of the year from April through to September. This year they have been very busy with new interest starting in February and running to the end of October up to the imposed lockdown in November. The community like the wide offering that the club provides. You don't have to be a member and if you do want to become a member the price is very low compared to other local clubs. For example, under sevens can join for just £5 per year, 7-11 £20 and over 11s is £30. For adults full membership is £105 some £40 less than other local clubs with similar facilities.

To encourage more juniors to play tennis, the club encourage the older teenage players to participate in the tennis leaders programme, which allows them to help the coach with junior group lessons. The younger juniors like to see the older juniors assisting and this helps engage them with tennis.

Further tangible evidence that the club needs this project is the expansion of the car park. When it was built some five years ago, parking for 10 cars was deemed to be sufficient. With the growth in coaching activities and playing hours, the car park was recently expanded so that it could accommodate 20 cars. Their coach also provides after school clubs and lunch clubs at six local schools and pre-schools. This helps to get interest in playing tennis and some of these juniors then come back to the club to participate in the main junior programmes. The club also offer two free tennis days every year, where anyone can play tennis and receive free coaching.

It should also be noted there is planned housing growth within the area, so members may well increase due to new families moving nearby.

How does the project address local priorities?

The Community Board agreed its priorities on 9 July which included a priority for **The Young and The Elderly**

This project will contribute to our objective around social isolation for older people, and the recommendations highlighted in the Community Boards Public Health report. The report confirms that it:

- Has a higher proportion of physically inactive adults (18.8%) compared with the County average (16.5%).
- Has a higher proportion of obese adults (32.1%) compared with the County average (31.4%).

Reducing smoking, adult obesity and physical inactivity are key areas for our community as they are major causes of preventable ill health and death. These are particularly relevant as they are all risk factors for dementia, and our community has a higher level of dementia than Buckinghamshire.

North West Chilterns has an older age profile and a higher proportion of residents with dementia compared with the County overall. Dementia-friendly initiatives therefore should be explored. Other interventions that should be considered are ones that promote and encourage physical activity amongst middle-aged people; the evidence shows physical activity reduces the risk of dementia.

Loneliness for people aged 65 years and older is a key area for parts of our board area. Programmes to build community cohesion or encourage befriending are required, and this project would contribute to this.

In addition, the Club's junior programme supports the health and wellbeing of young children/people as it allows them to get off their screens, get out and exercise in a fun and friendly environment. This helps to tackle weight issues, increases their fitness and improves their overall physical and mental health.

For adults, tennis is a great overall body workout which improves muscle strength, provides a cardio workout and improves mental health. As detailed above, their programmes range from very energetic cardio tennis to walking tennis for the less physically active.

There is also a social aspect to playing tennis which is as equally important. The community enjoy mixing together over a cup of coffee after playing and making new friends. The club holds various social activities which help bond the community together to raise spirits and improve wellbeing. Activities range from Xmas dinners, Gin & Fizz evenings, pub outings and family BBQs. These help to bond the community together and are offered to members and non-members.

All ages would benefit from this project. The Tennis Club are a very community minded organisation and try and make tennis accessible and affordable to all which is reflected in their prices.

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

This project seeks to achieve the corporate priorities around **Strengthening our Communities and Protecting the Vulnerable**.

Strengthening our Communities: Tennis allows the community to get fitter, improves physical and mental health and is also sociable. Over the past year the community has looked to this club for social interaction when other forms have not been available. The club also encourage the community to volunteer for projects which helps bring everyone together and improves happiness. For example, all maintenance work around the courts is carried out by volunteers, from lawn mowing, hedge cutting, weeding to tidying up rubbish. They also encourage the juniors to get involved too, and they like nothing better than for example, painting the exterior of their shed!

Protecting the vulnerable: The clubs new walking tennis allows the over 60s to get out and exercise in a safe environment which is outdoors. It also allows them to get fitter and mix socially with other people of their age. This is extremely important currently, as older people feel very vulnerable with the coronavirus. Studies have shown that tennis is very low risk and was rated one of the lowest risk for coronavirus.

How does the project achieve value for money?

The total cost of this project is £12,844. Lacey Green and Loosley Row Tennis Club will contribute £6,594, Lacey Green Parish Council £250, and are looking for the Community Board to fund £6,000.

This project would help the club to continue to reach out to people of all ages, to help them get fitter, to improve their mental and physical wellbeing, and strengthen their relationships within their community.

Community Board Coordinator comments

This application has been fully assessed by the Young and The Elderly subgroup in line with the Community Board funding criteria, and based on this and the evidence above, it is recommended as a project which is suitable to receive funding from the North West Chilterns Community Board.

The funding applied for in this report (£6,000) can be accommodated within the North West Chilterns Community Board 2020/21 budget available. This takes into account monies already spent to date and also monies committed to projects formally approved by the Board, but not yet spent.

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.



North West Chiltern Community Board Funding Report - 2020/21

Date of Decision 11.03.21

Organisation Name	Community Centre, Studley Green
Project Name	Solar Panels for the Community Centre
Funding Stream	Local Infrastructure
Total Cost of project	£9,000
Amount of Match Funding	£2,000
Amount being applied for	£7,000
Amount suggested	£7,000

Project Summary

Scope and what it aims to achieve:

The Community Centre want to contribute to reducing global emissions, and lead the rest of the community by example, by installing 30 solar panels on the south facing roof of their community centre alongside a scheme for EV charging and heat pumps. This will enable the community to generate its own electricity whilst the hall is used and provide the national grid with any excess electricity.

The need for this project:

It is understood that global emissions need to be reduced by 50% within 20 years to prevent irrevocable climate change.

Who will benefit from the project?

The community centre, which serves the needs of the community, provides a resource for a diversity of activities such as AA, a crochet group, yoga, art groups, a toddler group, a youth club, Christian fellowship, aircraft modelling. If they can reduce their costs, this will allow these resources to be accessed for cheaper rents. If they can contribute to reducing carbon emissions, then everyone benefits.

It should also be noted there is a planned housing growth in the neighbouring areas, so users of the facility may well increase due to new families moving nearby.

How does the project address local priorities?

The Community Board agreed its priorities on 9 July which included a priority for **Environmental and Climate Change**.

This project will contribute towards the subgroups objective in seeking schemes and initiatives that have a sustainable and lasting effect on the North West Chilterns area, improving the built or rural environment and promoting or reversing environmental damage or climate change.

In addition, reducing carbon emissions improves overall health. The environment is improved by reducing carbon emissions, which are contributing to the warming of our planet and endangering whole low-lying communities and making many species extinct due to global warming. The green economy is considered key to regenerative projects.

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

This project seeks to achieve the corporate priority around **Improving our Environment, Protecting the Vulnerable and Increasing Prosperity**.

Improving our environment: This is the main strength of the project. If the community centre can use carbon free electricity, they are contributing to reducing carbon emissions. This is a national and global priority for the good of our planet and are contributing to preventing a rise in temperature and to the national and global effort to bring carbon emissions under control.

Protecting the vulnerable: By not emitting harmful carbons, health is improved, rates of asthma and other breathing difficulties are reduced.

Increasing prosperity: By providing free electricity, generated by the power of the sun, the running costs of the community centre are decreased.

How does the project achieve value for money?

The total cost of this project is £9,000. The Community Centre will contribute £2,000 through various funding sources and the remaining £7,000 from the Community Board.

The benefits of installing solar panels on the roof of the centre has in itself many rewards and are detailed within this report. Contributing to reducing carbon emissions strongly ties in with the subgroup's and corporate priorities and links with national and global efforts to bring this under control.

In addition to this project application, the Community Centre are working with Buckinghamshire Community Energy in delivering not only the solar panels, but also electric vehicle charging and heat pumps. This is a really ambitious project which the Community Board fully supports and would like to be associated with.

Community Board Coordinator comments

This application has been fully assessed by the Environmental and Climate Change subgroup in line with the Community Board funding criteria, and based on this and the evidence above, it is recommended as a project which is suitable to receive funding from the North West Chilterns Community Board.

The funding applied for in this report (£7,000) can be accommodated within the North West Chilterns Community Board 2020/21 budget available. This takes into account monies already spent to date and also monies committed to projects formally approved by the Board, but not yet spent.

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.