



South West Chilterns Community Board minutes

Minutes of the meeting of the South West Chilterns Community Board held on Wednesday 16 February 2022 commencing at 6.32 pm and concluding at 8.34 pm.

BC Councillors present

D Barnes (Chairman), P Drayton, C Heap, D Johncock, S Kayani, N Marshall (Vice-Chairman), Z Mohammed, J Towns, M Turner, D Watson and S Wilson

Town/Parish Councils and other organisations present

Hambleden Parish Council, Hedsor Meeting, Ibstone Parish Council, Lane End Parish Council, Little Marlow Parish Council, Marlow Town Council, Medmenham Parish Council, Turville Parish Council and Wooburn and Bourne End Parish Council

Others in attendance

I Blazey, M Blunkell, R Butler, A Cobden, L Cowley, M Devlin, S Garwood, L Jeffries, J Laker, G Lawrence, Dr P MacDonald, N Rowcliffe, R Scott, S Taylor (Buckinghamshire Council), M Devlin (Buckinghamshire Council) and L Jeffries A Turner and V West

Agenda Item

1 The Chairman's Welcome

The Chairman, Cllr Dominic Barnes, welcomed everyone to the meeting and advised that the theme of the meeting was on the environment.

2 Apologies for Absence

Apologies were received from Geoff Pegg, Neighbourhood Watch; Lindon Porter and Cllr Alex Collingwood.

Note 1: Cllr Jocelyn Towns joined the meeting at 18.47 hours

Note 2: Cllr Jodie Cavaye, Hedsor Meeting joined the meeting at 19.00 hours

3 Declarations of interest

There were no declarations of interest at the start of the meeting. However, Ian Blazey declared an interest during Item 5 as he was a teacher at the Bourne End Academy.

4 Notes of the last meeting

Resolved: The minutes of the meeting held on 17 November 2021 were **agreed** as an accurate record.

5 Bourne End Academy - (Environment Group, Dyson Project)

Cllr Sophie Kayani introduced Louise Cowley, Head Teacher, Bourne End Academy (BEA). L Cowley stated that the Dyson project fitted really well with a couple of BEA's programmes/societies and that some of the students had elected to be part of the Dyson project. A couple of students attended the meeting and a video was shown (available on YouTube - <https://youtu.be/8g8wLA3nAVI>) which provided an overview of the project and emphasised that air pollution was not only a problem in low income countries but was also a problem in the local area and was a major threat to everyone's health. The students from BEA believed the next generation would become the future leaders of the global economy and must be advocates for the future. One of the students stated that, on a local scale, local authorities could direct more funding towards public transport and an increased number of safe cycle paths. There could also be vouchers towards bicycles and accessories so that students from less fortunate backgrounds could access the scheme.

The following key points were raised during discussion:

- It was noted that it was a very interesting project and in response to a query on how the air sampling device would be implemented in engineering terms, L Cowley explained that it had been a six week project with an engineering focus; Dyson had provided the equipment to build the monitoring devices and then the measuring of the air pollution would be carried out. The students had been working on the prototype and it was agreed that they would present the results to the Community Board (CB) at a later date.

Action: Makyla Devlin

- In response to being asked how the CB could help with encouraging walking or cycling to school to create a safer and cleaner environment; one of the students explained that walking or cycling was a good alternative for those who lived locally but it was not possible for those who lived further away. One of the members added that the possibility of using Wakeman Road car park was being looked into so that parents did not drop children off so close to the school.
- Councillor Wilson asked if the CB could help with a campaign for active travel; Cllr Kayani stated that there was also an eco-society which could work together with the Dyson project. Cllr Kayani also highlighted the poor bus links to Bourne End which often resulted in students arriving late.
- Cllr Marshall mentioned the Air Quality Assessment (AQA) project that was being carried out in Marlow and suggested working together with the consultant from Marlow Town Council.
- John Laker, Marlow Energy Group, added that the cycle route should be extended to run from the centre of Marlow to the centre of Bourne End.
- J Laker also asked if Nitrogen Dioxide (NO₂) levels would be measured. Cllr Kayani stated she would check with Miss Ali, the project lead, and put Miss Ali in touch Cllr Marshall and J Laker.

Action: Cllr Kayani

- The road from the Wooburn Green side was also highlighted as being

hazardous for cycling and Ian Blazey, one of the teachers from BEA, added that it would be useful to gauge how many students would like to cycle if there was a safe cycle route and asked what could be done to encourage cycling on the main roads and how could the traffic be reduced? The Chairman advised that the extension of the cycle paths would be challenging and that the CB had looked at the feasibility in the area; however, the Chairman encouraged the students to become involved with the Community Board Transport and Highways action group as people of any age were welcome.

- Dr Penny Macdonald, a GP from the Marlow Medical Group, commented that the Council's population health management data showed a spike in respiratory complaints which were caused by poor air quality in the CB area and highlighted that the students had picked up a pertinent issue. Dr Macdonald asked if the Buckinghamshire Council Public Health team could provide some before and after data to show the impact on people's health which could be used as a lever to influence more people to use more environmentally friendly methods of transport.

Action: Makyla Devlin

The Chairman thanked the students and L Cowley for joining the meeting and emphasised that he welcomed them being involved. The Chairman also thanked Cllr Kayani for co-ordinating BEA's attendance; Cllr Kayani invited any interested parties to visit the BEA societies and advised that they would be starting again at the beginning of the summer term.

6 Thermal Image Camera Project - Marlow Energy Group

John Laker, Marlow Energy Group, provided a presentation, appended to the minutes, which he also recommended may be of interest to the BEA students. J Laker highlighted the following points:

- An A5 leaflet had been produced to publicise the thermal imaging project.
- A publicity event had been held on 5 February 2022 at the Marlow town market.
- A booking form was available.
- A camera took images which showed where heat was lost from a property e.g., areas without cavity wall insulation.
- Information leaflets were sent out with the report providing details of organisations where advice could be sought.
- Grants and discounts were available and the organisations were listed on the leaflet.
- Recommended installers were included in the information.
- £161.19 remained from the grant of £1,000.
- More people were required to conduct the surveys – if anyone could spare some time contact marlowenergygroup@gmail.com

J Laker thanked the CB for the grant and the following key points were raised in discussion:

- The thermal imaging could only be carried out until the end of March as a

differentiation in temperature was required between the inside of the house and the outside temperature.

- Five 'trainee' surveys and a further five 'actual' surveys had been carried out and a number of surveys were booked. The Marlow Energy Group (MEG) was likely to receive further enquiries at the next market and it was anticipated that 30-50 surveys would be completed by the end of March 2022.
- Cllr Marshall advised he was keen on the institutional buildings being surveyed and asked about the process. J Laker advised that the form should be completed but stated that the MEG was concentrating on householders this winter and could do institutional buildings next year due to lack of time.
- It was confirmed that there was no charge for the survey; donations were welcome but not compulsory.
- Cllr Wilson commended the MEG and asked whether parish councils could take up the offer wherever feasible. J Laker advised that Great Marlow Parish Council had asked to borrow the camera but the MEG was too busy at the moment; however, it was a perfect example of another organisation who could invest in a camera and would be money well spent. If the MEG had two cameras, they would need more volunteers. The Chairman suggested advertising in local magazines for volunteers as he felt the MEG should have a second camera.
- Cllr David Johncock advised that the legacy Wycombe District Council camera was still available and J Laker agreed to advertise for volunteers in the Marlow Bottom News.
- Nick Rowcliffe suggested that a loan scheme could be implemented for additional cameras; Cllr Marshall agreed to liaise with N Rowcliffe and J Laker to discuss the logistics e.g., insurance.

Action: Cllr Marshall

The Chairman thanked J Laker for his attendance and advised he would support the use of extra cameras for the re-start of the programme in October/November, depending on the weather, and asked J Laker to attend a future meeting to provide an update.

7 Formal Community Board Updates

Community Engagement and Health and Wellbeing Action Group

Cllr Carol Heap, Chairman, provided an update since the last meeting in November. Cllr Heap reported that attendance had grown steadily and the reach had been extended to include additional voluntary organisations and individuals. Funding applications for a wide variety of events across the areas continued to be received and Cllr Heap stressed that it was not just about funding projects, it was also about building community resilience. Community organisations were invited to the action group meetings to raise awareness of their work; the sessions were well received and sometimes resulted in a funding application but generally had great value. Members of the Communities Team at Buckinghamshire Council occasionally attended to talk about Council initiatives and services that might be of interest to residents e.g., community safety, crime prevention. The action group also

promoted services such as the Helping Hands School holiday programme activities and vouchers for eligible children and other initiatives supported by the Council. Cllr Heap highlighted that several of the organisations would be in attendance at the event in Higginson Park on 2 April 2022.

Highways and Transport Action Group

Cllr Mark Turner reported that a number of project initiation documents (PIDs) were awaited and would be discussed with the CB members to agree on what could be afforded and programmed into the 2023 Transport for Bucks schedule. Several other projects had been discussed; the cycle path project had progressed and a quote was being obtained from Sustrans which would help formulate the cycle path route. Cllr Turner added it would not work for school travel specifically but the group would consider more involvement with Parent Teacher Associations (PTAs). Cllr Turner advised that the Trinity Road Quietway consultation had been extended to the end of May 2022. The 'park and stride' project was not viable as it would cost approximately £52,000 for the Dean Street car park in Marlow and half that amount for the Wakeman Road car park and it might be better to engage with the PTAs. The group had also debated verge parking, the Marlow Bridge weight restrictions, the petition on Terrington Hill and cycle gullies on the Volvo Bridge. A meeting had been held with Cllr Steve Broadbent to discuss the Westhorpe inter-change project. Progress had been made on the broadband application in Freith. Unfortunately, Open Reach would be ceasing the gigabit voucher scheme on 31 May 2022.

The following key points were raised in discussion:

- Following a query on why the Trinity Road Quietway consultation had been extended, Cllr Turner explained that it was going to full consultation as there were a number of issues and it was important to get it right. Makyla Devlin, Community Board Co-ordinator, confirmed that it had been agreed by Buckinghamshire Council (BC) cabinet members that the **duration of the trial** be extended until May 2022 in order to facilitate the undertaking of a formal statutory consultation. The consultation had closed on 19 January 2022 and the consultation responses were being reviewed prior to any decision being undertaken on the future of the scheme and this would be communicated with the local community once the responses had been reviewed and the decision made.
- Cllr Turner explained that the cost of the park and stride scheme was the estimated loss of revenue for providing half an hour's free parking at any time during the day.
- It was suggested that a sign be placed in GP surgeries encouraging people to walk or cycle in areas of high NO₂ levels.

Environment and Climate Change Action Group

Cllr Neil Marshall reported that the approval process for partial funding for solar panels at Spinfield School in Marlow was almost complete and should save approximately £10,500 over ten years and 7 tonnes of carbon. Similar requests from other schools could be considered during 2022/2023. BC had commissioned a study

on the low emission zone for Marlow which had been disappointingly inconclusive. Nick Rowcliffe, Sustainability Action Consultant to Marlow Town Council, had collected data post-covid and two charts were presented, appended to the minutes. The first chart showed the timeline NO₂ levels in Marlow which had been measured at 15 different monitoring stations. The level was above the legal limit until 2020. However, there had been a surprisingly small increase in 2021 and there were two possibilities; 2021 was still affected by covid and traffic levels had not returned or it due to a step change in working patterns. The second chart showed the raw data and the pre-pandemic lines were all higher, with particularly higher levels in the winter. The average level for 2021 had not climbed back up which suggested a larger change and that there may not be a rapid return to pre-pandemic levels which were above the legal limit.

The following key points were raised in discussion:

- The air pollution in Chapel Street, Marlow, has been exacerbated by the temporary traffic lights; it was noted that levels were high during peak time but were heading in the right direction.
- In response to whether the impact of electric car usage was being monitored: N Rowcliffe advised that the Marlow Environmental Performance Index data was being finalised and would show an increase in electric car ownership and would have contributed to the lower levels of pollution.
- Cllr N Marshall suggested requesting a scattergram which plotted the location of patients with respiratory illnesses to see if they collided with areas of high pollution. Dr Macdonald advised that the Public Health team at BC could provide the information. The Chairman recommended that this item be added to the topics to be discussed at a future meeting.

Action: Makyla Devlin

- It was also suggested that the data on pollution levels from the Little Marlow Sewage Works should also be analysed and discussed at a future meeting.

Action: Makyla Devlin

- Concern was also raised over the future levels of particulates in the atmosphere, particularly in the river valley, if more people were to switch to wood burning stoves.
- Cllr Michael Detsiny, Lane End Parish Council, highlighted that an improved bus service between Lane End and Marlow would result in enormous environmental advantages. The Chairman agreed that this was a good suggestion and that it be discussed within the Transport Action Group.

Action: Cllr Turner

Economic Development and Regeneration Action Group

Cllr Zahir Mohammed reported that the group had received a presentation on the business parks within the CB area; some of which were looking for new tenants. The Liston Court Garden project had been discussed and a revised design would be presented to group. One of Bucks Business First's applications had been declined but their application for a 'Visit Bucks Plan for Tourism' had been approved but needed to incorporate the villages as it was Marlow centric. The application for a

Hambleden Valley visitor guide had been approved. Marlow Film Studio had provided their plans in terms of economy, infrastructure and the environment etc and an application was expected in March. Some progress had been made on the rural economy side and work was being carried out with farmers and the NFU. The Marlow Lights event was a success. An application had been received from Transition Town Marlow for a bi-monthly market; this had been approved subject to review after six months.

8 Community Matters

Proud of Bucks Awards

Makyla Devlin, Community Board Co-ordinator, advised that the Proud of Bucks applications closed on 31 December 2021; the South West Chilterns Community Board had received 11 nominations and the winners and highly commended would be mentioned on the BC social media posts. M Devlin would be contacting all the nominees to invite them to the Community Engagement event in Higginson Park in Marlow where they would be presented with their certificates and prizes.

Buckinghamshire Council Update

Lloyd Jeffries, Service Director and Community Board Champion, provided a presentation, appended to the minutes, and highlighted the following:

- A consultation for residents to provide information on local areas to help the Local Government Boundary Commission complete proposals for new ward boundaries would be open until 4 April 2022 - consultation.lgbce.org.uk/have-your-say/29857
- A new Local Plan was being prepared for Buckinghamshire and views were being sought from residents/communities - <https://yourvoicebucks.citizenspace.com/planning/local-plan-2021/>
- A 'helping hand' was available for those struggling financially this winter and was available until 31 March 2022. <https://yourvoicebucks.citizenspace.com/planning/local-plan-2021/>
- The Buckinghamshire Online Directory provided information on activities, groups, organisations and services for adults in Buckinghamshire and now featured the ability for organisations to update their own information.
- Jubilee Celebrations – there were a number of ways in which the Jubilee could be marked e.g., The Queen's Green Canopy - 70 trees for 70 years. [After the meeting it was confirmed that the deadline for applying to plant a tree was midnight on 1 May 2022.

Public Questions – no public questions had been received and none were raised during the meeting.

The Trinity Road Quietway Consultation – this was covered under the previous item.

Petitions

Terrington Hill/Barnards Hill – M Devlin advised that data was being captured by a

motor vehicle activated sign and the results would form a recommendation to the lead petitioner and a report would be compiled.

Marlow Bridge – As Stuart Dawson was unable to attend the meeting the Chairman read out the petition which had 396 signatories but it was not known if they were local residents. The next step would be for the petition to go to the officer for comment who would provide a detailed report, appended to the minutes.

9 Topics for future consideration

A couple of topics relating to pollution/respiratory problems had been raised earlier in the meeting. Any other suggestions should be emailed to Makyla Devlin or the Chairman.

10 Date of the next meetings

- Saturday 2 April 2022 – Community Engagement event, Higginson Park, Marlow from 10.00 am until 2.00 pm
- Wednesday 13 July 2022 at 6.30 pm



Marlow Energy Group Ltd



(a Community Benefit Society Reg. No. 8346)

www.marlowenergygroup.com

Thermal Imaging Camera presentation to the South West Chilterns Community Board

On Wednesday 16th of February 2022

Publicity

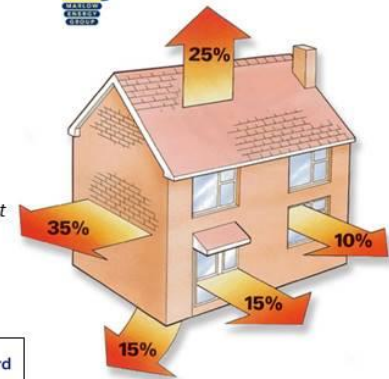
Free Heat Loss Survey



How much is your home costing you?

A5 Leaflet

- 25% of the CO₂ emissions we produce in the UK are from heating our homes.
- A poorly insulated or draughty house could be costing **YOU** hundreds of £'s each year.
- Let Marlow Energy Group help pinpoint where your house is losing heat and money.
- Email us at marlowenergygroup@gmail.com to arrange a free heat loss survey.
- *MEG is a local non-profit group, run by volunteers, with the aim of reducing Marlow's carbon footprint. Find out more at www.marlowenergygroup.com*



This Thermal Imaging Camera Project was financed by a generous grant from



Community Board
South West
Chilterns



Free Thermal Energy Survey (Marlow Town only) Save Energy & Money

MARLOW ENERGY GROUP (MEG)

We know we all need to reduce our **CARBON FOOTPRINT**

But what is Marlow's Carbon Footprint?

Marlow (SL7) Population ~ 20,000
Est. Current Emissions 287,000 tonnes/annum

Where do we need to get to and by when?

Current 2021	-78% by 2035 (or before)	-100% by 2050 (or before)
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Free Heat Loss Survey

How much is your home costing you?

MARLOW ENERGY GROUP

What needs to happen?
Government, Councils, Businesses and Households need to work together to

- Jointly develop a cohesive action plan
- Implement the plan as soon as possible
- Start taking all possible actions now

We only have this decade to do this!

I want to do something, but what can I do?

- LOBBY** your MP, Ministers, Councillors, Businesses and Schools
- LEARN** the truth about the science & what your Govt/Council are(n't) doing
- TALK** to your friends and colleagues, Join or form a group (like MEG)
- INVEST** in environment friendly savings, pensions and portfolios
- LEAD** by example - take personal actions to reduce your own footprint

by playing our Duplo Footprint Game, looking for ideas in our leaflet, visiting www.marlowenergygroup.com

Our 'Booking in' Form



Thermal Camera Survey Booking Form and Pre-visit Questionnaire

Please complete this form, save it as a Word document, and then, email it to marlowenergygroup@gmail.com (you may have to click on 'enable editing'), or post it to Marlow Energy Group c/o 9, Spinfield Lane, Marlow, SL7 2JT.

Name	
Address	
Tel. No.	
Email Address	

We will contact you to arrange a convenient time and day for your survey (free of charge).

Important - Please be assured MEG adheres to the GDPR legislation of 25 May 2018. Your personal data will be treated as confidential and none of it, or any subsequent reports, will be shared with any third parties.

The questionnaire below is intended to obtain some background information about your house in preparation for thermal image photography by members of Marlow Energy Group. We will use this information to aid us in the interpretation of the images. Please return this questionnaire to marlowenergygroup@gmail.com.

Please help us by indicating your responses, where possible, by clicking on the relevant box

1. What is the age of your house? Pre 1900 1900-1930 1930-1995 post 1995
don't know
2. What are the walls made of? Solid Wall Cavity wall Insulated cavity wall don't know
3. Are your windows? single glazed double glazed a mixture of double & single glazed
don't know
4. If you do have loft insulation, what is the thickness? 100mm 200mm 300mm
don't know
5. What is the main method that you use to heat your house? Gas central heating Electric heating
 Oil fired boiler Wood burning stove Air or Ground Source Heat Pump don't know
6. How aware are you of what you can do to make your home more energy efficient?
Not aware Somewhat aware Already aware
7. Are there any hazards we should be aware when surveying; ponds, dogs, etc.?

This Thermal Imaging Camera Project has been financed through a generous grant from



Community Board
South West
Chilterns





- 1.4°C
- 3.3°C
- 5.2°C

4.3



-9.6

FLIR

5.7°C

15.7°C

-9.2°C

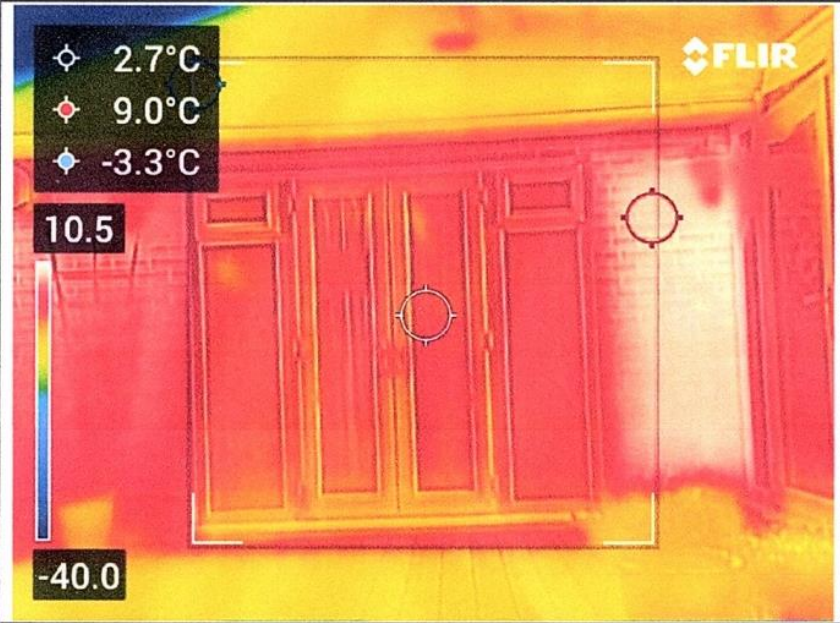
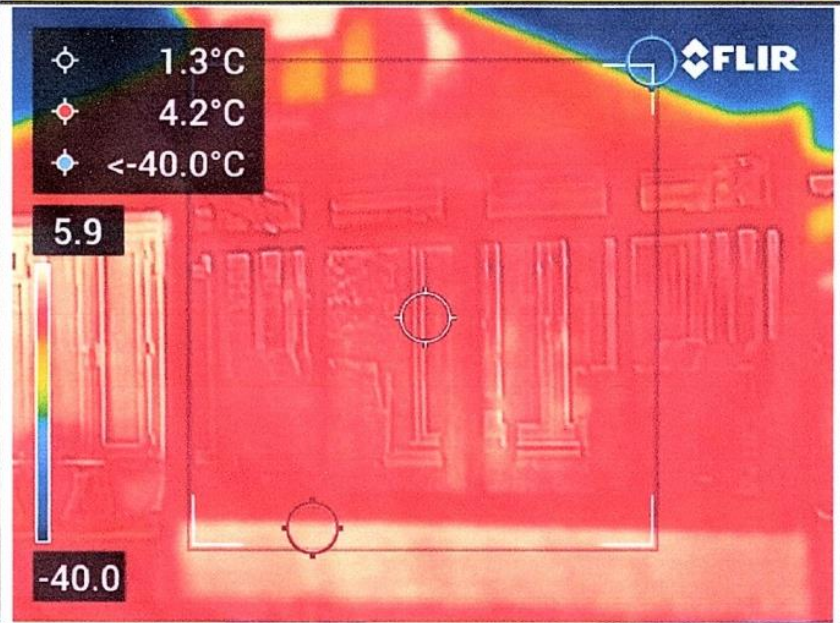
7.4



-9.6

A Redacted Report

MEG Thermal Imaging Camera Survey Report	
Date: 31/1/2022	
Address: ?????????????? _____	
Image	Interpretation
	<p>Rear elevation</p> <p>Areas in red and white show areas of heat loss. Please note top window in Dormer.</p>
	<p>Rear elevation left area</p> <p>Again areas in white show a relatively high heat loss.</p>

	<p>????????????</p> <p>Rear elevation Middle Windows</p> <p>Again area in white shows a heat loss.</p>
	<p>Rear elevation Conservatory</p> <p>A little heat loss here.</p>

	<p>????????????</p> <p>Front elevation</p> <p>Again areas in white show areas of heat loss.</p>
	<p>Front elevation, Front door and window to the right</p> <p>Area between door and window shows a heat loss, but door looks well insulated.</p>

Please note that the above graphics just give an idea where heat is likely to be being lost. From your Pre-visit Questionnaire, it would appear that cavity wall insulation is not present in all locations.

The suggested minimum depth of loft insulation for the best energy efficiency is 30cm and any increase should decrease your energy usage.

Apart from the left section of your house, viewed from your back garden, most of your house appears relatively well insulated, and therefore, relatively fuel efficient.

However, you may wish to improve things by addressing the areas of heat loss identified above.

Disclaimer - We are all volunteers at MEG and we try to help Marlow residents to reduce their energy use. Our surveys are free of charge and are conducted in good faith. However, we cannot be made responsible for any liabilities that may arise. We do not give advice, nor recommend contractors, we merely report on the observations we have made.

Our Information Leaflets



Marlow Energy Group Ltd



(a Community Benefit Society Reg. No. 8346)

www.marlowenergygroup.com

c/o 9 Spinfield Lane, Marlow, Bucks, SL7 2JT.

Tel. 01628-481792, Email - marlowenergygroup@gmail.com

Information on Reducing Energy Usage

Marlow Energy Group (MEG) has compiled a list of non-commercial organisations who offer advice and information for householders to reducing energy use and save money.

In addition, on the reverse of this leaflet, you will find another list of organisations that offer grants that may both save you money and improve the energy efficiency of your house.

Energy Savings Trust (EST) - <https://energysavingtrust.org.uk/energy-at-home/>

Local Authority Delivery (LAD2) - <https://www.energyhub.org.uk/lad2/what-is-lad2/>

National Energy Foundation (NEF) - <https://nef.org.uk/energy-saving-in-the-home/>

Better Housing, Better Health (BHBH) - <https://www.bhbh.org.uk/>

CAT (Centre for Alternative Technologies) - <https://cat.org.uk/info-resources/free-information-service/eco-renovation/eco-retrofit/>

Simple Energy Advice - <https://www.simpleenergyadvice.org.uk/>

Draught Busters - <https://readinguk.org/draughtbusters/>

Our Partners





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www.marlowenergygroup.com

c/o 9 Spinfield Lane, Marlow, Bucks, SL7 2JT.

Tel. 01628-481792, Email - marlowenergygroup@gmail.com

Organisations Offering **Grants & Discounts**

The list below is of organisations who offer grants, which may save energy use, CO2 emissions and money!

Please check carefully, as some of these grants are specifically for those on low incomes.

Better Housing, Better Health (BHBH) - <https://www.bhbh.org.uk/grants-and-funding/>

Energy Savings Trust (EST) - <https://energysavingtrust.org.uk/energy-at-home/financial-support/financial-support-for-home-energy/>

National Energy Foundation (NEF) - <https://nef.org.uk/project/green-homes-grant/>

Greater South East Energy Hub - <https://www.energyhub.org.uk/lad2/what-is-lad2/>

Warm Works Green Homes Grants - <https://www.warmworks.co.uk/greenhomesgrant/>

ECO (Energy Company Obligation) - <https://www.simpleenergyadvice.org.uk/pages/energy-company-obligation>

Warm Home Discount - <https://www.simpleenergyadvice.org.uk/pages/warm-home-discount>

How to Find a Government Certified Installer

Microgeneration Certification Scheme - <https://mcs-certified.com/find-an-installer/>

Our Partners



Accounts

South West Chilterns Community Board Grant						
Date	Grant		Expenditure			Balance
			Recipient	Amount		
17/12/21	£1,000.00					£1,000.00
13/12/21			Boulevard Books	£654.92		£345.08
22/12/21			Markel Ins.	£20.10		£324.98
2/2/22			Screwfix	£9.99		£314.99
4/2/22			Print Shop	£153.80		£161.19

Important

To conduct surveys of all the houses in Marlow, we will require many more people to help us complete this task.

So, if you have a spare hour on a weekday evening in February or March, please let us know by emailing us at marlowenergygroup@gmail.com

No experience needed, but you must be a member of Marlow Energy Group to be insured (£10 joining fee, see www.marlowenergygroup.com for details).

MEG would like to thank
the South West Chilterns
Community Board
and Buckinghamshire Council
for the grant
needed to purchase the camera,
leaflet, posters, etc.

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NO2 levels in Marlow AQMA, 2013-2021

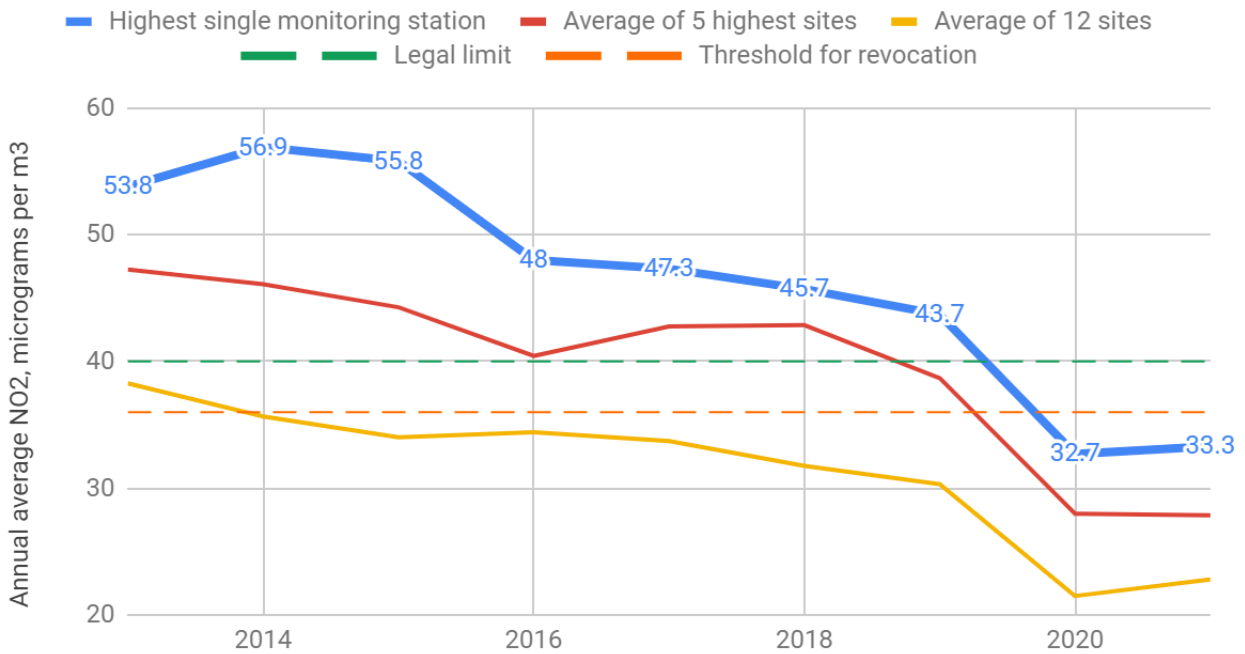


Chart by Nick Rowcliffe, Sustainability Action Consultant to Marlow Town Council

Marlow raw NO2 by month, all stations, 2017-2021

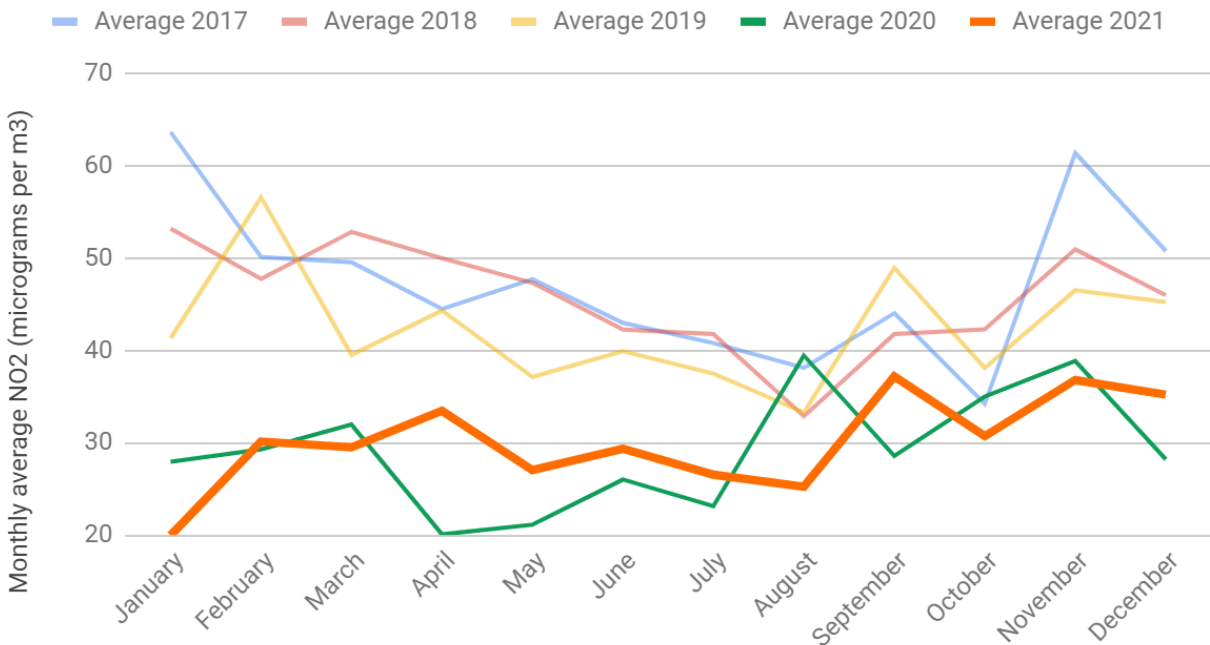


Chart by Nick Rowcliffe, Sustainability Action Consultant to Marlow Town Council

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South West Chilterns Community Board

16/02/22

Bucks Update





98 councillors proposed for Buckinghamshire

A public consultation completed by the Local Government Boundary Commission on proposed council size for the authority, has decided that the number of councillors in Buckinghamshire should be **98**.

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A consultation is now open for residents to provide information on local areas to help the LGBC complete proposals for new ward boundaries – it closes on 4th April.

consultation.lgbce.org.uk/have-your-say/29857

Local Plan

We are preparing a new Local Plan for Buckinghamshire. A Local Plan sets out where new development will be located and what we will need to protect within Buckinghamshire.

We want to involve all of our communities in the first stage of producing a new local plan for Buckinghamshire and would like to have your views on the proposals. More information is available **on Your Voice Bucks:**

<https://yourvoicebucks.citizenspace.com/planning/local-plan-2021/>



A helping hand for those struggling financially this winter

If you know of any residents who may need some extra help to cover food, heating and other essential costs, please put them in touch with the Helping Hand team.

- The Household Support Fund (HSF) is available until 31 March 2022 and could help.
- The funds are available to help individuals or families in need, those on low incomes and those who are experiencing a financial emergency or crisis.
- For more information, residents can contact the Helping Hand team by calling 01296 531151 or visit the council website.
- In addition if you need support with money problems, there's many organisations available, who will not only help with making ends meet today but also with long term solutions to get **#backontrack**. Visit www.buckinghamshire.gov.uk/backontrack



Children's Services Update

Ofsted reinspection

At the end of 2021, Ofsted conducted their reinspection of services for children in need of help and protection, children looked after and care leavers. As part of the inspection, inspectors will make the following graded judgements:

- overall effectiveness.
- the experiences and progress of children in need of help and protection.
- the experiences and progress of children in care and care leavers.
- the impact of leaders on social work practice with children and families.

Inspectors will make their graded judgements on a 4-point scale:

- Outstanding.
- Good.
- Requires improvement to be good.
- Inadequate

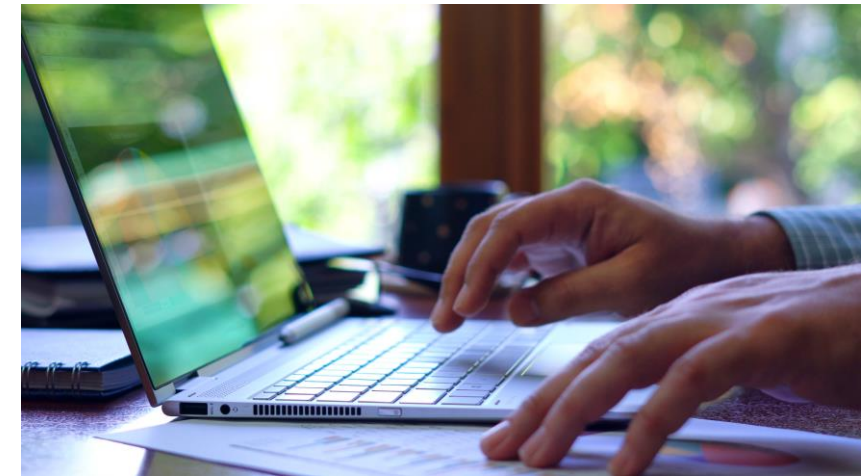
The findings and outcome of the inspection will be published on Ofsted's website on Friday 11 February 2022.



Buckinghamshire Online Directory

At directory.buckinghamshire.gov.uk you can find activities, groups, organisations and services for adults in Buckinghamshire - from yoga and walking groups, to lunch clubs and social groups to advice and support.

An exciting new feature is the ability for community groups, organisations and activities to add and keep up to date their own information about services and activities. You can log in or create an account at <https://www.buckinghamshire.gov.uk/community-and-safety/community-safety/bucks-online-directory/create-an-account/>



Community Cafes

One of the underlying principles we have in adult social care is working with our residents and partners close to where they live.

Community Cafes was an idea developed by staff which means that adult social care is more visible in the community.

We hold **8 Community Cafes** a week in council-run day opportunity centres across the county. The aim is to provide a space for people to come to a booked appointment to meet with social care face to face in a warm and friendly environment.

Other partners have joined us such as Occupational Therapists and One Recovery Bucks to help where people have other areas of support they want to discuss.



Jubilee Celebrations

There are many different ways in which everyone can mark the Jubilee and we'd like to encourage people of all ages across Buckinghamshire to come together and make it a special event that is remembered for years to come.

- Communities can get involved in the Big Jubilee lunch or hold their own celebration event on the 5th June to celebrate the Queen's Platinum Jubilee.
- For anyone wishing to hold a Jubilee street party, the Council has waived the temporary road closure fee. You can request an application form for a temporary road closure by emailing events@buckinghamshire.gov.uk. The deadline for applications is **6th May 2022**.
- You can find out more about what we are doing at the council and how to apply for street party road closures on our website. [The Queen's Platinum Jubilee | Buckinghamshire Council](#)
- We are supporting [The Queen's Green Canopy \(QGC\)](#), unique tree planting initiative created to mark the occasion which invites people from across the United Kingdom to "Plant a Tree for the Jubilee".
- We have also updated our tree planting guidance which details what to consider before deciding to plant a tree, as well as sources of funding that you may be able to claim to offset any costs, which includes applying for Community Boards funding: <https://www.buckinghamshire.gov.uk/environment/trees-and-hedges/tree-planting/>



70 trees for 70 years

As part of Her Majesty the Queen's Platinum Jubilee celebrations, we are looking to compile a list of the 70 best-loved trees and woodlands in Buckinghamshire to celebrate 70 years of her Majesty's service.

We would like to include nominations from every Community Board area in Buckinghamshire, and ask Community Boards and people across the county to nominate trees or woodlands, as well as encouraging partners, family and friends to submit their own.

To take part, take a photo of your chosen tree or woodland, tell us where it is and why it is meaningful to you, and send it to us via social media @BucksCouncil or email

70trees@buckinghamshire.gov.uk Find out more on our website: [70 Trees for 70 Years | Buckinghamshire Council](#)



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Report for South West Chilterns Community Board meeting relating to petition received.

Date:	16 February 2022
Title:	Petition – Remove Hazardous Bollards at Marlow Bridge – Position Statement
Author and/or contact officer:	Keith Dolan – Highway Structures Team Leader
Recommendations:	To retain the protective bollards at Marlow Suspension Bridge whilst the bridge continues to be classified as a structurally sub-standard (weak) bridge OR until such time that an alternative measure is proven to successfully, and sustainably, prevent overweight vehicles from crossing the bridge.
Reason for decision:	The bridge is classified as a structurally sub-standard (weak) bridge and, without this deterrent, many more overweight vehicles would be driven over the bridge on a daily basis, thereby jeopardising the condition of the bridge.

1. Executive summary

- 1.1 A petition has been received which asks Buckinghamshire Council to remove the bollards which are located on the approaches to Marlow Bridge.
- 1.2 The headline of the petition reads “We the undersigned petition the council to Remove the extremely narrow bollards at Marlow bridge”.
<https://buckinghamshire.moderngov.co.uk/mgEPetitionDisplay.aspx?ID=56>
- 1.3 The petition cites the following concerns:

The current bollards are meant to restrict overweight lorries but, at just over 2 metres wide, they are actually restricting family cars.

Hundreds of motorists have now damaged not only their wheels but the bodywork of their vehicles. Apart from costing the public vast amounts of money, these restrictions may / will also cause other issues:

- Traffic congestion north and south of the bridge.
- Excessive car parking on the south side of the river.
- Slower economic recovery of Marlow High Street post Covid-19 - visitors are discouraged from travelling into Marlow from areas to the south.
- Increase in road traffic accidents along Little Marlow Road.
- Increase in air pollution along Little Marlow Road as the re-routing of road traffic via the A404/A4155 junction will lead to more road traffic in areas where the Council has declared an Air Quality Management Area*.
- Increase in Carbon emissions from extra distances travelled by re-routed road traffic.
- Bisham, the Cookhams and Bourne End - Wider implications for traffic congestion.

2. Content of report

- 2.1 Marlow Suspension Bridge is a Grade I listed highway structure which was opened to traffic in 1831.
- 2.2 The bridge spans the River Thames and is located on the boundary of Buckinghamshire Council (Marlow) and the Royal Borough of Windsor & Maidenhead (Bisham).
- 2.3 As a boundary bridge, Buckinghamshire Council and the Royal Borough of Windsor and Maidenhead have a shared responsibility for the asset, however Buckinghamshire Council are deemed to be the prominent maintaining authority and act accordingly.
- 2.4 Marlow Suspension Bridge was deemed to be a sub-standard (weak) bridge in 1990. The bridge continues to be a sub-standard bridge today.

As such, interim measures are required in order to permit continued use by vehicular traffic.

- 2.5 In 1990 Buckinghamshire County Council introduced a 3T mgw weight restriction over the bridge as an interim measure. This weight restriction continues to be in place today.
- 2.6 The weight restriction alone did not adequately prevent / deter the drivers of overweight vehicles from travelling over the sub-standard bridge. As such, a 2000mm / 6'6" width restriction was introduced on the approaches to the bridge in 1999.
- 2.7 Despite a weight restriction, and width restriction, both being in force at the bridge, the drivers of overweight vehicles continue to travel over the bridge. As such, Buckinghamshire County Council, and now Buckinghamshire Council, have had to take action to prevent overweight vehicles from damaging this structurally weak heritage bridge. Traffic islands were initially installed on the approaches to the bridge and bollards were subsequently introduced to help reinforce the restrictions.

Whilst overweight breaches are a long-standing issue, it must be recognised that various makes and models of domestic vehicles exceed the 3T mgw weight restriction.

- 2.8 The form / style of bollard has been changed over time, to reduce the passable gap between the bollards, in response to continued breaches by the drivers of overweight vehicles, and the risks to the bridge.
- 2.9 In September 2016 a 37T articulated lorry travelled over the bridge before it broke down and became entrapped whilst the driver sought to leave the bridge. This event resulted in the bridge being closed for more than 3 months, whilst structural inspections and testing took place. This event acted as a catalyst for change.
- 2.10 The current marine-style bollards were installed in October 2018 to replace the previous heritage-style bollards. The marine-style bollards reduced the passable gap down to 2400mm, whereby the preceding low-level heritage-style bollards offered a wider gap and were easily negotiated by the drivers of overweight vehicles, including the 37T articulated lorry mentioned in Item 2.9.

The marine-style steel bollards have a reinforced concrete foundation which make them very strong and they will resist all but the most significant of vehicular impacts. The previous heritage-style steel bollards had a simple concrete base, and they required resetting following moderate impact.

- 2.11 Between October 2018 and February 2021, a number of traffic surveys were undertaken to understand if the marine-style bollards were successfully preventing / deterring the drivers of overweight vehicles from crossing the bridge.

The bollards were found to have made a slight improvement, however a survey undertaken 2 July 2019 found that 399 overweight vehicles continued to cross the bridge, in a 12-hour window between 07:00 and 19:00.

- 2.12 As a result, in February 2021 steel plates were added onto the top of the marine-style bollards in order to reduce the passable gap down to 2145mm. The plates extend out from the underlying bollards to reduce this gap, and their fixing assemblies were designed in a manner where the plates could be adjusted to create a passable gap of up to 2300mm. Beyond a width of 2300mm the steel plates would need to be removed, whereby the bollards would revert to having their original 2400mm passable gap.
- 2.13 Post-completion traffic surveys have been undertaken at the bridge since the steel plates were added onto the top of the bollards. The most recent of which was undertaken on 20 July 2021 which found that 301 overweight breaches occurred in a 12-hour window between 07:00 and 19:00, despite the presence of the current bollards and the longstanding restrictions. Likewise, the percentage of overweight vehicles crossing the bridge, when considering the total number of vehicles crossing the bridge, continues to be similar, thereby if the traffic levels increase the number of breaches is likely to increase as well.
- 2.14 Buckinghamshire Council are responsible for undertaking routine inspections on Marlow Suspension Bridge and presently 5 of the 12 bearings which help limit movement of the bridge deck sections, under trafficking, now require refurbishment. Plans are in place to replace these bearings in 2022/23 as part of the ongoing maintenance work at the bridge.
- 2.15 As part of Buckinghamshire Council's statutory role as Highway Authority and Traffic Authority, and Maintaining Authority for this bridge, the Council has a duty to ensure that the bridge remains in a safe condition for users.

The bridge was previously assessed in 1990 as having 3T mgw capacity. As a result of the persistent overweight breach matter, the Council commissioned a structural review of the bridge and subsequently progressed onto a structural re-assessment of the bridge.

The structural assessment is currently underway, but the interim results clearly demonstrate that a structural weight restriction continues to be necessary at the bridge.

- 2.16 Traffic data collected at the bridge in April 2021 and July 2021, together with traffic data collected on the approach route in November 2021 indicates that fewer

vehicles crossed the bridge during these of time, than before the bollards were modified in February 2021.

However, the Covid-19 pandemic has changed travel demand, and travel / journeys by motorised vehicles have not normalised since, therefore comparisons are unreliable at present.

The key message here is that more than 300 overweight vehicles were driven over this sub-standard (weak) bridge in a day in July 2021 (after the top plates were added), where the number of breaches caught on similar traffic surveys peaked at 465 in a day in November 2018 (before the top plates were added).

- 2.17 Traffic data collected at the A4155 / B482 roundabout from November 2017 / 2019 / 2021 generally indicates that more traffic is now using this roundabout, however the results have fluctuated up and down over this period of time.

As per Item 2.16, the Covid-19 pandemic has changed travel demand, and travel / journeys by motorised vehicles have not normalised since, therefore comparisons are unreliable at present.

- 2.18 Whilst journeys by motorised vehicles have not normalised since, fewer journeys are currently being made, and fewer miles are currently being travelled in motorised vehicles, when compared to the pre-pandemic levels. Therefore, congestion has eased on the road network, as a result of these changes.

- 2.19 The latest 5-year period of road traffic collision data along the C80 / A4155 does not show any increase in collisions along these alternative routes, nor any information which demonstrates that the bollard modifications contributed to any collisions on these routes.

- 2.20 The Marlow Low Emission Zone Study – Air Quality Assessment was published in January 2022. An air quality management area (AQMA) for Marlow was declared in 2017 for exceedances of the annual mean objective for NO₂. The findings of the January 2022 study state that exceedances are very localised in Marlow, and the study notes that such concentrations are improving in Marlow each year, based on the variety of action being taken.

- 2.21 The 2000mm / 6'6" width restriction at Marlow Suspension Bridge has been in force since 1999 and bollards have been present on the approaches to the bridge to help reinforce the signposted width restriction for more than 20 years. The current bollards have a gap between them of 2145mm, which provides some tolerance for driver error / vehicle misalignment.

As such, drivers of motorised vehicles should plan their journeys accordingly based on their origin and intended destination.

The amount of carbon emitted from motorised vehicles is influenced by various factors, not merely the length of any journey. As such, the vehicle owner / driver is in control of many of the underlying factors affecting carbon emissions.

- 2.22 The Neighbourhood Services Team at the Royal Borough of Windsor and Maidenhead are unaware of any new parking issues arising on the Bisham side of the bridge as a result of the bollards being modified.
- 2.23 The Traffic Safety Team at the Royal Borough of Windsor and Maidenhead are unaware of any new congestion issues arising in Bisham, Cookhams and Bourne End as a result of the bollards being modified.
- 2.24 The structural weight restriction, and the complementary width restriction, are in place to safeguard the continued use and condition of the Grade I listed Marlow Suspension Bridge. This accords with the principles of strategic asset management planning.

The combined set of restrictions at the bridge have been in force for more than 20 years.

Businesses operating within Marlow town centre will be familiar with the restrictions and will benefit from the presence of the Grade I listed Marlow Suspension Bridge within the locality.

3. Other options considered

- 3.1 Many other options were considered by Buckinghamshire County Council in 2017 following the extraordinary overweight breach which took place at the bridge in September 2016. This breach acted as a catalyst to the preparation of the Prevention of Overweight Vehicles Study – October 2017. This study has underpinned the Council's asset management strategy for Marlow Suspension Bridge since its release. The options which are mentioned below in Item 3.3 through Item 3.16 were considered as part of the feasibility study.
- 3.2 Buckinghamshire Council are actively exploring the use of automatic number plate recognition (ANPR) / closed circuit television (CCTV) systems as an alternative deterrent / prevention measure. A feasibility study is underway, but has been paused, as new powers are being afforded to Local Highway Authorities to self-enforce moving traffic offences, however structural weight restrictions were not included in the first tranches of such new powers. Buckinghamshire Council are now

looking into the potential future use of these new prospective powers throughout the Council, and the needs along High Street, Marlow will be considered accordingly.

- 3.3 The existing weight and width restrictions at the bridge could be enforced by Thames Valley Police and/or Buckinghamshire Council's Trading Standards team. This is deemed to be unrealistic and unsustainable, as personnel would need to be permanently present at the bridge to enforce the restrictions.

Thames Valley Police have undertaken sporadic driver awareness and enforcement campaigns at the bridge in the past, but these efforts made negligible difference to driver behaviour, and such activities are not currently a priority for the police.

Buckinghamshire Council's Trading Standards team have never been called upon to enforce the restrictions at the bridge and the team currently does not have the operational / logistical infrastructure in place, nor the amount of personnel required for such an undertaking.

- 3.4 Buckinghamshire Council are currently re-assessing the structural capacity of the bridge, to explore if the 3T mgw weight restriction continues to be appropriate, as the current weight restriction is based on a structural assessment undertaken in 1990. The bollards and width restriction are complementary measures which help enforce the weight restriction at the bridge.

The re-assessment process is currently underway, however current interim advice clearly states that increasing the weight restriction up from 3T mgw will not be possible, and measures to remove dead loads and live loads from the bridge would be required to do so.

- 3.5 The current marine-style bollards, inclusive of their top plates, reduce the passable gap down to 2145mm. As fixed rigid street furniture, they effectively serve this purpose. Alternative bollards and/or other street furniture could be installed to serve the same function as the existing bollards, but the physical constraint would still remain.

High containment kerbs are a commonly used alternative, however their profile / recessed upper shape naturally allows vehicles to drive over the lower portion of these kerbs, therefore their configuration would require consideration. Their comparatively low position at wheel level (lower than the current marine-style bollards), would enable more overweight breaches, noting that the wheelbase of heavy goods vehicles etc are typically similar to domestic vehicles. Likewise, high containment kerbs would also create level differences in the footway / traffic islands over their length, presenting a hazard to footway users.

3.6 Height restrictions are often suggested as an alternative. However, height restriction barriers cannot legally be used on the public highway where there is not already a height hazard. There is not an existing height hazard at Marlow Suspension Bridge.

3.7 Traffic sign improvements have been considered and Buckinghamshire Council have developed proposals to improve the traffic signs in the area, to warn drivers about the restrictions at the bridge.

These proposals will be contained within Transport for Buckinghamshire's annual business plan for delivery in 2022/23, budget permitting. It should be noted that the highway South of the bridge is managed by the Royal Borough of Windsor and Maidenhead and the A404M is managed by the Highways Agency. As such, the traffic signs proposals would need to be approved by those authorities prior to any changes taking place within their jurisdictions.

3.8 In addition to traditional traffic signs, vehicle activated signs (VAS) have also been considered. Such measures would be considered alongside Item 3.7 above, as visual messaging / warning to the driver would be the main benefit of such measures.

3.9 Weigh-in-motion technologies have been considered along the approaches. Such measures would be considered alongside Item 3.8 above, as visual messaging / warning to the driver would be the main benefit of such measures.

3.10 In addition to street furniture / physical measures, improved communication has been considered. Improved communication with drivers, community groups, governing bodies, hauliers, etc are being explored to help proactively educate and inform potential bridge users about the restrictions at the bridge.

This could also be complemented by providing improved information to drivers through satellite navigation systems and/or other driving aids used by drivers.

3.11 Beyond the bollards themselves, measures on the approach roads to the bridge have also been considered. Corridor improvements could be considered further, whereby drivers would be provided with a clearer understanding of the restrictions at the bridge, in advance of reaching the bridge itself.

However, current traffic information indicates that many drivers are repeat offenders despite the current restrictions and measures, so removing the bollards would only open up further opportunities for the drivers of overweight vehicles to cross the bridge.

3.12 Traffic signals could be installed on the approaches to the bridge. This option has many contrasting benefits / dis-benefits but these are predominantly related to limiting the live loads imparted onto this sub-standard bridge.

If traffic signals were implemented, in parallel with removal of the bollards, the only perceived benefit would be greater time for the drivers of overweight vehicles to

consider their actions, before they made a decision to drive over the bridge illegally, or u-turn.

Traffic signals would not prevent the drivers of overweight vehicles from being able to cross the bridge.

- 3.13 A one-way system / tidal flow system was given some consideration.

However, in parallel with removal of the bollards, this would not prevent the drivers of overweight vehicles from being able to cross the bridge.

- 3.14 The bridge could be converted into a toll bridge. This option was given cursory consideration within the Prevention of Overweight Vehicles Study – October 2017. However, the bridge would need to be taken out of Buckinghamshire Council's ownership and roles as the Highway Authority and Traffic Authority.

The act of collecting a toll from users could then offer the opportunity to stop the drivers of overweight vehicles using a barrier or the like, and then get them to u-turn to prevent overweight vehicles from travelling over the bridge.

- 3.15 Automatic barriers were given cursory consideration within the Prevention of Overweight Vehicles Study – October 2017.

However, the permissible use of such barriers on the public highway has not been considered further at this time.

- 3.16 If Buckinghamshire Council, as Highway Authority, deem that bridge is in an unsafe condition, and/or likely to be at risk of being put into an unsafe condition, the closure of the bridge to vehicular traffic and/or other users could be considered.

To help ensure that this does not need to happen, the Council is actively monitoring the ongoing level of overweight vehicles crossing the bridge.

In parallel with these efforts, the Council also inspects the bridge on a regular basis for defects and/or changes in its condition.

Likewise, the Council is currently re-assessing the structural capacity of the bridge and this process has seen increased testing and investigatory activity at the bridge since the extraordinary overweight vehicle breach in September 2016.

The Council has also made a clear commitment to safeguarding the condition of this Grade I listed structure, by investing in major maintenance activities at the bridge and the ongoing efforts will continue into 2022/23.

Moreover, the Council has also commissioned the preparation of an Operation & Maintenance Manual for the bridge, which will provide the Council with a more definitive understanding of the cyclic maintenance requirements for this bridge, and the estimated amount of annual budget which will be required to maintain the current condition of the bridge.

Furthermore, the Council, acting on advice from Structural Engineers, have sought to safeguard Marlow Suspension Bridge on New Year's Eve over the past 3 years (2019, 2020, 2021), as the bridge is at risk of excessive crowd loading, which presents a risk to the structural integrity of the bridge, and therefore those persons in the vicinity of the bridge. If the bridge continues to be classified as a sub-standard (weak) bridge, measures will continue to be used to limit loading on New Year's Eve.

- 3.17 The bridge could be strengthened. This would then remove the need for the bollards, and the corresponding restrictions, altogether.

The option to strengthen the bridge would be a major undertaking and due consideration would need to be given. As a Grade I listed structure, any material changes to the bridge would be subject of due scrutiny by Historic England and the conservation teams within Buckinghamshire Council and the Royal Borough of Windsor and Maidenhead.

It would also require identification of a significant budget. Buckinghamshire Council do not have any plans to strengthen this bridge at the present time.

- 3.18 The bridge could be replaced, either along an in-line alignment in response to Item 3.17 or replaced with a new off-line alignment.

Buckinghamshire Council do not have any plans to replace the bridge at the present time.

4. Legal and financial implications

- 4.1 A 3T mgw weight restriction is in place at the bridge.

- 4.2 A 2000mm / 6'6" width restriction is in place at the bridge.

The bollards are currently set with a 2145mm gap between their upper sections, which is wider than the signposted width restriction.

- 4.3 Buckinghamshire Council, as the Highway Authority and Traffic Authority, and lead Maintaining Authority for Marlow Suspension Bridge, are responsible for ensuring that the bridge remains in a condition which is safe for all permitted users to use.

5. Corporate implications

- 5.1 The relevant corporate plan considerations include:

- a) Property – No property is relevant to this petition.
- b) HR – No human resources issues are relevant to this petition.
- c) Climate change – For vehicles unable to fit through the width restriction, the expected alternative route (via Marlow Bypass) is longer and would

therefore lead to higher carbon emissions for this section of a journey for a given vehicle. It is not known how many journeys this affects.

- d) Sustainability – Air Quality – Marlow town centre has an Air Quality Management Area (AQMA) designation along several roads including the High Street which approaches Marlow Bridge. Depending on the start point of a journey, traffic avoiding the bridge could travel along some of the roads inside the AQMA as a result. However, for other start points traffic would avoid the AQMA entirely. It is understood that the 3-month closure of the bridge as a consequence of the bridge being blocked by a HGV resulted in an increase in traffic in the AQMA. Therefore, any action that would enable the bridge to remain open would benefit air quality in the AQMA.
- e) Equality (does this decision require an equality impact assessment) – No equality impacts are relevant to this petition.
- f) Data (does this decision require a data protection impact assessment) – No data impacts relevant to this petition, in relation to the bollards.

If ANPR / CCTV cameras are used at the bridge in the future any relevant proposals would be subject to due consideration at that time.
- g) Value for money – The bollards, as a physical deterrent / prevention measure, provide value for money. The bollards help prevent overweight vehicles from crossing the bridge, which reduces traffic loading on the bridge, and thereby reduces the ongoing maintenance costs at the bridge. The cost of ongoing maintenance for the bollards themselves is minimal. Likewise, the bollards help ensure that the bridge remains in a safe condition, which safeguards continued use by permissible users.

6. Local councillors & community boards consultation & views

- 6.1 A workshop was held with local Councillors in relation to this petition on 9 February 2022. The unanimous feedback was that the bollards are serving their intended purpose to help safeguard the continued safe use and condition of the bridge.

The Councillors were also supportive of continued efforts by Buckinghamshire Council:

- a) To explore the use of devolved powers to self-enforce moving traffic offenses within their jurisdiction. These devolved powers are expected to be afforded to qualifying Local Highway Authorities in the next few months.

The Councillors were happy for Transport for Buckinghamshire (TfB) to continue to explore the potential future use of ANPR cameras for this purpose.

- b) To investigate and assess whether or not extension pieces could be attached to the top plates of the bollards to increase their height slightly, to make them more conspicuous to approaching drivers.

The Councillors were also supportive of:

- c) Undertaking complementary awareness and education campaigns.

Firstly, to help ensure that prospective users understand that Marlow Suspension Bridge is a sub-standard (weak) bridge which requires safeguarding, to explain why Buckinghamshire Council are taking the actions which they are.

Secondly, to inform prospective users that the vehicles which they are driving may exceed the weight and/or width restrictions in force at the bridge to help eliminate unintentional breaches. Various makes and models of domestic vehicles exceed the 3T mgw weight restriction.

7. Communication, engagement & further consultation

- 7.1 No public consultation or engagement has been carried out as a specific result of this petition.
- 7.2 However, a public exhibition was held prior to changing the bollards to the marine-style bollards in October 2018.
- 7.3 A further driver awareness campaign was also undertaken prior to incorporating the top plates onto the marine-style bollards in February 2021.

Variable messaging signs were installed at the roadside, linked through ANPR, the DVLA database and motion-detection equipment mounted to the bollards, which showed messages to passing drivers, whose vehicles were either “Too Heavy” and/or “Too Wide”.

Temporary variable messaging signs, and new road layout ahead traffic signs, were also used on the approaches to the bridge to accompany both sets of work in October 2018 and February 2021 to make drivers aware of the new road layout ahead.

8. Next steps and review

- 8.1 Buckinghamshire Council will continue to manage and maintain Marlow Suspension Bridge, including the bollards on the approaches. This is an ongoing responsibility as the Highway Authority.

8.2 Buckinghamshire Council will progress the activities stated in Items 6.1a, 6.1b and 6.1c. These activities will form part of Transport for Buckinghamshire's annual business plan in 2022/23.

9. Background papers

9.1 Documents referred to in this report:

- a) Prevention of Overweight Vehicles Study – Ringway Jacobs – October 2017
- b) Marlow Low Emission Zone Study – Air Quality Assessment – AECOM –
Project Reference 60648202 – January 2022

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