

Sandy Town Council

To: Cllrs N Aldis, P Blaine, A Gibson, A M Hill, T Knagg, C Osborne, S Paterson, M Scott, S Sutton (Chairman), N Thompson
c.c. J Hewitt, W Jackson, R Lock, M Pettitt, P Sharman

You are hereby summoned to attend a meeting of the Community Services and Environment Committee of Sandy Town Council to be held remotely via zoom Monday 8 March 2021 commencing at 7.30pm.



Chris Robson
Town Clerk
10 Cambridge Road
Sandy, SG19 1JE
01767 681491
2nd March 2021

Notes:

(1) Due to the current Covid-19 Coronavirus situation, the Town Council will meet virtually via Zoom (<https://zoom.us/>) as permitted in The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020 ("the 2020 Regulations").

(2) Meeting ID: 891 2372 9137

Press and public are cordially invited to attend. Those wishing to join the meeting should contact the clerk on clerk@sandytowncouncil.gov.uk in advance for the meeting password.

(3) Members of the public wishing to address the Council during the public participation part of the formal meeting must make the Clerk aware of their intention before the meeting starts.

A G E N D A

1 Apologies for absence

2 Declarations of interest

Under the Localism Act 2011 members of Council are not required to make oral declarations of interest at meetings but may not participate in discussion or voting on any items of business in which they have a Declarable Pecuniary Interest (DPI) and under Sandy Town Council's Standing Orders must leave the room for the duration of all discussion on such items. (All members' register of interests are available on the Sandy Town Council website or on application to the Clerk.)

*This item is included on the agenda to enable members to declare new DPIs and also **those who wish to do so** may draw attention to their stated DPIs and also any non-declarable personal interests which they have declared under Sandy Town Council's adopted Code of Conduct and which may be*

Sandy Town Council

relevant to items on the agenda.

- i) Disclosable Pecuniary Interests*
- ii) Non-disclosable Interests*
- iii) Dispensations*

3 Minutes of Previous Meeting

To consider the minutes of the Community Services and Environment Committee held on Monday 25th January 2021 and to approve them as a correct record of proceedings.

4 Public Participation Session

Members of the public may ask questions or make representations to the committee about items of business which are on the agenda.

5 Action List

To receive the Action List and any updates.

Appendix I

6 Skatepark project

i) To receive notes from a meeting of the Skatepark Working Group held on 23rd February 2021.

Appendix II

ii) To receive and consider a draft Skatepark Project overview document/plan.

Appendix III

7 Memorial Bench

To receive and consider a request for the installation of a memorial bench on land managed by Sandy Town Council.

Appendix IV

8 Vehicle Activated Signs

To receive and consider a guidance document from Central Bedfordshire Council on the placement of vehicle activated signs.

Appendix V

9 Tree Planting

To receive any updates on the Council's recent application to the Central Bedfordshire Council tree fund.

10 WildEast

To further consider a presentation from WildEast at a meeting of the Full Council and whether the committee wants to recommend that Sandy Town Council join WildEast and make a pledge.

Appendix VI

11 Fallowfield Play Equipment

To consider a request from a resident on whether wet pour safety matting could be installed around some existing play equipment and to receive support information from the Clerk.

Appendix VII

Sandy Town Council

12 Event Request

To receive and consider a request to hold a Fun Fair on Town Council owned land in April 2021.

Appendix VIII

13 Living Country Awards 2021

To note information from CPRE Bedfordshire.

Appendix IX

14 Chairman's Items

15 Date of Next Meeting Monday 19th April 2021

Agenda Item 5 - Community Services and Environment Committee - Action list

Subject	Action to be taken		Response /Status
	Minute	Action	
Full Council Meeting	20/04/16		
Allotments and Community Orchard At Beeston (CBC owned land)	(22-16/17)	Progress and update reports to go to the Community Services and Environment Committee	<p>April 2019 – STC agreed initial Heads of Terms and raised some points of clarification.</p> <p>May 2019 – Responses received to points of clarification and STC confirmed it was happy to sign HoTs.</p> <p>June 2019 – STC chased progress and CBC stated the next step was to appoint solicitors. STC went out for solicitor quotes.</p> <p>August 2019 – STC appointed preferred solicitor and passed details to CBC.</p> <p>September 2019 – CBC officer was awaiting confirmation from manager to progress matter.</p> <p>October 2019 – STC chased matter and CBC responded saying there had been positive internal steps and movement on the lease was expected by the end of the month.</p> <p>November 2019 – No movement and STC chased progress. CBC officer chased internally and indicated permission would be given to move the lease forward and that HoTs were to be re-visited in preparation.</p> <p>December 2019 – Due to the long period of time waiting for instruction the review of HoTs took CBC officer longer than expected. Further points of clarification raised with Clerk which were responded to during December 2019 and January 2020.</p> <p>January 2020 – Officer dealing with matter fell ill and was on sick leave.</p> <p>February/March 2020 – Revised site maps provided by CBC. Officer stated final approval from CBC management to send matter to LGSS law was still awaited.</p> <p>July 2020 – Progress chased by STC. Delay in chasing due to reacting to pandemic. Responsibility for the community land passed to CBC Housing. HoTs for site were note raised between departments when transfer</p>

			<p>happened. Officer had to re-visit and re-new HoTs with housing department.</p> <p>July/August 2020 – STC renewed solicitor quotes and re-engaged solicitor.</p> <p>October/November 2020 – CBC confirmed LGSS law were on standby to move matter forward. Some finer details of CBC commitments under the HoTs were still under internal discussion with CBC Housing.</p> <p>February 2021 – Delay in lease raised with MP Mr Fuller and CBC Leader, Cllr Wenham. Cllr Wenham said matter was with solicitors and should now be progressing.</p>
CSE Meeting 24/08/2020			
Use of former Days Inn conference site	(24-20/21)	RESOLVED to write to CBC with ideas about potential use of the former Days Inn conference site.	<p>Letter summarising Council's comments issued. Clerk liaising with CBC who has confirmed receipt of the letter.</p> <p>15/12/20 – Communication indicating thoughts about how it could be used were well received. CBC waiting for other projects to feed back, which they will by the end of the financial year in April 2021. Board deferred matter until then, at which point CBC will be able to pick up dialogue again with the local community.</p>
CSE Meeting 05/10/2020			
SID Sign locations and Installation	(37-20/21)	RESOLVED to approve sign locations and the Clerk work with CBC to arrange installation.	<p>Local policing team to express their support for SID signage in Sandy to CBC. CBC Highways informed the Clerk that due to the number of requests for SID signs they wanted to review their approach. No new signs to be agreed by Highways until a new guidance document is produced.</p> <p>Draft guidance document on agenda for comment.</p>
Full Council Meeting 1/03/2021			
		RESOLVED to work with CBC to co-produce a community safety plan. Cllrs Hewitt and Lock to lead on. Plan to be reviewed by CSE committee once developed.	No action to date. Clerk to arrange meeting between Community Safety Officer at CBC and Cllrs Hewitt and Lock.

SANDY TOWN COUNCIL

Minutes of the meeting of Skatepark Working Group held at 6:00pm on Tuesday, 23rd February 2021, on the Zoom meeting platform.

1. Apologies

None

2. Election of Chairman

Cllr S Paterson was elected as Chairman of the Committee. It was noted that this appointment would be for the remainder of the current Council year and that the Working Group would need to re-elect a Chairman at its first meeting of the new Council year.

3. Project overview

The Clerk provided an overview of the project and Members held an open discussion on what they saw as the challenges and opportunities for the project.

Points of note;

- The Working Group all agreed that the involvement of young people in the project was crucial and that this would go beyond simple consultation. Young people would need to be involved at an early stage if they are going to take ownership of the design and ultimately the skatepark. This should include having young people sit on the Working Group. A number of suggestions were put forward on how the Working Group can engage with young people and it was felt these should be fed into the document.
- The inclusion of the skateboarding and BXM-ing in the Olympics should be a key point in this project. Providing Sandy with a free to use facility for an Olympic sport will help in funding applications and publicity. The Council should aim to have a new facility in place before the next Olympics in 2024.
- To ensure as much use and benefit as possible the skatepark should also be suitable for scooters and BMX bikes.
- The location of the site was discussed, and it was noted that the sc106 contribution was available on the basis that the skatepark remains in its current location (*otherwise a planning application would be needed and Sc106 funding could not be granted until after that application is approved*). It was agreed that the Sunderland Road site had a lot of positives. A new skatepark facility will help add to this developing 'sports hub' and keep the activity at the heart of a busy community recreation area. Skateboarding, a

recognised Olympic sport will form part of Sandy's sports provision rather than being separate to it.

- The path leading to the skatepark along the edge of the recreation ground will need some re-surfacing work and the Council may wish to include this in the final skatepark tender.
- The Council should aim to provide the best facility possible, which is a spray concrete facility. The skatepark should be good enough to hold local events and competitions to ensure it is a well-used and beneficial facility.
- The Working Group felt it should be ambitious with its target dates and should aim to have research completed, engagement well underway, a preferred contractor agreed and the majority of funding in place by Easter 2022. This then gives sufficient time to undertake the construction/development of the skatepark.
- The group considered the challenges presented by funding bodies. Many large funders will not commit funding towards the project until they know that the remaining funding required is in place. Some funders also give a deadline for the spending of committed funds. The Working Group would need to undertake work on understanding all funding opportunities, how each funder works, what they can grant and what the conditions are. An agreed order/approach to applications will then need to be taken. The Working Group agreed it would need to think creatively in terms of fund raising.
- The Clerk had held initial discussions with some large funders for information. This included the Big Lottery Fund, who stated the successful capital grants must also demonstrate addressing specific community issues, such as anti-social behaviour. A list has already been compiled by the office of Big Lottery funding granted to Sandy over the last 10-15 years. It shows that the town has not benefited from this funding stream to a great extent for a number of years.
- A fund such as the Big Lottery Funding sees regional projects 'compete' against each other for funding allocation. This is because funding is awarded on a regional level, with different levels of funding made available to regions. The region Sandy sits in will not have as much funding available as other areas of the country which are considered to have higher regional poverty/deprivation levels.
- The group also discussed the potential to engage with local companies to support the project through funding or in-kind support.

- The Working Group agreed that engaging with charities that provide advice on the development of skateparks and with Councils who had completed similar projects would be beneficial in setting the way forward.
- The Clerk and Cllr Aldis would speak further about communication with the Sandy Skating Association (SSA) in light of the Council's ambitions. It is hoped any funds the SSA might have could contribute towards the project.

4. Skatepark Project Document

Members went through the draft Skatepark project plan/overview document page by page. It was noted that the document used the same template the Council's Green Plan and Recreation Ground Investment Plan used. The purpose of the document is to give an overview of the project that could be displayed on the Council's website and to which the public could be directed. In addition, by using power point, individual slides from the document can be used during any meeting with potential grant funders.

The Working Group approved the draft document for presentation to the CSE Committee subject to the following amendments;

- Change the first aim of the Working Group to include BMX-ing and Scooters. It is key that the project encompass those sports to make a new facility as versatile and accessible as possible.
- Try and combine some points within the Working Group's aims to avoid duplication and make more succinct.
- Set a target date within the document of 2024
- Try to establish a statistic for the level of young people and children in Sandy who live in deprivation to support statistics presented in the document
- Re-format the actions flow chart to have 3 or 4 phases with actions set out under each phase.
- Include a page on how the Working Group will seek to engage with young people on the development of the facility. This is to include leafleting, use of social media, speaking in/with schools and competitions such as logo design or graffiti art

It was noted that the document was draft, and that further feedback may be received from the CSE Committee on amendments or changes to consider. More detailed timelines would need to be developed after the initial research phase was complete

5. Priority Actions

It was agreed that the following would be the Group's priority actions over the next two months;

- Completion of the overview/project document
- Research – understand what can be achieved with certain levels of funding, how other Councils have successfully completed projects and what the Council's best options for obtaining funding are. (*Carry out zoom meetings with skatepark organisations/charities, other Councils and contractors*)
- Set a target funding amount and establish a funding database/list of potential funders in preparation for funding applications.
- Agree target user engagement strategy and start engagement with young people
- Formal letter to Sandy Skating Association outlining the Council's ambitions and that it plans to lead on, operate and maintain any future facility

6. Meeting Dates

Due to the need for the Clerk to leave the meeting for another meeting starting at 7pm, it was agreed the Clerk and Chairman would liaise over the date for the next meeting and the agenda topics.



SANDY TOWN COUNCIL SKATEPARK PROJECT

Project Plan for the Council's long-term vision of providing Sandy with a new high quality skatepark



SANDY TOWN COUNCIL



Introduction

Sandy Town Council is committed to working towards providing Sandy with a new, high quality skatepark facility. The costs involved in realising a new skatepark will be considerable and as such this will be a long-term project for Sandy Town Council to undertake.

It is the Council's ambition to lead on a project to raise funds, design and install a new facility which will ultimately be in the ownership of Sandy Town Council, who will have operational and maintenance responsibility.

This document outlines the benefits of investing in a new skatepark, along with the challenges that will be faced, and steps that will need to be taken in moving the project forward.



Our Mission Statement

Sandy Town Council wants to work with the people of Sandy to create a top-quality concrete skatepark in our town in order to provide a safe, family orientated and all inclusive free-to-use sports facility for our community.

Our mission is to engage and empower young people in Sandy through the project, ensuring that a new skatepark is the result of collaborative work that creates a facility young people will take pride and ownership in.

The Council aims to have a new skatepark completed by **2024** ahead of the next Olympics, at which skateboarding and BMX-ing will feature.

Why do we need a new skatepark?

There is a lack of facilities for young people in Sandy. The inclusion of skating and BMX-ing as Olympic sports demonstrate their popularity. Providing a quality facility in Sandy will ensure young people in our community get the opportunity take part in this growing sport and provide a free to use sports resource for all young people across our town.

Live. Work. Play. **SANDY**



Aims and Objectives

What we want to achieve for Sandy

Sandy Town Council has established a Skatepark Project Working Group which will be committed to community involvement, environmental responsibility, sustainability, access for all and community safety. The aim of providing a new skatepark facility for Sandy is primary, but the group will also focus on future aims and vision for the skatepark to be regarded as a valuable community facility with far-reaching communal opportunities.

Project Aims;

- To build a high-quality concrete skate, BMX and Scooter park for Sandy
- To improve access for all as well as the visual and natural amenity of the skatepark area
- Engage with young people from all sections of our community and improve awareness among residents and visitors of skatepark opportunities
- Actively involve end users in the design, development, promotion and management of the facility
- To ensure and improve the safety of the skatepark for its users through collaborative design
- Develop a park that enables events and competitions and provide young people in Sandy with the opportunity to take up, practice and become proficient in a growing global and Olympic sport
- Attract more individuals to skate and bike sports, particularly young people by providing a safe, inclusive space
- To encourage ongoing use of a new facility for informal recreation and organised activities
- Contribute to the development of Sandy's wider leisure offer
- Provide a facility which helps tackle issues of anti-social behaviour and youth engagement with Councils, local policing and community groups





A growing sport within our communities

Skateparks have become increasingly popular recreational facilities for children and adults worldwide. First developed in the 1970's, public skateparks have helped serve as positive recreational spaces for a broad cross-section of society. Skateparks can offer young people the opportunity to take part in recreation that escapes the pressures of team sports, engage in a healthy aerobic activity, combat obesity and build social networks, confidence and self-esteem. Ultimately, a skatepark gets children outdoors and active, and for some a good skate park facility allows skateboarders, freestyle bike riders (BMX), and in-line skaters to legitimately practice their sport in a safe, professionally designed facility.

Both skateboarding and BMX freestyling have now been confirmed as Olympic sports and were due to make their debut at the Tokyo 2020 Olympic games. Due to the coronavirus pandemic this did not happen, but their inclusion within the Olympics firmly sets their place as important and growing competitive sports around the world. It is thought that both sports will see increasing interest and participation rates in the future as a result of the Olympics.

Skateparks have been built in the UK for a number of years, one of the first being in Livingstone which is now known to skateboarders the world over. From top ranking US professionals such as Tony Hawk to very young beginners, this Scottish skatepark is viewed as the UK's number one skateboarding destination and has for over 30 years been a go-to site, offering a concrete facility with something for all ages. Now a large number of towns across the UK have a skate park facility, with 'Skatepark Finder' suggesting there are 1,600 within the UK, including many other towns within Central Bedfordshire, such as Sandy's neighbouring towns of Potton and Biggleswade.



Skate Culture and History

Skating has a long history and cultural impact

A proactive and passionate, vibrant community

Skateboarding dates back to the 1950's in America and became popular while the surfing craze swept coastal regions. In the 1960's several companies saw the marketing potential of skateboarding and the sport began to grow. In the USA skateboarding, in-line skating, and freestyle bicycling are one of the nation's fastest growing types of recreation activities. Over 6.8 percent of Americans skateboard, approximately 20 million people. In America skateboarding is more popular among youth ages six to seventeen than baseball.

The sport is having a similar impact in the UK; Skate parks benefit young people and foster a sense of belonging and responsible behaviour by encouraging regular users to help with the running and upkeep of the park. One example is Mark Webb who was one such skatepark user and is now the top street and spine ramp BMXer in the world. Mark progressed from a budding young biker at Southsea Skatepark to a world-class competitor. Titles to his name include winning World Mini Ramp Champion three times in a row; Urban Games 06, Suzuki Masters 06 and Nass 06, the competition that saw him triumph over Ryan Nyquist, the top American professional. Southsea Skatepark reports getting an average 300 skaters per weekend. Today skateboarding represents a multi-million (if not billion) dollar industry and has become a worldwide sport, highlighted by its inclusion in the Olympics.

According to Skateboard England the sport has a strong and growing record in attracting new people into physical activity and, in particular, working effectively with young people and under-represented groups.



Benefits and Opportunities

How investing in a new facility can benefit Sandy



An inclusive sport that can develop the skills and wellbeing of young people in our communities

Physical Wellbeing

Potential to engage a cross-section of people who are not into traditional sports to get up and active

Allows participants to practice balance, coordination and strength

Low barriers to entry – relatively cheap to begin to skateboard

Largely youth focused, creates positive exercise and lifestyle habits

Mental Wellbeing

Appeals and gives a positive, physical outlet to groups within society who are less likely to confront their mental wellbeing

Link to other outlets such as art and music give far reaching mental health benefits, including increased confidence and self esteem

Positive impacts on mental health has been proven and were evidenced in the 2016 **Brighton & Hove 'Skate Project Report'**

Individual Development

Skateboarding helps develop individual skill supported by an inclusive skating community

The lack of team element means there is no social pressure and boarders are encouraged to learn and grow at their own pace

Social & Community Development

Has far-reaching socio-economic benefits and contributes to a reduction in anti-social behaviour and crime

Provides opportunities for social and physical activity for young people, helping tackle teen boredom

Inclusive of disadvantaged or minority groups and accessible to a wide age range

Low costs to access

Use of skatepark for engagement between organisations and young people

Use of a new facility for community events











Skatepark Numbers in the UK

A growing sport within our communities



Skateboard England Figures (September 2020)

-  534,000 active participants in England
-  750,000 active participants in the UK
-  Approximately 85% male participation
-  Growing female participation with 24% increase during 2020
-  Majority of skateboarders are between 11 and 16
-  In 2016/17 there were 48,600 skateboards over the age of 18 which rose to 71,600 in 2017/18
-  1,600 UK skateparks
-  Increase of 23,000 adults taking up skating during 2020

Sandy's Figures

The population of Sandy as a whole is older than the national average. However, our demographics are similar to other towns with comparable total populations and there is a clear demographic who will benefit from a new skatepark.



Sandy's total Population is 13,610



20.2% of Sandy's population is between the age of 0-15



5.1% of Sandy's population is between the age of 15-19



Total Households 5,370



4.6% of Sandy's population is between the age of 20-24

Existing Skatepark

What Sandy currently offers skaters



While Sandy does currently have some skatepark provision it is extremely limited, dated and offers little in terms of skating opportunity and development for young people in our community.

The existing skate park is located at the Sunderland Road Recreation Ground and was installed, managed and operated by the Sandy Skatepark Charity. This is an independent charity which leases the skate park land from the Town Council. A new facility will need to use the same space as the existing site.

The equipment was originally installed in **XXX**. Unfortunately, due to age and wear much of it had to be removed on safety grounds when it reached the end of its lifespan. Although the one remaining ramp is safe to use it no longer meets today's required British Safety Standards for new equipment.

Neighbouring towns to Sandy have the benefit of new, concrete skateparks which provide valuable skating opportunities for their communities. The lack of an adequate skatepark in Sandy means children, youths and adults have to travel by car or bus to neighbouring facilities, which is not practical or possible for many people and is in contradiction to the environmental aims of the Council.

A new council owned, and managed concrete skatepark will provide a long-term, high quality, durable local facility, offering an ongoing benefit for our community. It will provide an area for young people to spend time safely and research shows it will help tackle issues of anti-social behaviour.

'The skatepark is important to the local community because it gives the children somewhere to go, it gives them a focus...it's fantastic really' – Police Community Support officer, Macclesfield



Previous free-standing ramps which were removed on safety grounds



Remaining ramp at the current skatepark facility



Concrete Skate Parks

Why is a concrete skate park preferable?

Concrete vs Modular

It is the council's ambition that a new skatepark would be of a free-flow spray concrete design. Concrete is becoming the primary material for new skateparks and is the preferred choice for users. A concrete skate park would create a long lasting, minimal maintenance facility with a life-span far longer than that of the modular units used in Sandy's former skatepark.

Concrete has many advantages over other materials:

- A hardwearing riding surface and skaters; and riders' first choice
- Vandal-proof, even under the most severe conditions
- Will not rust, rot, decay, burn, break or bend, and doesn't contain loose fittings
- Quieter than steel or wood
- Gives good traction and is less slippery when wet, it also dries quickly
- Far more durable and low maintenance than other skatepark material

Unlike fitting together pre-cast moulds, free form concrete construction allows the freedom to create unique, progressive designs which meet the requirements of user-groups and the local community.

Prefabricated modular ramps and obstacles would provide a lower cost option and the 'off the shelf, catalogue shopping' nature makes selection easier and potentially reduces the level of design and time of the project required. However, this would be at the expense of the quality and free flowing design offered by spray concrete and would lead to high maintenance costs over the years. Ultimately the skatepark's lifespan would be reduced.

Source: Wheelscape.co.uk



Project Challenges

Identifying potential challenges within the project



Challenge

The skatepark will need to be located on the same site as the existing park, this is due to the availability of suitable sites close to housing and amenities. In addition, provision of committed section 106 funding is dependent on the skatepark keeping its existing footprint, otherwise planning permission would be required and the section 106 funding would not have been committed.

Response

There are few feasible alternatives for the siting of a skatepark immediately available to the Council. The location at Sunderland Road forms part of a wider recreational area, bringing residents of differing ages and interests together in one communal space. The Council has already invested in this community space in other ways, such as new CCTV and the planting of trees. The skatepark marks further investment into the site.

Challenge

The site is located in a multi-use recreational area and the footprint of the skatepark and any supporting furniture (e.g., benches, bins) will be confined by the existing children's playpark, the MUGA, football pitches and the pavement. This may result in less freedom with the scope of the park's design.

Response

Location within a multi-use area helps create a safer and active environment and places the skatepark within Sandy's 'Sporting Hub'. Based on initial conversations with a contractor it is clear the space available can accommodate a concrete skatepark. An appointed contractor would work to achieve the best use of space within their design. Incorporating 'benches' into the concrete design will help make best use of the area.





Challenge

An initial estimated cost for a spray concrete skatepark to fit the footprint of Sandy's current site was obtained from a contractor who recently completed a neighbouring towns skatepark. Based on the size of the site and estimated cost of £150,000 was given. The Council has £34,000 committed towards the project, so a great deal more funds need to be raised.

Response

Funding for such large-scale projects can always be daunting. However, there are a number of national grants that can be applied for and the Working Group will work with interested young people and volunteers to look creatively at local fund-raising options. Our area has not benefited from large investments of grant funding and this, along with evidence of areas of deprivation and the clear need for the opportunities such a facility in Sandy can provide will form the basis of funding applications.

Challenge

Many funding bodies will not allow the Council to 'bank' funds until they are ready to be spent. Funders such as Sport England, Big Lottery and CBC usually like to see all other funding in place before they make an award, with their funding acting as 'the final piece'. In addition, many grants have spending dates (within 12 months for example)

Response

The Working Group will develop a database/list of all potential funding sources to understand the amounts available, bid deadlines and conditions attached to grants. The Working Group will then create an application action plan based on when the most appropriate time is to make applications to specific funding providers.

'Skateboarding develops individual skills supported by an inclusive skating community' – Skateboard England

Project Costs & Funding

Understanding the costs involved



The exact cost of a new skatepark will depend on the final design and the size and features within the park itself. An appointed skatepark contractor will be able to work with the Council, the Working Group and users to design and provide a skatepark based on the budget available. It of course stands to reason that the larger the budget, the more potential there is for a quality and multi-feature skatepark. A contractor who has undertaken a similar project for a site with the same footprint as the Sandy site has given an indicative figure of £150,000 for a quality, multi-feature spray concrete skatepark.

As stated elsewhere in this document one of the biggest challenges for the Working Group will be the raising of money to fund the project. In December 2020 the Council secured £34,000 in section 106 funding, this marked a fund-raising starting point and provides a basis on which more funding can now be obtained. Among the first actions of the Working Group will be researching, understanding and pursuing funding streams. Once funding has reached an agreed level a contractor/partner should be brought in to help with design and consultation to define costs and to assist in further fund raising to reach a final funding goal.

There are a number of institutions and companies which may be able to provide grant funding for the project, both on a national and local level. Some of the main grant providers include;

- | | | | |
|---------------------|---------------|-----------------------|---|
| 1. Sports England | 3. SME's | 5. Landfill Community | 7. Large national/local companies with charitable budgets |
| 2. Big Lottery Fund | 4. Youth Bank | 6. Council (CBC, STC) | |



The inclusion of skating and BMX-ing in the Olympics should provide more focus on the sport and greater funding opportunities. Sandy has areas of deprivation and there has been a lack of funding over the last 10 years. Focusing on providing a free to use community facility for all sections of our community, including underprivileged areas can be the focus of funding applications.

Funding bodies will also want to see evidence of the project addressing wider community issues, such as anti-social behaviour. Ongoing engagement with young people beyond the completion of the skatepark may also be a key factor national funding bodies will look at.

The Council Working Group aims to have enough funding in place to fund a skatepark by Easter 2022.



Community Engagement

How we'll engage with young people

Youth participation in the development of a skatepark is key and the Working Group tasked with developing the skatepark will create a clear youth engagement plan to identify ways in which it will not only consult with young people, but also ensure that they are part of the process in generating project interest, funding and the design of the facility itself. If the Council is to create a skatepark that is going to be used, enjoyed and of lasting benefit to the community, its final design must be user led.

The Youth Engagement Plan will include actions such as;

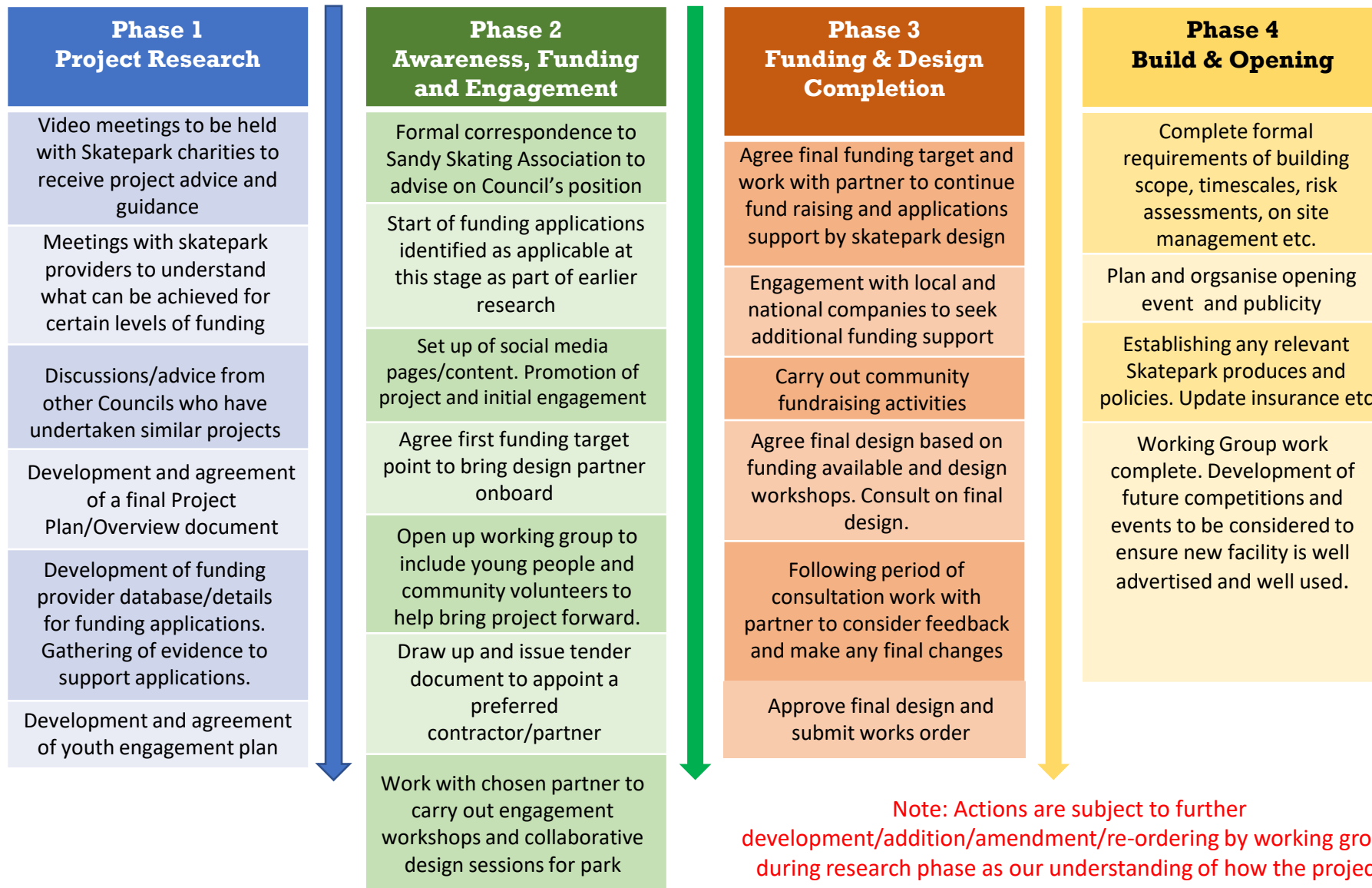
- Use of social media to promote, inform, engage and consult
- Leaflets and posters
- Articles/leaflets for inclusion in school newsletters
- Engagement with established youth groups in the town (through direct communication and/or sharing of leaflets etc)
- Direct engagement through schools where possible
- Linking with Central Bedfordshire Council's youth workers and groups
- Recruiting young people to join the working group
- Competitions to promote engagement, such as logo design or graffiti art competitions
- Working with a chosen skatepark provider ('Partner') to hold open design sessions
- Attendance at the skatepark to engage with existing users.

Once completed the Youth engagement plan will replace this page in the document.



Project Actions

Actions we will be undertaking



Note: Actions are subject to further development/addition/amendment/re-ordering by working group during research phase as our understanding of how the project should be run continues

Resources and Advice

Getting expert advice



Resources

The Skatepark Foundation
www.skateparkfoundation.org

Wheelscape
www.wheelscape.co.uk

The Skateparks Project
www.skateparks.co.uk

Skateboard GB
www.skateboardgb.org

Public Skate Park Guide
www.publicskateguide.org

Documents

Expert Arguments for Skateparks
<https://democracy.thanet.gov.uk/documents>

Design and Development Guidance
<https://skateboardgb.org/skateboard-facilities-guide>

How young people learn in Skateparks
<https://www.cambridgeassessment.org.uk/blogs/how-do-young-people-learn-from-each-other-in-a-skate-park/>

Community, Services and Environment Committee

Date:	8th March 2021
Title:	Memorial Bench Request
Contact:	Chris Robson, Town Clerk

Purpose of the Report

1. To receive and consider a request from a resident to install a memorial bench on 'The Pinnacle Hill'.

Recommendation

2. That the resident is invited to submit an application for the installation of their preferred bench and memorial plaque. To recommend that an approved bench be purchased and installed by the Council with the purchase cost covered by the resident.
3. To recommend that the Council carry out maintenance to the bench until it reaches the end of its life, at which point the Council will remove the bench and will not replace it. Residents would be welcome to apply to install a new bench at this point.
4. To recommend that the Policy, Finance and Resources Committee consider and agree a procedure governing the installation and maintenance of memorial benches at all points around the town.

Background

5. A resident has contacted the Council asking if it would be possible to install a memorial bench on the Pinnacle Hill in Sandy. The bench is in memory to the resident's father. There is already one bench on The Pinnacle Hill.
6. The land in question is owned by the Everton Estate, but managed by Sandy Town Council under a 99-year lease between the estate and the Council. The Everton Estate would not object to the installation of a memorial bench on the site, as long as the following applied;
 - The Council approve a suitable bench design and material submitted by a resident
or
The Council states a standard specific bench style and material which would be acceptable for installation
 - The resident will be responsible for the state and maintenance of the bench and should it reach a state whereby it was deemed dangerous the Council remove the bench.
or
The Council add the bench to its asset register and take on the ongoing maintenance and upkeep of the bench. That the bench is removed when it reaches a state beyond economical repair.

7. The Council has previously reviewed the process of approving and installing benches in the cemetery, but not at other sites around the town. There are of course memorial benches around the town that have been installed over the years.
8. The main issue that arises in the maintenance of memorial benches is the responsibility to replace the bench when it reaches the end of its life and this needs to be clearly agreed.
9. The Council has previously stated a preference for benches made from recycled materials which are more resistant to vandalism.

Proposals/Information

10. As stated, the resident is requesting to install a memorial bench on the Sand Hills. The resident would prefer a wooden bench to a bench made from recycled materials as it is for a father who was a carpenter. As per the lease agreement, the Clerk has spoken with the Everton Estate and they would not object to the installation.
11. The Council could approve the bench installation on the provision that it is maintained by the resident to whom approval was granted. However, as the land is managed by the Town Council it would be preferable that the Council took on ownership of the bench if approved. Ultimately, the Council is responsible for ensuring safety on the site and this would include the safety of any bench to be installed. The Council can provide for normal maintenance and repair of the bench during its useful life. If bench removal is required, due to deterioration or severe vandalism, the Council should not take on responsibility for replacement of the bench. The memorial plaque will be returned to the donor. Additionally, the Town Council should reserve the right to relocate the bench if unforeseen circumstances arise due to its location or setting.
12. The Council could state that the bench to be installed must be of a certain type and size, as per the benches at the end of this report which were previously considered appropriate when looking at requests for benches in the cemetery. Alternatively, the Council could invite the resident to submit an application for their preferred bench for approval and purchase by the Council. Having a standard of approved benches would simplify the process but would not allow for alternative individually styled benches that might be considered appropriate.
13. A formal procedure to govern the approach to benches should be agreed and a report taken to the next Policy, Finance and Resources committee.

Financial Implications

14. The cost of purchasing and installing the bench and plaque should be covered by the resident. However, if the Council takes on ownership and maintenance of the bench, there will be ongoing resources committed to maintenance over the bench's life span. That life span is dependent on the type of bench installed but is expected to be 10 years. It of course stands to reason that the more benches the Council has ownership of, the more resources must be spent on maintaining them.

Policy Implications

15. No direct implications on agreed policies. However, the Council should develop and agree a procedure for considering memorial bench requests and how those benches will be maintained.

Legal Powers




16. Council holds the General Power of Competence, for which Sandy Town Council is eligible and is a power of first resort (Localism Act 2011, s.1)

Risk Management

17. The installation of the bench should be done in line with a Risk Assessment for the task. If an alternative installer is to be used than the Town Council, a risk assessment and relevant insurance details should be provided by that installer to the Council.

18. The bench will need to be inspected and maintained in the normal maintenance schedule for benches on Council land. If the bench reaches a state whereby it is considered dangerous, it should be closed off and then removed.

19. The Council should develop and adopt the above-mentioned procedure on memorial benches to ensure all new requests are dealt with and managed in the same way.

	<p>Timber Hardwood standard weight Length: 1500mm Width: 650mm Height: 900mm Weight: 23kg</p>		<p>Recycled Material Seat Environmentally friendly Weather resistant Vandal resistant Low maintenance Length: 1790mm. Depth: 574mm. Seat Height: 428mm. Overall Height: 702mm. Weight: 79kg</p>
	<p>Recycled Material Seat Timber effect Environmentally friendly Weather resistant Vandal resistant Low maintenance</p> <p>Length: 1985mm. Overall Depth: 675mm. Seat Height: 470mm. Overall Height: 915mm. Weight: 85kg (ground fixed) 165kg (Ballasted)</p>		



Vehicle Activated Signs Guidance Document

A great place to live and work.

Revision History

Version	Description	Date	Initials
1	Final version	03/12/20	CD & AS

Contents

Guidance Documents.....	4
Glossary of Terms.....	5
Introduction	7
Objectives of the Vehicle Activated Signs Guidance Document.....	7
Background	7
Assessing existing vehicle activated signs for replacement or removal.....	8
Assessing new requests for speed-related vehicle activated signs	8
When a speed-related vehicle activated sign will not be installed	9
Vehicle Activated Signs in the form of Hazard Warning Signs.....	10
Specification of Equipment	10
Data Collection	11
Ownership	11
Maintenance	11
Effectiveness	11
Funding.....	11
Scheme Prioritisation	12
Appendix 1: Vehicle Activated Sign Assessment Form	13

Guidance Documents

- Traffic Advisory Leaflet 1/03 Vehicle Activated Signs:
<https://webarchive.nationalarchives.gov.uk/20120606202741/http://assets.dft.gov.uk/publications/tal-1-03/tal-1-03.pdf>
- Traffic Advisory Leaflet 1/15 Variable Message Signs:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/397832/150123_TAL_Variable_Message_Signs_for_web_publication_.pdf
- DfT Circular 1/13 Setting Local Speed Limits:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/63975/circular-01-2013.pdf
- DfT Speed Limit Appraisal Tool:
<https://www.gov.uk/government/publications/speed-limit-appraisal-tool>
- The Traffic Signs Regulations and General Directions 2016:
<https://tsrgd.co.uk/pdf/tsrgd/tsrgd2016.pdf>
- Traffic Signs Manual Chapter 4: Warning Signs
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/918487/LTN_1-94_guidance.pdf
- ACPO Speed Enforcement Policy Guidelines:
<http://library.college.police.uk/docs/appref/ACPO-Speed-Enforcement-Guidance.pdf>

Glossary of Terms

Vehicle Activated Signs (VAS)

A vehicle activated sign (VAS) is a generic term for a type of road traffic sign which displays a message conditional upon the presence, or speed, of a vehicle. They are intended to help drivers by alerting them and drawing attention to a danger or other undesirable situation. Vehicle activated signs used on the public highway should be designed to mirror the standard road traffic signs set out in the Traffic Signs and General Directions (TSRGD) 2016. These signs should be designed to EN12966:2014 to ensure the signs are fit for use on the public highway.

Speed Enforcing Signs

A variation of a vehicle activated sign is a speed indicator device (SID). A SID displays the speed of any passing vehicle.

If the vehicle is moving at or below the speed limit, the sign flashes alternately between a number indicating the speed of the vehicle, and a happy face, both displayed in green.

If the vehicle is moving faster than the speed limit, the sign flashes alternately between a number indicating the speed of that vehicle, and a sad face both displayed in red.

For vehicles travelling significantly higher than the speed limit, the sign can be programmed to display a message, such as 'too fast' or 'slow down'.

These types of sign are commonly used in built up areas where there is a history of non-compliance with the speed limit.

Vehicle activated signs activate if an approaching vehicle is detected to be exceeding a pre-set speed threshold. The speed limit and / or a warning message will illuminate on the sign to remind the driver or rider to slow down.



Hazard Warning Signs

These signs are installed on the approaches to hazards such as bends and junctions. If triggered they display a warning message and /or an image of the appropriate road sign (for example sharp bend, junction, height restriction). The purpose is to alert drivers that they may be travelling too fast for the road environment. These types of sign are most commonly used where the speed limit is 40mph or higher and are located at a small number of selected sites where standard signs alone may not have been deemed sufficient.



Mean speed

The speeds at or below 50% of all vehicles are observed to travel under free-flowing conditions.

85th percentile speed

The speeds at or below 85% of all vehicles are observed to travel under free-flowing conditions. This is a nationally recognised method of assessing traffic speeds.

National Police Chiefs' Council Enforcement Tolerances

The National Police Chiefs' Council (formally known as the Association of Chief Police Officers) sets a tolerance of speeds above the posted speed limit, as specified in *ACPO Speed Enforcement Policy Guidelines*. The tolerance is calculated by adding 10% to the posted speed limit, plus a further 2mph (for example, in a 30mph limit, add 10% of the posted speed limit and an additional 2mph = 35mph). The table below shows the speed limits with added tolerance for speeds where it may be appropriate to consider a vehicle activated sign:

Speed limit	Minimum 85 th % ile speed (mph) before a speed related vehicle activated sign will be considered
20	24
30	35
40	46
50	Not recommended
60	Not recommended
70	Not recommended

First Year Rate of Return (FYRR)

First year rate of return is a method used to indicate how economically viable a proposed scheme is likely to be, and the level of return it is likely to produce. It is a method that can be used to rank requests for highway improvement schemes, particularly those that are aimed to address road safety issues. The calculation compares the cost of a personal injury accident (government figures are released annually), the estimated number of accidents saved per year (this will require accident data for the location, and analysis of the cause of each collision to determine if it could be prevented by the proposed scheme) and the estimated cost of the proposed scheme. It is usually defined as: $\text{Cost of a Personal Injury Accident} \times \text{Estimated number of accidents saved per year} \times 100 / \text{Estimated cost of the scheme}$.

Introduction

Central Bedfordshire Council as highway authority is responsible for the design and management of all public roads in Central Bedfordshire (except trunk roads and motorways which are maintained by Highways England). Part of the management responsibility is to decide when and where it is appropriate to install vehicle activated signs.

There are three main reasons why a vehicle activated sign may be considered:

- When the Council receives a request from a Town or Parish Council, Councillor or member of the public;
- When it is proposed to install a vehicle activated sign as part of a highway improvement scheme;
- When a developer proposes to install a vehicle activated sign (usually as part of a wider package of works).

This guidance document outlines the approach followed by Central Bedfordshire Council regarding the use of vehicle activated signs on the highway network.

Objectives of the Vehicle Activated Signs Guidance Document

The objectives of the *Vehicle Activated Signs Guidance Document* are:

- To set out how existing vehicle activated signs are assessed when they reach the end of their working life;
- To set out how requests for new vehicle activated signs are assessed and prioritized;
- To achieve consistency in the implementation of vehicle activated signs, taking into consideration national standards and guidance (*Traffic Advisory Leaflet 1/03 Vehicle Activated Signs*);
- To ensure that vehicle activated signs are used sparingly and at the most appropriate locations, so that their effectiveness is maintained;
- To continue to work towards reducing the authorities' carbon footprint in line with The Sustainability Plan, replacing wired units with solar powered signs where possible.

Background

As of 2020 Central Bedfordshire Council had approximately 120 vehicle activated signs installed on the highway network at various locations throughout Central Bedfordshire. The existing vehicle activated signs include a mix of types of sign. Some are older wired signs, the majority of which have reached the end of their working life, and some are newer solar powered signs. Of the existing signs, nearly all are aimed at speed reduction, with a handful of signs aimed at highlighting a particular hazard.

From 2005 onwards Bedfordshire County Council (which became Central Bedfordshire Council in 2009) installed and part financed through the 'Parish Partnership' fund a number of vehicle activated signs. This was where funding was made available for each town or parish to have a specific number of vehicle activated signs installed (usually two per village, more for a town) and required the Town or Parish Council to contribute towards the cost of the sign and its installation. At the time, the technology involved was relatively new and the signs proved to be very popular.

Each sign was powered by a cable that was usually wired into the nearest lamp column; battery-operated and solar powered alternatives were only just emerging with both technologies having a limited lifespan. The preferred location for each sign was usually suggested by the Town or Parish Council, with the practicalities of installation investigated by a Highway Engineer working on behalf of the Council.

This approach led to signs being installed in locations that didn't necessarily fit the guidance issued by the Department for Transport; vehicle activated signs were installed in locations where Parishes wanted them, but not necessarily where there was an issue with excess speed. Often the selected location would be at the edge of the town or village, and as a result, sometimes the sign would trigger speeds in an adjacent higher speed limit area.

The majority of the original wired units are now life expired. The life expectancy of this style of sign is around 7 years. Although some of the signs may appear to still function, there may be issues with sections of the LEDs no longer lighting up, the signs being incorrectly calibrated or the effect that they originally had may have reduced as drivers and riders have become accustomed to them.

Central Bedfordshire Council has taken on the maintenance of all of the original wired vehicle activated signs; as these signs have aged the Council regularly receives requests for their service, replacement and for new sites to be considered.

As technology has moved on so have the vehicle activated sign options that are available to purchase. Speed indicator devices are a more recent version of a vehicle activated sign; these are popular as they show the actual speed a vehicle is travelling at and display happy and sad emoticons.

Advancements in technology have meant that solar powered units are now much more reliable than the early versions (they house a rechargeable battery within the unit, which the solar panel recharges). The fact that these units do not require a wired power supply gives the signs a greater level of flexibility as they do not have to be installed near to a power supply. The signs are also designed so that they can be relocated from one location to another by a trained operative. Each sign needs to be carefully located to ensure that the solar panel will absorb enough sunlight for it to function properly.

Assessing existing vehicle activated signs for replacement or removal

At all sites where a vehicle activated sign is currently located, an assessment against the criteria in Appendix A: *Vehicle Activated Sign Assessment Form* will be completed to ascertain its' suitability against the criteria. Where sites no longer meet the criteria, the vehicle activated sign will be removed and not replaced.

Assessing new requests for speed-related vehicle activated signs

Vehicle activated signs are a possible treatment for a road where excess speed is proven to occur frequently, however a vehicle activated sign may not always be the most appropriate solution to consistently reduce vehicle speeds in every circumstance.

The process for assessing requests for new vehicle activated signs will be as follows:

- The assessor will determine if there is an issue with excess speed on the specified length of road. Traffic Master data will be reviewed for the road in question to confirm what the 85th percentile speed is. This will be compared to the National Police Chiefs' Council Enforcement Tolerances for the speed limit (see *Glossary of Terms, National Police Chiefs' Council Enforcement Tolerances*).

The assessor could be a Central Bedfordshire Client Officer, or a Highway Engineer completing work on behalf of the Council.

- If the assessor determines that the 85th percentile speed is within the National Police Chiefs' Council enforcement tolerances for the specified speed limit, no further action will be taken.
- If the 85th percentile speeds are higher than the National Police Chiefs' Council enforcement tolerances for the speed limit, the assessor may first decide that a *Speed Limit Assessment* should be completed. This is where the speed limit is checked in relation to specific characteristics for the section of road (set by the Department for Transport for each speed limit) to ensure that the speed limit is reasonable and consistent with other roads with the same speed limit. This may result in the speed limit being amended. See *Speed Management Guidance Document* for further details.

If the assessor decides that a Speed Limit Assessment is not necessary, (or a *Speed Limit Assessment Form* is completed, the outcome of which is that the existing speed limit is appropriate) a *Vehicle Activated Sign Assessment Form* (see Appendix A) will be completed. This will be used to determine if a vehicle activated sign is the most appropriate form of speed reduction treatment for the proposed location, if the proposed location is suitable for a vehicle activated sign to be installed, or if a different form of treatment is more appropriate.

- If the 85th percentile speed is excessively higher than the National Police Chiefs' Council enforcement tolerances, the assessor will complete a *Speed Limit Assessment Form* and may decide to collect speed data using an alternative method to Traffic Master data, to clarify the 85th percentile speed. Once the 85th percentile speed is confirmed, the assessor may recommend that the speed limit is amended; or go on to complete a *Vehicle Activated Sign Assessment Form*, depending on the outcome.

When a speed-related vehicle activated sign will not be installed

A proposed new or replacement vehicle activated sign will not be installed in the following circumstances:

- Where the speed limit is higher than 40mph.
- When the recorded 85th percentile speed is below the threshold set by the National Police Chiefs' Council Enforcement Tolerances for the speed limit.
- When the proposed location is not on the public highway.
- When the proposed location has already been identified in the 4-year capital works program for a scheme aimed at speed reduction.

- When the proposed location has already been treated with physical traffic calming features, unless the proposed location is more than 100 metres from a physical feature.
- Where the proposed location (at the time of the assessment) receives ad-hoc speed enforcement from Bedfordshire Police.
- When the proposed location is within 150 metres of a speed limit change.
- Where the assessor determines that the existing speed limit is not clear or is incorrectly signed. Amendments should be made and left in place for a minimum of 6 months prior to speed data being reviewed again. This may require a scheme being brought forward for inclusion in the 4-year capital works program.
- When the assessor determines that an alternative solution to a vehicle activated sign is deemed more appropriate; this would require a scheme being brought forward for inclusion in the 4-year capital works program.
- When site constraints determine that it is not possible to install a vehicle activated sign at the requested location.

Vehicle Activated Signs in the form of Hazard Warning Signs

Where a vehicle activated sign is currently in the form of a hazard warning sign, the replacement of such signs will be assessed by an assessor. This will include reviewing the collision history, speed data and any other highway features on each approach to the hazard, including street lighting, road surface, road markings and signage.

- Any requests for vehicle activated signs in the form of hazard warning signs will only be considered where the speed limit is 40mph or above.
- An assessment will be completed by either a Central Bedfordshire Client Officer, or a Highway Engineer completing work on behalf of the Council.
- A vehicle activated sign will only be installed where the assessor recommends the installation as part of a solution to a proven safety problem, or as part of a wider scheme.
- The suggested outcome may be an alternative treatment.

Specification of Equipment

- All new vehicle activated signs will be solar powered. Requested locations where solar powered signs will not work will be refused.
- All new vehicle activated signs will be installed on a new post set in a retention socket.
- Vehicle activated signs will not be attached to existing street furniture (for example lamp columns or existing posts displaying other signs).
- The preferred type of sign to be installed in Central Bedfordshire is Truvelo TruSign 30CR.
- All speed indicator devices will incorporate the message 'slow down' when the sign is triggered at the upper threshold. This is to prevent a small number of drivers attempting to trigger the device by travelling at much high speeds.

Data Collection

The purpose of vehicle activated signs installed throughout Central Bedfordshire is as an educational tool to highlight the speed at which the approaching vehicle is travelling. It is not the Council's intention to use vehicle activated signs for data collection purposes at this time.

Central Bedfordshire Council will not download data to be made available to third parties. This is because speed data can be inaccurate if the sign is not correctly calibrated; the data requires interpretation by a trained assessor.

Central Bedfordshire Council will not permit third parties to download data from vehicle activated signs installed on the public highway. This is because vehicle activated signs are installed at locations where speeds are consistently higher than the speed limit, therefore there is a risk associated with members of the public standing near to a sign to download data.

Ownership

All vehicle activated signs will remain in the ownership of Central Bedfordshire Council. All new signs will be installed by Central Bedfordshire Council's approved highways contractor. No third party such as a Town or Parish Council will be authorised to instruct the installation of a vehicle activated sign on the public highway.

Maintenance

Central Bedfordshire Council will be responsible for the maintenance of all vehicle activated signs. Third parties such as a Town or Parish Council will not be permitted to remove or relocate any vehicle activated sign on the public highway.

Effectiveness

Permanent vehicle activated signs have a novelty effect where the effectiveness wears off over time. Therefore, there may be benefit in relocating vehicle activated signs to different locations after a set amount of time at each location. This is currently not our intention ; however, to enable this to remain as a future option (once there are enough of the same type of sign to make this viable) we may consider doing so. This would mean that a vehicle activated sign may not remain in a requested location permanently.

Funding

There are two main sources of funding to pay for the installation of vehicle activated signs:

- The 4-year capital works program.
- A section 278 agreement (or s278). This is a section of the Highways Act 1980 that allows developers to enter into a legal agreement with the council (in our capacity as the Highway Authority) to make permanent alterations or improvements to a public highway, as part of a planning approval.

Scheme Prioritisation

All existing vehicle activated signs will be reviewed and funded before any requests for new vehicle activated signs at new locations will be considered.

Once a request for a new vehicle activated sign has been assessed and approved, it will go forward for inclusion in the 4-year program. Requests for vehicle activated signs will be prioritised using the First Year Rate of Return method (see *Glossary of Terms* for definition) and will be prioritized alongside other requests received for road safety improvements.

Appendix 1: Vehicle Activated Sign Assessment Form

Central Bedfordshire Council
www.centralbedfordshire.gov.uk



Vehicle Activated Sign

Assessment Form

This assessment form is to be used to assess requests for new vehicle activated signs, and to review the suitability of any existing speed related vehicle activated signs. See *Vehicle Activated Sign Guidance Document* for further information.

Source of request:	
Reason for request:	
Site address:	
Location description:	
What is the existing speed limit?	
	A vehicle activated sign will not be considered where the speed limit is higher than 40mph.

Location Requirements

What is the 85 th %ile recorded speed? Include the date that the data was collected, and the source of the data.	
	A vehicle activated sign will only be considered when the 85 th %ile speed is 10% above the posted speed limit + 2mph.
	If the 85 th %ile speed is above the National Police Chief's Council guideline values, the assessor should consider whether a <i>Speed Limit Assessment</i> is appropriate.
Is the proposed location on the public highway?	
	A vehicle activated sign will only be considered if the proposed location is on the public highway.
Has the proposed location already been identified for a highway improvement scheme aimed at speed reduction?	
	A vehicle activated sign will not be considered if a speed reduction scheme has already been proposed and is included in the 4-year capital works program.

Does the proposed location have any physical traffic calming features located within 100 metres?	A vehicle activated sign will not be considered if the proposed location is within 100 metres of a physical traffic calming feature.
Does the proposed location receive ad-hoc speed enforcement carried out by Bedfordshire Police?	A vehicle activated sign will not be considered for locations that receive regular speed enforcement.
Is the proposed location within 150 metres of a change of speed limit?	A vehicle activated sign will not be considered at locations that are within 150 metres of a speed limit change.
Is the existing speed limit clear and correctly signed?	The existing speed limit signs and any associated road markings should be reviewed, including spacing of lamp columns if the speed limit is 30mph by dint of street lighting. If amendments or improvements are recommended, these should be completed first and left in place for at least 6 months before the 85 th percentile speed is checked again.
Is a vehicle activated sign the most appropriate solution?	<p>The assessor should consider whether a vehicle activated sign is likely to reduce vehicle speeds, or whether an alternative treatment may be more appropriate.</p> <p>If an alternative treatment to a vehicle activated sign is considered more appropriate, go to <i>Proposed outcome of the assessment</i> at the end of the assessment form.</p>

Practical Considerations for installing a vehicle activated sign

This section should be completed when a vehicle activated sign is determined to be the most appropriate solution.

Is there any statutory undertakers equipment present at the proposed location?	If there is any equipment shown on utility search plans this should be investigated further to determine if this may affect the installation of a vehicle activated sign.
Is there anything that may prevent a vehicle activated sign from triggering, such as a gable end wall, trees, hedges, or frequently parked vehicles?	If possible, a new location should be considered. If not, it may not be possible to install a vehicle activated sign at this location.

Are there any trees or hedges at the proposed location that may obstruct visibility of the vehicle activated sign and require regular maintenance?	If possible, a new location should be considered. If not, it may not be possible to install a vehicle activated sign at this location.
Is there sufficient footway width or space on the verge for a vehicle activated sign to be installed?	A vehicle activated sign should be installed so that it is at least 450mm from the edge of carriageway. If there is a footway, the sign should be installed at the back of footway so that the post does not become an obstruction for pedestrians.
Will the vehicle activated sign affect the visibility of any existing signs?	A vehicle activated sign should not be installed in a way that obscures the visibility of any existing signs. The existing sign(s) can be reviewed – depending on the sign it may be possible to relocate it. For some signs it may not be possible to relocate it, therefore it may not be possible to install a vehicle activated sign at the proposed location.
Is there adequate forward visibility to the sign?	In a 20mph speed limit the forward visibility should be a minimum of 45 metres. In a 30mph speed limit the forward visibility should be a minimum of 60 metres. In a 40mph speed limit the forward visibility should be 60-75 metres. See Traffic Signs Manual Chapter 4, Appendix A for further details.
What traffic management is required for installation and ongoing maintenance of the vehicle activated sign?	Proposed locations that require a road closure to install and maintain the sign will add significant time and cost. Such locations should be avoided.
Is the solar panel able to receive the sunlight required to operate effectively?	The sign should be installed so that it is not covered by tree branches or other foliage and not shaded by buildings.

Proposed outcome of the assessment

Does the proposed location meet the requirements for a vehicle activated sign to be installed? If not, include the reason why not? What is the proposed outcome of the assessment?	The proposed type of treatment should be specified. If no treatment is proposed, the reason why not should be included.
Assessment completed by:	
Date assessment completed:	

**Central
Bedfordshire**

Central Bedfordshire in contact

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SANDY TOWN COUNCIL

COMMITTEE: Community, Services and Environment

SUBJECT: WildEast

Full information on WildEast can be found at; www.wildeast.co.uk

The following information is a summary based on the presentation received by Sandy Town Council on Monday 1st March 2021. The information is taken directly from the above mentioned website.

THE MISSION

WildEast challenges us to be the first to see the light in making our region one of the biggest, best connected and restored nature reserves in the world and in so doing enriching our lives and restore our wild(er) hearts. WildEast is as ambitious and grand in scope as any of the great conservation projects that have inspired us – size matters – scale is as important to nature recovery as it is to raising awareness. 1,250,000 hectares – scale is what success looks like.

HOW WILL WE DO THIS?

How will we achieve this? By challenging ourselves – all of us – across farming estates, industrial estates, housing estates, and schools, gardens, allotments and churchyards to be contributory to a great river of nature and return – 20% or 250,000 hectares – of whatever we have – to nature.

Wilder, wetter, woodier – it doesn't matter – but if we do this together we will return 250,000 hectares of space to nature allowing it to recover and thrive.

This is the WE pledge.

WE WANT TO HELP EDUCATE...

...an army of 'wildbeasts' across the region so that the magnificence and importance of nature is lit up in the hearts and minds of generation of children. This is entirely missing and will help ensure our conservation efforts are not in vain.

This is the WE educate.

WILDEAST WILL BECOME THE COMMON VOICE...

...the clarion call to arms, the catalyst for decisive change, 'the lynx' between conservation agencies, farmers, consumers, businesses and individuals from all walks of life. A conservation accreditation and brand we can trust and of which we are proud – to make the WildEast an exemplar 'regional nature economy'.

This is the WE grow.

'Man's heart away from nature becomes hard.'

– Chief Standing Bear (Native American Indian)

THE GREAT DECLINE**1970 - 2020**

The UK's State of Nature Report charts a decline across almost all metrics of wildlife.

Here are some of the harrowing statistics:

- Tree sparrow 85%
- Yellow hammer 50%
- Turtle dove 93%
- Common toad 68%
- Natterjack toad 75%
- Crested newts 60%
- Song thrush 50%
- Nightingale 93%
- Hedgehog 30million down to just 1

THE GREAT RECOVERY**2020 - 2070**

- 250,000 hectares return to nature.
- 1,250,000 people from across the region committing to join our movement. ...people, for nature, forever.
- A sustainable recovery in numbers for all at risk species across the region.
- The reintroduction of several key species.
- The WildEast educational program being adopted into our national schools curriculum.
- A profound shift away from a cheap often low quality meat diet towards a more eco-restorative high welfare replacement.
- A region that is the first in the UK to be free of 'one use' plastic products.
- Where everyone in the WildEast feels like they are a part of one of the world's greatest conservation initiatives, where animals of all kinds live as wild, happy and free to roam as we ourselves are accustomed to being.

Community, Services and Environment Committee

Date:	8th March 2021
Title:	Fallowfield Play Equipment
Contact:	Chris Robson, Town Clerk

Purpose of the Report

1. To receive and consider a request from a resident that wet pour safety matting is installed around swings and a slide at Fallowfield Recreation Ground.

Recommendation

2. Due to the capital costs involved and the very wet conditions over the last few months, the committee does not pursue the installation of wet pour safety matting at this time. That the matter is revisited at the end of autumn/start of winter 2021 to see how the matting has coped. If it is felt wet pour is required at that stage, then quotes be obtained for consideration by the PFR committee as part of its budget setting process.

Background

3. A resident has contacted the Council asking if Councillors would consider installation wet pour safety matting around the most recently installed play equipment in Fallowfield Recreation Ground. The equipment was installed in 2018 as part of the Council's large investment into new play equipment around the town.
4. The equipment in question is a set of swings and a slide. The equipment was installed in a separate area to the existing play equipment due to space required and as the area opposite was known to get particularly wet. Please see the image below. Grass matting was installed as safety matting rather than wetpour. Grass matting has been used at sites across the town, including Bedford Road Play Park, Sunderland Road Play Park and the outdoor gym. The grass matting meets the safety requirements for the equipment and is inspected annually by the Royal Society for the Prevention of Accidents.
5. Grass matting was used in part because of the lower cost, which allowed the Council to invest more into the play equipment itself. However, grass matting also held the following benefits;
 - minimal groundwork costs
 - low maintenance
 - long lifespan due to hard wearing material properties.
 - More environmentally friendly with grass and land retention
 - In addition, grass matting should offer quick drainage and be better for wet/muddy areas.
6. After the heavy rainfall experienced over the last couple of months the area has become wet and muddy. The resident raised the matter as their child was unable to use the equipment due to the amount of mud and they have queried whether wet pour would be a more appropriate

material in allowing the equipment to continue to be used all year round when the ground is wet/muddy.

7. This year the wet pour in the other play areas was also flooded and required brushing off to allow use. Power washing of the wet pour areas will be carried out and grass seed applied to the grass matt areas.



Proposals/Information

8. If the Committee were to feel that wet pour was to be beneficial to the site, it would need to make a recommendation to the Policy, Finance and Resources committee to explore the costs and financing of this. However, the Clerk has obtained the initial view of a contractor who stated that wet pour could be installed around both sets of equipment and the cost would be approximately £12,500.00 or £18,500.00 depending on whether the wet pour was installed separately around each item of equipment or as one whole area. It should be noted that these costs could be lower if three detailed quotes were to be obtained.

Financial Implications

9. Three exact costs of the wet pour would need to be established via going out for quotations from at least three companies. An estimated amount has been provided in section 7. The Council does hold capital funds in the Fallowfield Earmarked Reserve which could be used to fund the work if it was approved.

Policy Implications

10. No direct implications on agreed policies.

Legal Powers

11. Council holds the General Power of Competence, for which Sandy Town Council is eligible and is a power of first resort (Localism Act 2011, s.1)

Risk Management

12. Any safety matting must be annually inspected by a qualified play inspector and meet British Safety Standards. The existing matting meets safety requirements and has been inspected by ROSPA twice since its installation. Regular inspections are made by the outdoor team. Failure to maintain safety matting could lead to health and safety risks and potential insurance claims.



Swing seat removed to assist in COVID19 social distancing requirements. No use of this bay over last year.

Community, Services and Environment Committee

Date:	8th March 2021
Title:	Fun Fair Request
Contact:	Chris Robson, Town Clerk

Purpose of the Report

1. To received and consider a request to hold a fun fair on Town Council owned land in April 2021.
2. To receive and consider supporting information from the Town Clerk.

Recommendation

3. That the Council agree to allowing use of the land in principle, subject to further review and advice from SAG and that the event organiser be advised to contact SAG directly.
4. To recommend to the Policy, Finance and Resources committee that a rent of £128.50 per operational day is payable for use of the site.

Background

5. The Town Clerk has received a request from Harris Fun Fairs to attend Sandy and hold a fun fair on Sunderland Road Recreation Ground. The circus has used the Sunderland Road site to hold a small fair for the last two years. The circus had originally used the Pinnacle field for a significant number of years however, due to repeated incidences of unauthorised access and the damage and clean-up costs involved, the access to the field was physically closed off to vehicles.
6. The circus last attended the Sunderland Road site in September 2020 and traded for a total of 6 days over a two-week period. At this time, the country was not in lockdown, but COVID19 measures were in place including the 'rule of six' and 1m plus social distancing. The fair put in measures to meet COVID19 guidelines, provided risk assessments and had an inspection by Central Bedfordshire Council as well as the Town Clerk. The circus operated without incident.
7. The Council has agreed in principle to a circus attending the same site in May 2021, subject to COVID19 regulations in place at the time.

Proposals/Information

8. The circus has stated that based on the Government's 'roadmap' of Covid restrictions over the next few months the circus would be able to operate from 12th April 2021, subject to the Government not revising dates within that 'roadmap'. The circus is requesting to attend the Sunderland Road site on the following dates;
 - Arrive on site 12th April 2021
 - Operate from 15th to 18th April 2021
 - Operate from site 22nd to 25th April 2021

9. The Government's information on the easing of lockdown restrictions states that outdoor attractions such as zoos and theme parks can re-open from 12th April 2021. This alongside the re-opening of all retailers, libraries and community centres, indoor leisure/fitness, outdoor hospitality, children's activities and event pilots. The 'rule of six' or two households outdoors will apply.
10. The circus can repeat the measures put in place in September 2020 to ensure attendance is managed within COVID19 guidelines at the time. This includes minimising numbers, applying the rule of six, having one way and queuing systems and reducing participant numbers per ride.
11. The following initial information has been received from CBC when asking for their guidance on events during COVID19 restrictions;

As procedures and expertise develop within Central Bedfordshire Council we are encouraging all Town Councils to come on board and utilise the experience and advice offered by the Safety Advisory Group (SAG). Although theme parks may open from 12th April there is still a grey area concerning "travelling" fun fairs as they will not be using a permanent location and travelling will still be restricted (minimised) under the government road map until at least the 17th May 2021, subject to the 4 tests.

Due to the nature of the above event, it would be advisable for the organiser to contact the SAG. An application form should be completed at the initial planning stage of the event, to include as much detail as possible. Receipt of the form initiates the SAG process towards supporting your event. By completing this form, it gives SAG an overview of the event, including the event date(s), the organiser's contact details, at what stage event safety documents are at and expected numbers of attendance etc. This form is passed to the SAG members who can assess it and provide any comments/support they feel may be of assistance to you. All Event Organisers have a duty of care to those attending their event, including sub-contractors and employees. The SAG members are there to help support the Event Organiser in carrying out this duty and being compliant with current legislation. After receipt of the initial notification, the SAG members generally ask to see further documentation in relation to the event management safety plan to ensure that all areas of safety have been complied with. Please note that in line with the SAG process, a full and satisfactory Event Management Safety Plan is required to be submitted no less than 3 weeks prior to the event date. Failure to submit this document, may result in SAG withdrawing their support prior to the event.

Financial Implications

12. There are no anticipated expenditures to be incurred by the Council. A rent for use of the grounds can be charged and agreed by the Policy, Finance and Resources Committee. The rent charged in September 2020 when the circus last visited was
13. A £500.00 refundable deposit is also paid to cover against any damages to the ground by the user.

14. No direct implications on agreed policies. Reference to the adopted Lettings Policy.

Legal Powers

15. Council holds the General Power of Competence, for which Sandy Town Council is eligible and is a power of first resort (Localism Act 2011, s.1)

Risk Management

16. The fair would be required to produce and provide a full risk assessment, including a COVID19 specific assessment. In addition, insurance documents for the event and the rides will need to be provided by the fair, along with safety details/records for each ride. SAG and STC would need to be satisfied that the risk assessments provided will ensure that the event can run safely.
17. The Town Clerk would need to attend site assessments to make sure the fair had been set up in a safe way and that all the actions set out in the risk assessment had been taken.
18. Although the event will be operating separately to the Council, with its own operation practices, risk assessments and insurance the Council is still ultimately responsible as the event will be taking place on its land. If the Council assesses the site/event and finds any safety concerns, it would be down to the Council to cancel the event.

From: CPRE Bedfordshire

Help celebrate our countryside!

Do you know a business, voluntary or community organisation, charity or individual that is really making a difference to our countryside and urban green spaces?

The CPRE Bedfordshire Living Countryside Awards **celebrate the people and projects that have a positive impact on Bedfordshire's rural environment and urban green spaces** - and nominations are now open.

We need your help to spread the word and reach those local projects and people that deserve to be celebrated. It would be great if you could:-

- share this email as widely as possible
- nominate a local project or person
- Like and share our posts on Facebook, Twitter and Instagram
- Display the attached poster in a popular location or on an outdoor notice board (you can print the attached or let me know if you would like some copies sent)

As well as celebrating the rich variety of projects in Bedfordshire, our aim is that the Living Countryside Awards will promote businesses and organisations, connect nominees together to share their experience and knowledge and inspire others to engage with local projects or develop their own ideas.

You can find out about the categories and nomination process

here. <https://www.cprebeds.org.uk/category/awards/>

It has been a challenging year but if you know of a project that has been thriving despite the odds and making a difference, we want to hear about it!

Kind regards

Lois Wright, Manager CPRE Bedfordshire

CPRE Bedfordshire, the countryside charity protects, enhances and promotes the Bedfordshire countryside and green spaces

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