

**MINUTES OF THE TURVILLE PARISH COUNCIL MEETING**  
**Held on Wednesday 10<sup>th</sup> March 2021 via Zoom**

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**PRESENT:**

Cllr Alice Nuttgens – Chair, Cllr Ray Jones, Cllr Hector Sants, Cllr Dan Wels and Cllr Deborah Abbot.

In attendance: Mrs L Coldwell – Clerk.

3 members of the public (some part)

**20/21.169 Apologies for absence:**

None received.

**20/21.170 Disclosure of Pecuniary and Personal Interest in items on the agenda:**

None declared.

**20/21.171 To confirm the minutes of the Ordinary Meeting held on 13<sup>th</sup> January 2021:**

The minutes of the meeting were confirmed as a true record and will signed by the Chair when possible.

**20/21.172 To note correspondence received by the Clerk with any actions taken:**

Noted.

Correspondence from 14<sup>th</sup> January to 10<sup>th</sup> March 2021

1. Response from Buckinghamshire Council following objection to proposed footpath 24a diversion – forwarded to Cllrs.
2. Email Planning and Environment newsletter – forwarded to Cllrs.
3. Parish Charter document – forwarded to Cllrs.
4. Confirmation of withdrawal of application for footpath diversion – forwarded to Cllrs.
5. Draft Parish Charter – forwarded to Cllrs.
6. Elections email from BMKALC – forwarded to Cllrs.
7. Election campaigning information email from BMKALC – forwarded to Cllrs.
8. Email re: Member Briefing Sheet - New Traffweb system - TRO Project – forwarded to Cllrs.
9. WDALC minutes – forwarded to Cllr Jones.
10. BMKALC newsletter – forwarded to Cllrs.
11. Parish Liaison notes and Slides – forwarded to Cllrs.
12. Email re: Buckinghamshire Local Plan – Statement of Community Involvement and Brownfield Call for Sites – forwarded to Cllrs.
13. Email re: Buckinghamshire Council Consultation Biodiversity Accounting Supplementary Planning Document – forwarded to Cllrs.
14. Candidate election information – forwarded to Cllrs.
15. LCR magazine – for info.
16. TfB conference invite – forwarded to Cllrs.
17. Email re: Boundary/Electoral Review in Buckinghamshire – forwarded to Cllrs.
18. Email from BMKALC re: Government Information regarding voting in elections – forwarded to Cllrs.
19. Chiltern Society magazine – for info.
20. Elections nominations paperwork – Clerk delivered to Councillors.
21. Clerks and Councils Direct magazine – for info.
22. Email from resident re: Turville Heath speed limit – forwarded to Cllrs.
23. WDALC agenda – forwarded to Cllr Jones.
24. TTRO Turville Valley Road – forwarded to Cllrs, added to website.

**20/21.173 To report on matters arising from the minutes not on the agenda – for information:**

- The proposed diversion of Turville Footpath 24A was withdrawn by the applicant.
- The FTTP broadband discussed at the January meeting by Cllr Turner from Fawley Parish Meeting has been put on hold by BT Openreach who are not accepting any new build schemes until further information from central Government which is expected in April

Action:Clerk 2021. He has forwarded details of a broadband initiative called "Starlink". Clerk to add this information to the Parish Council website.

**20/21.174 Public question and answer session:**

A member of the public addressed concerns about speeding across the parish but particularly in Turville Heath. Vehicles frequently travel at high speeds here, and the junction of Drovers Lane with Dolesden Lane is particularly dangerous as there is inadequate signage and the white lines are faded.

A second resident echoed the points regarding speeding, he lives on Dolesden Lane and says this can be used as a race track by cars. People travel excessively quickly down the hill from Turville Heath.

The applicant for planning application 21/05388/FUL was available for any questions regarding the application.

**20/21.175 Reports to be received if any:**

Clerk attended the virtual Parish Liaison meeting, Parish Charter meeting, Clerks meeting, Community Board meeting and the TfB Virtual Conference. WDALC and the Rural Forum are due to be held later this month.

**20/21.176 Items to note:**

- Elections will take place on May 6<sup>th</sup> 2021, including for the Parish Council. Anyone wishing to stand can contact the Clerk for further information or visit the [Electoral Commission](#) website. Clerk to publicise details about the election on the website. Cllr Jones is retiring.
- Clerk has reported various potholes around the parish to Transport for Bucks via [Fix My Street](#) which is an online service that anyone can use.
- There is a Covid-19 WhatsApp help group current for any parish person in need of assistance during the lockdown period. [Contact the Clerk](#) for further information.
- Clerk has forwarded to Cllr Whitehead at his request details of families in the parish who have struggled with internet connections during the period that children had to work remotely at home.
- Cllr Jones commented that it is Census Day on 21/03/21.

**20/21.177 Planning:**

- a. Buckinghamshire Council decisions made since previous meeting:

**20/08016/ADRC – The Old Vicarage Turville Valley Road Turville** – Application for the approval of details subject to condition 4 (bats) of planning approval 20/05183/FUL – **Application Permitted** (PC not consulted)

**20/07850/FUL – Heathclose Cottage Drovers Lane Turville Heath** – Householder application for construction of greenhouse – **Application Permitted**

**20/08389/CTREE Turville Heath House Turville Heath** – Fell to ground level x 1 Magnolia (T7), x 11 Cypress (T11, T12, G15, T24, T25), x 1 Weston Red Cedar (G17) and x 1 Cypress hedge (H34) – **Not to make a Tree Preservation Order**

**21/05024/CTREE – Cobstone Mill Farmhouse Turville Valley Road Turville** – Fell x 1 Sycamore (T2) – **Not to make a Tree Preservation Order**

**21/05194/MINAMD – The Old Vicarage & Old Rectory Cottage Turville Valley Road Turville** – Proposed non-material amendment to permission for householder application for internal and external repairs and alterations to The Old Vicarage, The Barn, Potting Sheds and Cottage, annexe/outbuilding, garage and store granted under planning reference 20/05183/FUL – **Application Refused** – PC not consulted

**20/08425/FUL – The American Barn Southend Farm Southend Common Southend** – Householder application for external alterations to existing dwellinghouse comprising the replacement of a window with a door on north elevation and insertion of 20/08411/FUL – 2 x replacement (longer) casement windows on east elevation - **Application Permitted**

- b. Applications awaiting decision by Buckinghamshire Council:

**20/07697/FUL – Turville Manor Ibstone Road Ibstone** – Householder application for construction of single storey link between main dwelling and ancillary accommodation

with associated alterations including demolition and rebuilding of existing courtyard garden wall – this is in Ibstone parish but visible from Turville parish (PC not consulted)

**20/08256/FUL – Blundells Farm Northend Road Northend** – Application for construction of new secure store to accommodate tractor and implements

**20/08286/FUL and 20/08287/LBC – Turville Heath House Turville Heath** – Householder and Listed building consent for removal of non-historic stud walls for the creation of a new bathroom at first floor level, creation of new structural opening between the first-floor master bedroom and adjacent room to create a master dressing room, alteration of existing stud walls around stairs into master dressing room to increase usable space, creation of new opening in the external facade for an extractor fan to ventilate kitchen at ground floor level, creation of new structural opening between the ground floor dining room and the ground floor kitchen and replacement of existing single glazed external windows with double glazed timber framed external windows

**20/08411/FUL – Turville Heath House Turville Heath** – Householder application for construction of replacement vehicular access gate through the adjacent Turville Heath Barn with an inward opening timber 2/3 height gate and replacement pedestrian gate with a solid timber gate with a curved head

c. New applications to be considered by the PC:

**21/05388/FUL – Dolesden Farm Dolesden Lane Turville Heath** – Householder application for construction of single storey rear extension – **No objection**

**20/21.178 To discuss parking issues in Turville village:**

Clerk has spoken with Buckinghamshire Council about applying residents only parking in Turville village, [report attached](#). Cllr Nuttgens proposed a letter drop to residents outlining the various options for responses to the Parish Council, seconded by Cllr Jones.

Action: Cllr Sants/Clerk

Clerk to draft a consultation document with Cllr Sants to be distributed to properties within Turville village.

**20/21.179 To discuss the possibility of reducing speed limits in the parish, including Turville Heath and Turville village:**

Clerk has spoken with Buckinghamshire Council about how to reduce speed limits and the criteria to do so, [report attached](#). Cllr Nuttgens proposed a road assessment survey for the length of Dolesden Lane, seconded by Cllr Sants. Clerk to action. Clerk to also report the junction of Dolesden Lane with Drovers Lane to get the white lines repainted, and see if a "Give Way" or a "T Junction" sign can be erected as there is currently nothing there.

Action:Clerk

**20/21.180 To consider quotations received for maintenance of the noticeboard at Southend:**

Action: Cllr Nuttgens/Clerk

Cllr Nuttgens is still waiting on quotations, to be discussed at the next meeting. Clerk to ask a local handyman for a further quotation.

**20/21.181 The PC to consider and agree actions regarding a new bench in Turville village:**

A new bench is needed for outside the churchyard as the current one is rotting. CIL money will be used for a bench, Clerk to contact the Church PCC to see if a bench could be placed within the church grounds.

Action:Clerk

**20/21.182 To discuss any comments to be made regarding the Parish Charter from Buckinghamshire Council:**

The draft Parish Charter has been forwarded to all Councillors, the aim of which is to provide a framework for towns/parishes and Buckinghamshire Council to work together to serve the people of Buckinghamshire. It is a collaborative document which has been developed by a working group of officers from the new Buckinghamshire Council, BMKALC and clerks from town and parish councils across the county. Cllr Jones said he feels it is a very comprehensive document that sets out expectations well. Clerk to respond this, but to note concerns that this small rural parish would be unable to take on devolved services like larger town or parish councils would be able to.

Action:Clerk

**20/21.183 Finance:**

Copies of the accounts have been circulated to the Councillors via email along with copies of any invoices to be paid.

## a) Balance:

Opening Balance 01/01/2021	<b>13688.94</b>
Less January payments – salary via S/O	(257.29)
Balance 01/02/202	<b>13431.65</b>
Less February payments – salary via S/O	(257.29)
Closing Balance 28/02/2021	<b>13174.36</b>

## b) Reserves:

CIL restricted reserve	2440.83
(CIL – committed for Northend pond	(1417.95)
CIL restricted reserve less Northend pond (to include bench in Turville)	1022.88
Unrestricted Reserves	<b>10733.53</b>
<b>Total reserves as of 28/02/2021</b>	13174.36

## c) To confirm the following payments:

Lorna Coldwell – salary March – paid via Standing Order	257.29
Lorna Coldwell – salary April – paid via Standing Order	257.29
Open Spaces Society – subs renewal	45.00
<b>Total:</b>	<b>559.58</b>

Standing order payments confirmed. Open Spaces Society renewal was agreed, a cheque to be signed in line with Covid-19 restrictions and posted.

**20/21.184 To confirm the date for the next meeting as:**

Wednesday 12<sup>th</sup> May – Zoom link or venue to be confirmed dependent on Government legislation.

The meeting was closed at 20.37.

The Chair ..... Date .....

## Appendix 2 – Residents Parking – Turville Village

The Clerk spoke at length with a senior Parking Officer at Buckinghamshire Council about parking and the issues that residents face in the centre of Turville, particularly with the increase of visitors during the Covid-19 pandemic. In brief, there would need to be 2 consultations carried out, one informal by the PC and one formal by Buckinghamshire Council. At the informal stage, over 50% of properties in the proposed area must respond positively or else it cannot be carried further forward. The higher the amount of properties in agreement the better. A leaflet could be produced by the Parish Council to give to residents explaining what the reasons behind the idea of residents parking due to the issues in the village are, and possible solutions are A/B/C.

A - Double yellow lines could be introduced, which prohibit any parking at any time and are enforceable.

B - "No Waiting at Any Time on Verge or Footpath" restrictions prohibit parking at any time from the carriageway edge to the property line and can be enforced, they are used to help improve safety.

C - Residents parking bays which must be have street signs to warn people and white painted dashed lines to mark out bays on the floor. This would possibly not be necessary at any gravelled area, such as the space next to the pub in front of the noticeboard and AED telephone box. There can only be 15 yards from a marked bay to a sign advising of residents parking which will mean there will be a fair amount of additional signage erected.

Any roads that lead off the main road, such as School Lane, could be designated "permit holders only beyond this point" but this cannot be done on the main road through the village as the Department of Transport does not allow restricted parking zones on a main through road in a village/town. If it were to be zoned like this, then there would be no enforcement carried out as it is not actually allowed. Permanent signs advising of parking restrictions would be placed at either end of the village at entry and exit points. The residents only permit scheme does (in other areas) tend to do away with any commuter parking that may happen in a location. Residents would have to buy permits annually, along with visitor permits too. It is a cost of £55 for the first permit, £70 for the 2<sup>nd</sup> and £90 for a 3<sup>rd</sup> per household. A batch of 10 visitor parking permits is £12. These are like a scratch card, the date and time is scratched off as and when needed. These are limited to 50 per household per quarter.

If a scheme were introduced then I am told that Enforcement Officers from Buckinghamshire Council would visit often to make sure that only permit users were parked. The fine is £70, reduced to £35 if paid within 7 days.

Any parking scheme implemented will be a compromise from all involved to some degree. It also moves the problem along to the next bit of road that has no restrictions.

There is also the option to suspend parking in the village for a maximum of 6 months at a time. This takes approximately 3 weeks for paperwork to be completed and then implemented. There is a cost to do this. Suspended parking could be done in only specific areas, or could be at only particular times for example Saturday-Sunday 10am-4pm. It does mean that no one would be able to park where the suspended parking is, including residents. This involves no permanent signage, only temporary moveable ones and can only be done once in a 12 month rolling period.

## Appendix 3 - Reducing a Speed Limit – Turville Parish

Clerk has spoken with the Team Leader for Network Safety at Transport for Bucks who manage the highway network on behalf of Buckinghamshire Council. There are many factors that have to be met before a speed limit can be altered. A countywide review of speed limits for all public roads in Buckinghamshire was completed in 2012. The roads were assessed and new speed limits were installed. As a result, TfB do not currently fund any further speed limit changes across the county. This means any proposed changes to speed limits are required to be funded locally by a Parish Council, a Community Board, independent sources or as part of a casualty reduction scheme. This was a Key Decision made at the Buckinghamshire County Council Cabinet meeting 21/02/13. Following this there is a formal application process and fee to manage and evaluate requests for speed limit changes. Irrespective of the funding source, requests for speed limit changes will only be consulted upon and implemented if they comply with the National guidance on setting speed limits.

The Department of Transport have issued this guidance that TfB refer to and use to determine if there are to be any changes to speed limits made. I have made some brief summarisations of what I believe to be pertinent parts of it in this report. The document gives guidance to local authorities on how to set

local speed limits on single and dual carriageways in urban and rural locations, as well as some explanation as to how speed limits are determined. This document does specify that Local Authorities should consider the introduction of more 20 mph limits and zones, over time, in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists, using the criteria in Section 6 which is for Urban Speed Limits. The DfT say that speed limits should be evidence-led and self-explaining, and seek to reinforce people's assessment of what is a safe speed to travel and encourage self-compliance. It is also worth noting that they designate the maximum speed a vehicle should be travelling and **not** the suggested speed. The three national speed limits are:

- the 30 mph speed limit on roads with street lighting
- the national speed limit of 60 mph on single carriageway roads
- the national speed limit of 70 mph on dual carriageways and motorways

A full range of speed management measures should always be considered before a new speed limit is introduced. The underlying aim should be to achieve a 'safe' distribution of speeds. The key factors that should be taken into account in any decisions on local speed limits are:

- history of collisions
- road geometry and engineering
- road function
- composition of road users (including existing and potential levels of vulnerable road users)
- existing traffic speeds
- road environment

A study of types of crashes and their severity along with the causes and frequency, together with a survey of traffic speeds, should indicate whether an existing speed limit is appropriate for the type of road and mix of use by different groups of road users, including the presence or potential presence of vulnerable road users (including people walking, cycling or riding horses, or on motorbikes), or whether it needs to be changed. Local residents may also express their concerns or desire for a lower speed limit and these comments should be considered.

On rural roads there is often a difference of opinion as to what constitutes a reasonable balance between the risk of a collision, journey efficiency and environmental impact.

Traffic Authorities may find it more efficient to produce speed limit orders for 20 mph zones or limits, or to introduce speed limit changes as a result of rural speed limit reviews, where these cover a number of roads, through one order covering all those roads covered by the new speed limit. If they decide to proceed in this manner it is particularly important to ensure that the order is comprehensive and correct, and that the consultation and publicity is directed at those likely to be affected.

20 mph **zones** require traffic calming measures (e.g. speed humps, chicanes) or repeater speed limit signing and/or roundel road markings at regular intervals, so that no point within a zone is more than 50 m from such a feature. In addition, the beginning and end of a zone is indicated by a terminal sign. Zones usually cover a number of roads. 20 mph **limits** are signed with terminal and at least one repeater sign, and do not require traffic calming. 20 mph limits are similar to other local speed limits and normally apply to individual or small numbers of roads but are increasingly being applied to larger areas.

Based on a positive effect on road safety, and a generally favourable reception from local residents, traffic authorities are able to use their power to introduce 20mph speed limits or zones on:

- major streets where there are – or could be – significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic.

This is in addition to:

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

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

Research into signed-only 20 mph speed **limits** shows that they generally lead to only small reductions in traffic speeds. Signed-only 20 mph speed limits are therefore most appropriate for areas where

vehicle speeds are already low. This may, for example, be on roads that are very narrow, through engineering or on-road car parking. If the mean speed is already at or below 24 mph on a road, introducing a 20 mph speed limit through signing alone is likely to lead to general compliance with the new speed limit.

Rural dual carriageways with segregated junctions and facilities for vulnerable road users would generally be suitable for 70 mph limits. However, a lower limit may be appropriate if, for example, a collision history indicates that this cannot be achieved safely.

Speed limit changes are unlikely to fully address the problem of inappropriate speed and should therefore be considered only as one part of rural safety management. Where collision and casualty rates are high, traffic authorities should first seek to understand the particular types of crashes taking place and their causes, to allow them to choose effective solutions to reduce the risk.

For single carriageway rural roads, C and Unclassified roads with important access and recreational function, the following speed limits are deemed appropriate and traffic authorities should use these as guidance when reviewing the speed limits on these roads:

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

In villages, fear of traffic can affect people's quality of life in villages and it is self-evident that villages should have comparable speed limits to similar roads in urban areas. It is therefore government policy that a 30 mph speed limit should be the norm through villages. It may also be appropriate to consider 20 mph limits or zones in built-up village streets which are primarily residential in nature, or where pedestrian and cyclist movements are high. Such limits should not, however, be considered on roads with a strategic function or where the movement of motor vehicles is the primary function. If there are just fewer than 20 houses, traffic authorities should make extra allowance for any other key buildings, such as a church, shop or school. Where the character of a village falls outside this definition, local authorities are encouraged to use their discretion in deciding whether a lower speed limit is appropriate. It is recommended that the minimum length for the new limit is at least 600 metres to avoid too many changes in speed limits along a route, and to aid compliance. Traffic authorities may, however, lower this to 400 metres when the level of development density over this shorter length exceeds the 20 or more houses criterion and, in exceptional circumstances, to 300 metres.

The full guidance on [Setting Local Speed Limits from the DfT](#).

Transport for Bucks will carry out a road assessment at a cost of £865 plus VAT which will determine if the sections of road proposed meet the guidance to enable a speed limit change. It includes a site visit and liaising with Thames Valley Police. There is a further charge of £412 plus VAT if any speed data needs collecting. After this, if it were to go forward changing a speed limit requires a legal process to be followed. The full cost is in excess of £10,000, this includes:

- speed limit assessment
- formal consultation and analysis of feedback
- legal fees
- advertisement in local newspaper(s) of the proposed and final Traffic Order
- sign installation
- preparatory work and correspondence associated with all of the above

Neighbourhood Police can deal with reported speeding in various ways, depending on the nature of the problem (i.e. the number of speeding motorists and the number/type of collisions on the road length). No further action is likely to be taken by the police if the data gathering exercise or speed survey shows no speeding. They can also help with a Community Speedwatch programme, undertaken by resident volunteers. This is a scheme where a Speed Detection Radar Device (SDR) is used at the roadside and

registration numbers of vehicles that have been seen speeding are noted down. The information is fed into a TVP database and a warning letter is issued to the registered vehicle owner. Should the vehicle be identified speeding on a subsequent occasion, a further letter will be sent to the owner informing them that the information has been passed to Roads Policing (RP) for possible further action.

Further information from Buckinghamshire Council can be found on the Buckinghamshire Council website [Changing a Speed Limit](#).