

# Aldbury Parish Plan 2011

## Introduction

The Parish of Aldbury in Hertfordshire consists of the Village itself and Tring Station to the west. The Parish includes outlying dwellings extending in the north to the Buckinghamshire County Boundary on Stocks Road; to the A4251 Tring-Berkhamsted road (the old A41) to the south; and - to the east - a short distance from where Toms Hill Road meets New Road (the B4506), then skirting the B4506 for a short distance before heading north-west through Ashridge. Our first Parish Plan, called the *Aldbury Parish Appraisal*, was published in 1992; it was a very thorough document based on a survey held in 1991/92. The document can be viewed on the Parish website and much of its content is still relevant.

The Parish Plan is important because it is a formal reflection of local opinion and as such carries some weight in local government matters. For example, ours has been used successfully to defend the Parish's interest against a variety of public and private planning initiatives. It has also helped guide the Parish Council to focus on those issues which are of concern to the community. If our Parish Plan is to continue to be of use, the Local Government Association recommends that it be updated every 5 years.

We do not intend to reissue the Parish Plan in its entirety, but instead to issue this stand-alone supplement showing where the views of the Parish have changed since 1992 and to highlight issues which have arisen in the intervening years. Despite the generally high level of satisfaction expressed, improvements could be made to our local environment and community, and steps could be taken to help preserve the Parish from potential threats.

## The Working Party

This Plan has been compiled by a group of volunteers, not by the Parish Council, although one volunteer is a Parish Councillor. The volunteers met as a group in 2009, decided that a Questionnaire should be devised, organised a photographic competition and an exhibition in the School to make all parishioners aware of what was going to happen, and publicised matters in the Aldbury Outlook magazine. The volunteers split into groups to devise questions on three main topics: Environment, Social, and Transport & Traffic. The result was an 8-page, A4-size Questionnaire. The analysis of the responses and the preparation of this report were the final tasks of the Working Party.

## The Questionnaire

The purpose of the 2010 Questionnaire was to see if the 1991/92 Appraisal still reflected the general views of the Parish. In order to speed up the process, a Questionnaire was delivered to each of the 362 households in the Parish in February 2010, and these were collected by May. In issuing to households rather than to individuals, we may have marginalised our youth because the assumption was that each family would discuss matters together and that the opinions of the young people would be reflected in the responses made by the family – we hope that this was so, but we cannot be sure. We received 170 completed forms in return, representing 47.0% of households, as compared to a 72% return in 1991/92. The percentage of returns from Tring Station and the Village was very similar.

The Questionnaire posed two different types of question:

- factual, covering such things as age group, gender, car ownership, place of work - hence requiring Yes/No and/or numeric answers.

- open-ended, inviting a subjective free-text response – analysis of which was a much more difficult and time-consuming task.

### **Have We Changed?**

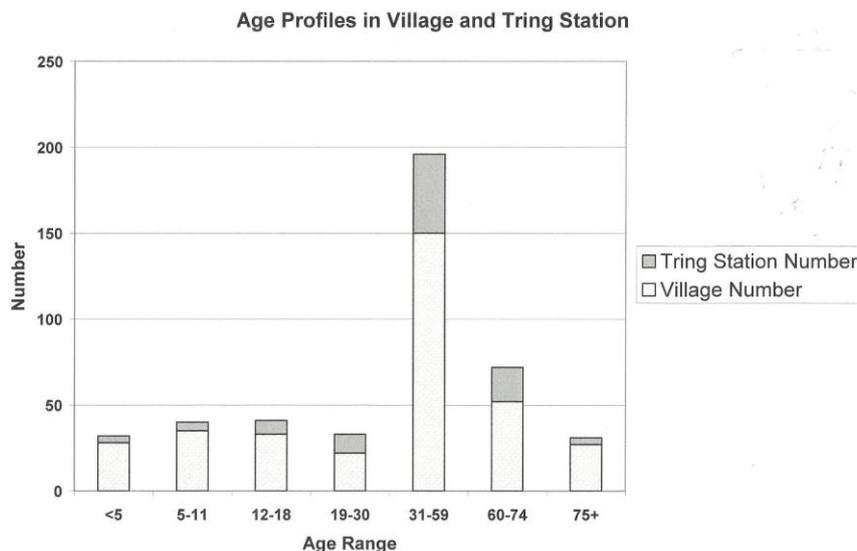
As the last National Census was held in 2001, we cannot say for certain how many people live in the Parish. However, we can say that our returns in 2010 accounted for 332 adults aged 19 years and more, whereas the Electoral Roll lists 724 in this group, giving us about 46% of adults responding. This is almost the same percentage figure as the number of returns from households. If one were to pro-rate the figures for those under 19 years in a similar fashion, we might estimate 246 youngsters to be added to the 724, to give a total population of about 970 – very close to the 2001 census figure of 962. Since there has been very little construction of new property in the Parish in the last nine years, this is a credible figure.

**In using such words as majority, minority and percentage, we shall be referring from now onwards solely to the 170 responses received, in the full knowledge that 192 households – for whatever reasons – failed to respond. The 170 households represent 445 people and we refer to them as “respondents”.**

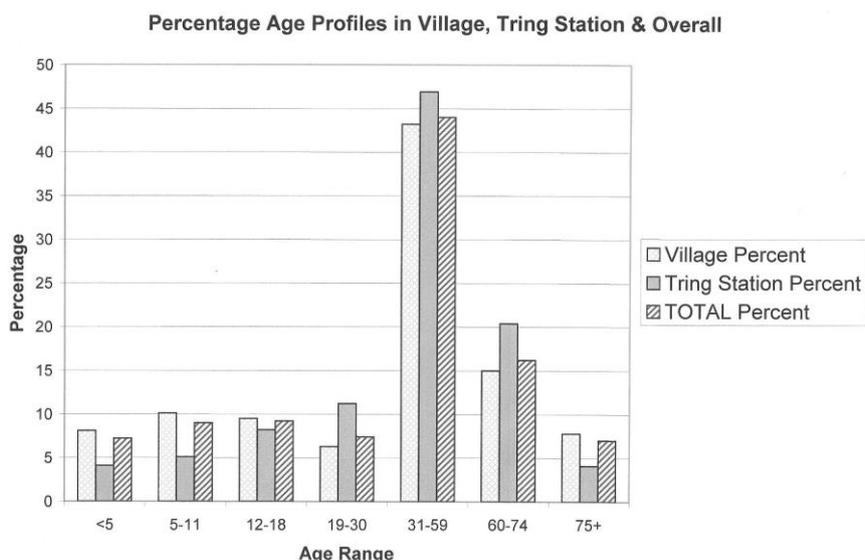
## **Part 1 - Social**

### **AGE PROFILE**

The profiles for the Village, Tring Station and Overall are depicted in numbers in Figure 1 and in percentages in Figure 2. Tring Station, which, in Royal Court and Station Cottages, has more dwellings for occupancy by one or two people, not unexpectedly displays a smaller percentage than the Village in the youngsters of pre- and primary- School age, but a greater percentage in the groups from ages 19 to 74. The Village, which has a number of families which have been here for more than one generation, has a sizeable number in the 75+ group.



**Figure 1 – Age Profiles by numbers in Village and Tring Station**



**Figure 2 – Age Profiles by percentage in Village, Tring Station & Overall**

It is difficult to make accurate comparisons between the percentages in the age groups between 1991/92 (The Appraisal), the last Census (2001) and this 2010 Survey, because the groupings differ as shown in Table 1.

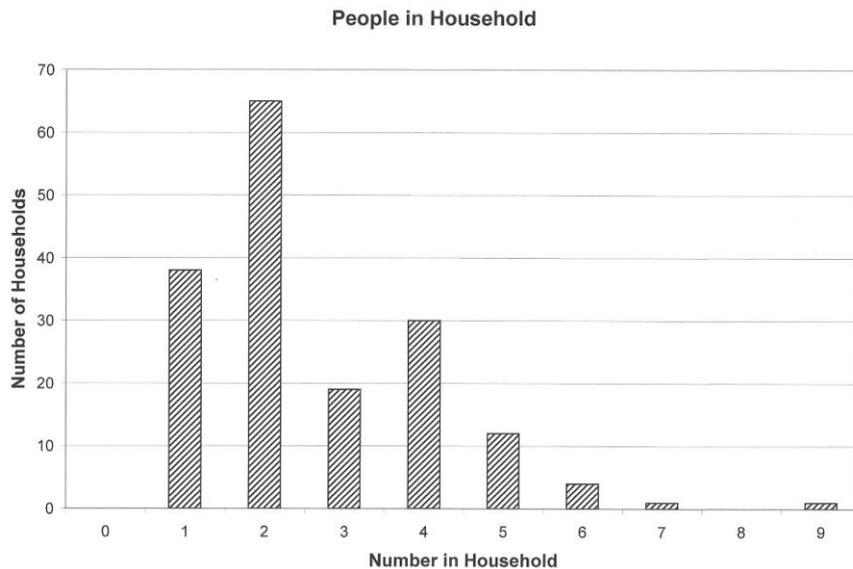
Group	← Age Range →		
	1991 Appraisal	2001 Census	2010 Survey
1	0-4	<5	<5
2	5-10	5-15	5-11
3	11-17	16-24	12-18
4	18-25	25-44	19-30
5	26-40	45-64	31-59
6	41-65	65-74	60-74
7	66+	75+	75+

**Table 1 – Age Groupings at Appraisal, Census & Survey**

Despite this difficulty, examination of the figures suggests that there has been no dramatic change in the age demographic of the Parish over some 20 years, and it will be very interesting to see whether the results of the 2011 Census uphold this view.

### **SIZE OF HOUSEHOLDS**

Figure 3 shows the profile of the number of households accommodating from zero to nine residents. As one might expect, households with one or two residents form the majority, probably because – as noted above – Tring Station has a considerable number of dwellings for single and dual occupancy, and also there are many dwellings where the youngsters have flown the nest, leaving their parents behind!



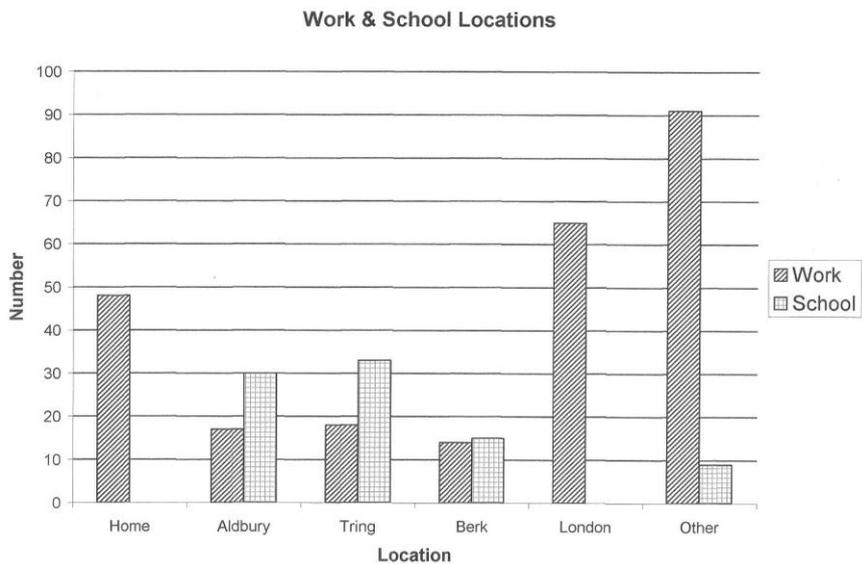
**Figure 3 – Number of Households with specified number of occupants**

### **WORK & SCHOOL**

Since 1991/92, the water bottling plant at the top of Toms Hill has changed its name from Chiltern Hills to Angel Springs and has scaled down its operation to about 30 people, and the Stocks Hotel and leisure centre has disappeared, although the Stocks Golf Club remains.

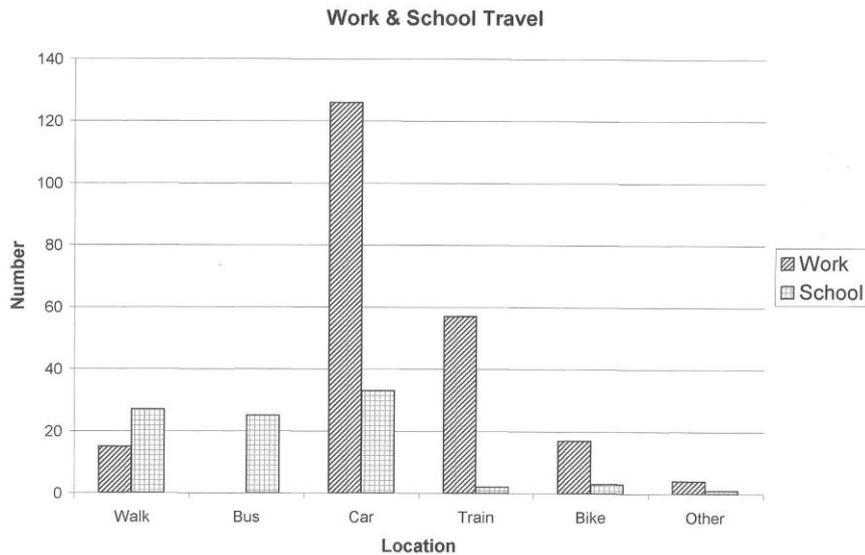
The Parish now has a limited number of employers: the stables at Church Farm and another, smaller, unit on Stocks Road, the Angel Springs plant, the two public houses, the Primary School, the garage, the village Post Office stores, the National Trust and the Golf Club. That said, at November 2010, none of the teachers lives in the Parish and only half those who work in the shop! As Figure 4 shows, a considerable number of people work from home, but otherwise the Parish could be considered a dormitory for commuters. Some people work in more than one location, which is facilitated by the near-universal availability of the Internet and Broadband. The majority of children (72%) attend school either in the Village (pre-School and Primary ages only) or in Tring (mainly Secondary), with a further 15 travelling to Berkhamsted.

In the age groups spanning 19-59 years, about 86% have some form of employment – the comparative figure for 1991/92 was about 80%, although the latter figure included also the 60-65 age group, some of whom might well have taken early retirement. Among those not in paid employment will be parents with young children - these do not qualify for the category “unemployed”. The figures suggest that the Parish is in the fortunate position of having a high level of employment amongst its residents.



**Figure 4 – Work & School Locations**

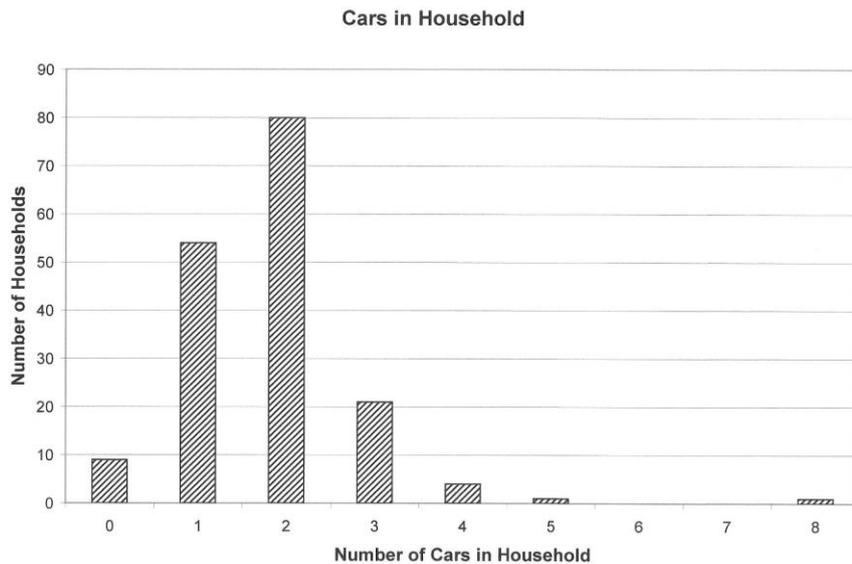
See Figure 5. Those travelling to school or work employ a variety of means. In some cases (especially those travelling by train), more than one means is required to complete the journey. Some 60 adults and schoolchildren travel by train (see also Transport & Traffic section).



**Figure 5 – Work & School Travel**

## **CARS**

Respondents reported 306 cars across 170 households, an average of 1.8 per household. Two-thirds of these cars are parked in driveways and about one in five in a garage. Many cars are parked on the roads – this being especially noticeable where there are few or no garages or drives, such as Station Road at Tring Station, Stocks Road and Trooper Road. Figure 6 shows the number of households where there are between zero and eight cars, with the majority of households having one or two cars.

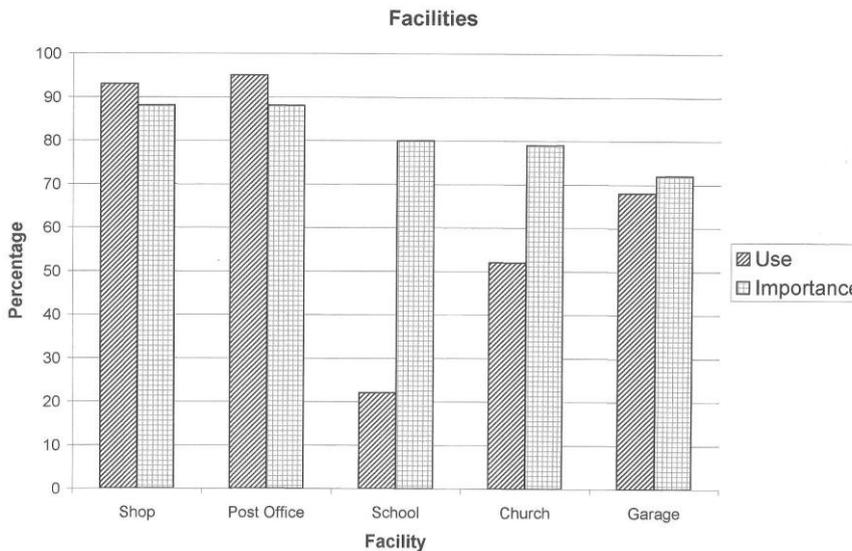


**Figure 6 – Cars in Household**

**FACILITIES**

The Questionnaire asked about specific Parish facilities in terms both of actual “Use” and perceived “Importance”. In terms of “Use”, the Post Office and Shop both score over 90%, the Garage 68%, the Church 52%. The School has a lower figure, but this is in line with the number of children from the Parish who actually attend the School (it should be recorded that a sizeable number of pupils – currently 27 - come from outside the Parish).

In terms of “Importance”, all facilities rank highly, with the Shop (at 88%), then the Post Office, School, Church and Garage (72%) in that order. Significantly, the School and the Church are considered key assets and rated as important, even by those who do not have children at the School or who do not attend the Church.



**Figure 7 – Use & Importance of Facilities**

## **RECREATION**

Since 1991/92, the following have closed: the Baptist Chapel, a gift shop, a tea room, Stocks Hotel and country club, and one of the public houses (The Royal Hotel). The garage no longer acts as a filling station. The Women's Institute, Amateur Dramatic Society, Youth Club, Saturday Club and Sunday Club are no more, though some other activities have taken their place. This may reflect the fact that there are fewer in the community now who were born in the Parish, although there are many incomers who have been here for twenty and more years. On the whole, recreational facilities are considered adequate and not in need of improvement – in fact, in the last couple of years, the Village has been fortunate to gain an additional grass tennis court for summertime use.

### **TOTS TO TEENS**

Most respondents thought that the facilities for younger children in Aldbury were good, and were enjoyed. There is a feeling that similar facilities are required at Tring Station's Iron Room, for there has been somewhat of a baby boom at the Station this year. The children's playground by the allotments is not cheap to maintain, but is greatly valued, although one respondent remarked that updating of some of the equipment would be appreciated.

There is a general view that additional facilities for older children are needed, particularly skate boarding and basketball/volleyball facilities - for example a ramp/half pipe and shooting hoop with small concrete practice area, all of which could be sited/improved at the recreation ground. There was strong support (71%) for the founding of a Youth Club, as facilities for the youngsters are very limited, apart from the recently-founded pack of Brownies. Unfortunately, only two respondents said they would be prepared to take an active part in such clubs.

**Action:** Continue to maintain the children's playground.  
Attempt to find a leader, volunteers and venue for a Youth Club.  
Renovate and improve the shooting hoop at the Recreation Ground.  
Investigate the possibility of a ramp/half pipe at the Recreation Ground.  
Increase facilities in the Iron Room for younger children.

### **ADULT/FAMILY SPORTS**

People seemed relatively content with these facilities. One practical suggestion was a 'trim trail' for the recreation ground. A very small minority thought that the hard tennis court could be improved and the Sports Club pavilion made more available for casual use.

### **SOCIAL CLUBS**

Several respondents felt that more events were needed where the whole community could get together. Suggestions included regular film sessions throughout the winter months at the Memorial Hall ('Flicks in the Sticks'), as well as bingo, dances or games events. It was suggested that two groups in particular might enjoy additional facilities – the over-65s and teenagers. Re-opening of the Social Club and an Afternoon Club for the more mature were mooted, as well as a youth café-club.

**Action:** Investigate the feasibility of establishing a film club.

Classes held by some of the many talented people in the village – musicians, artists, actors, photographers, sportsmen and women – could also be held. A help or teach-your-neighbour club was another suggestion. Theatre outings, a cookery club and winter talks were also noted as being of interest, whilst a revived Women's Institute, social club, and knitting group were suggested by several respondents.

The vast majority made no concrete suggestions about possible new clubs, remarking only that any new club would stand – or sink – on its merits. The Iron Room was proposed as another venue. Most were very happy with the status quo. An after-school homework club was also proposed.

### **MEMORIAL HALL**

The recent works on the Memorial Hall, which included a new parquet floor, repairs to the roof and chimneys, and the painting of windows, should have resolved the very few minor comments which were received.

### **IRON ROOM**

Several respondents noted the excellent job that the Tring Station Residents' Association was doing in improving the Iron Room for the community, and hoped it would keep up the good work. Since the time of the Questionnaire, the kitchen facilities have been improved, child-proof fencing and gates have been installed, and a new sign allows for posters. The next project will be the windows.

### **OTHER**

A coffee shop open for longer hours and a newspaper stand at Tring Station were thought to be a good ideas.

### **COMMUNICATION**

Proof that this is a close-knit village is reflected in the fact that 78% thought there was no need for any additional means of communication in Aldbury. The Aldbury Outlook magazine was appreciated, as was the newsletter of the TSRA (Tring Station Residents' Association). Although just over half supported the idea of a Parish Directory, the Parish Website – now underway – attracted greater support (60%). Several commented that the bi-annual Parish Directory (circulated as an insert in the Aldbury Outlook) is valuable, especially when updated regularly – the next revision is due early in 2011, and the information will appear also on the village website. The Parish and TSRA notice-boards were highlighted as a useful focus.

**Action:** Ensure that the Parish Website comes to fruition.  
Re-issue the Parish Directory via the Aldbury Outlook and install on the Website.

### **GOOD NEIGHBOUR SCHEME**

It is clear from the responses that this is a caring and supportive community, and that people do look out for one another, particularly the more vulnerable. Although several felt that people are already good neighbours and that even asking for help isn't always necessary, the idea of a Good Neighbour Scheme was attractive to 62%. Some of our older residents may find difficulty getting to the Doctor or other medical services and would be likely to benefit most from such a scheme.

**Action:** Identify whether there are areas where a Good Neighbour scheme is needed. If necessary, set-up a pilot Good Neighbour scheme in an area of greatest need.

# Part 2 - Environment

## CONCERNS REGARDING THE ENVIRONMENT

The first question was very general, but the most common comments were about litter and dog fouling, and on ensuring the area isn't spoiled by too much light pollution or signage, or by the volume of traffic, or by any further development. In fact, the overwhelming message of the responses was to maintain the status quo. Most respondents were not concerned about air quality, nor about noise from the station or the canal. Opinion on air traffic noise was divided and may depend upon location within the Parish, but there would be cause for concern if it became greater.

**Action:**       Ensure that little is changed.  
                  Ensure that street furniture is kept to a minimum.  
                  Initiate regular litter clean-ups.  
                  Publicise dog fouling penalties and raise awareness.  
                  Obtain dog dirt bins for the bottom of Back Hollow (FP21) and both ends of the Footpath from Station Road to Stoneycroft (FP70).  
                  Monitor air traffic noise and ensure it does not increase.

## STREET LIGHTING

The majority of respondents in each of the areas of the Parish said that the amount of street lighting was just right. More particular comments were about ensuring that light pollution was kept to a minimum, particularly in the station car park.

**Action:**       Investigate change from existing yellow to low-energy lamps.  
                  Ensure no further yellow lighting is installed.  
                  Ensure downward-directed lighting where appropriate.  
                  Investigate what improvements could be made to the lights in the station car park.

## HOUSING

72% of respondents did not believe any more housing was needed. A very small minority thought there was a need only for low cost housing starter homes for the young or for sheltered housing for pensioners.

**Action:**       Limit new development within the Parish.

## SPECIFIC PROJECTS

A majority of respondents did not want an increase in Council Tax to pay for trees to provide screening of buildings in Beggars Lane, for planting more trees elsewhere in the Parish, or for extra lighting. Just slightly more than half would like to see some traffic calming introduced (covered in the Transport & Traffic section, below).

## THE POND

This produced the greatest number of responses! Clearly, it is an emotive subject. Support was given to the current management team and views were mostly that it should be clean and well maintained, with a few non-invasive plants and lots more wildlife.

**Action:**       Create a Team to continue maintenance of the pond, with professional input as necessary.

## **THE STOCKS**

Most respondents (74%) wanted to keep the present Stocks (which are actually a Victorian copy) on the Green as they are, rather than remove them to a museum or enclose them for protection. It was felt that they are part of the character of the village and that if removed, should be replaced with a replica. The nearby sign would be improved were it to provide more information about the history and age of the Stocks.

**Action:** Investigate a new sign for the Stocks.

## **RECYCLING**

Most respondents thought that the existing recycling facilities were adequate, but a few suggestions were made as to additional items which might be collected for recycling. Those living in the Posting House at Tring Station have not been provided with facilities to permit the recycling of cardboard.

**Action:** Look into the possibility of recycling batteries, tetrapaks, all plastic pots.  
Investigate recycling of cardboard from the Posting House, Tring Station.

## **ENVIRONMENTAL AWARENESS**

Most respondents were satisfied that there was environmental awareness in the Parish. The only suggestion to appear several times was to encourage a reduction in the use of cars.

**Action:** Investigate how a reduction in car use could be encouraged.

## **FACILITIES**

Over 80% of respondents emphasised the importance of the shop, Post Office, school and church in Aldbury. Other facilities which are valued in the community include the three halls (the Memorial Hall, the Aldbury Club, and the Iron Room at Tring Station), the two pubs/restaurants, the recreation ground, the playground and the numerous footpaths.

**Action:** Support the maintenance of the footpaths.  
Encourage support of the three community halls.

## **FRESH PRODUCE**

Nearly 80% of respondents would support a stall to sell excess home-grown produce. The best place for this was thought to be in the centre of Aldbury.

**Action:** Initiate a home-grown produce stall.

## **UTILITIES**

On the whole, most respondents were satisfied with the utilities in the Parish. The electricity supply is of a rural design and, because of the cost of putting supplies underground, arrives via two different routes on overhead lines, which are vulnerable to falling trees and the build-up of ice in extreme weather. Most were satisfied with the supply, although some thought it was still unreliable. A few respondents in certain parts of the Parish thought the mains water pressure was too low. The Internet is used by 85%, but quite a number of respondents thought the Broadband speed could be faster. A number felt that the surface water drainage is inadequate throughout the village, such that in heavy rain

not only do streams and lakes appear in the roads, but there is the potential for dwellings to be flooded.

**Action:** Investigate how the electricity supply could be made more reliable.  
Investigate surface water drainage problems.  
Investigate low mains water pressure in specific parts of the Parish.  
Increase Broadband speed.

## Part 3 - Transport & Traffic

### SPEED OF TRAFFIC

Around half of respondents thought that traffic travelled too fast on most of the roads in the Parish; the worst being Station Road in Tring Station, Station Road in Aldbury, Aldbury Centre, Toms Hill Road, Stocks Road and Trooper Road. The main consensus (over 50%) was to reduce the speed limit to 20 mph in certain areas, particularly in the centre of the Village and on the approaches to the School. Some wanted the 30 mph speed restriction extended further from the centre on Station Road (18 in number), Toms Hill (18) and Newground Road (18). On Stocks Road, a few (19 in number, of whom 12 reside there) would like the existing 40 mph limit reduced to 30 mph. Many wished that motorists would adhere to the specified limits and/or that the limits were enforced.

Most respondents preferred vehicle-actuated signs as the main form of traffic calming on all the affected roads – no warning signage or road markings would be required for these, and they can be solar-powered. However, the number represented were only 30% of respondents.

Only 11% wanted a change of surface as a traffic calming measure, and fewer still wanted chicanes, speed humps or rumble strips. It should be noted that **any** of these particular measures would require a considerable amount of warning signage, lighting and road markings (as can be seen in Berkhamsted), and would be directly contrary to the strongly expressed opinion that we should ensure the area is not spoiled by too much light pollution or signage (see “Concerns Regarding the Environment”, above).

**Action:** Recruit and train more volunteers to undertake speed-checking.  
Pursue a policy for reducing the speed limit to 20mph in the most dangerous areas.  
Request that the Police enforce the specified limits.

### PAVEMENTS & FOOTPATHS

Nearly 60% of respondents thought that the network of pavements and footpaths met their needs. The suggestions for improvements mainly centred on a footpath between the Station and the Village. Some 60 adults and schoolchildren travel by train (see Figure 5), which makes one think hard about the route to the Station – this is perilous if undertaken along the road on foot or bicycle, for there is no footpath or cycle-path from the Village, the banks are high (making it impossible to leap to safety) and there are bends. 75% were in favour of a safe path from the Village to the Station.

**Action:** Pursue the possibility of a foot & cycle path from the Village centre to the Station.

It was noted that there were very few pavements within the 30mph zones, and this makes the speed of traffic a greater danger. Although many respondents did not want more pavements, the particular danger points noted were: the descent of Toms Hill Road, Trooper Road (particularly round the corner to Newground Road), Stocks Road beyond the recreation ground, Station Road corner opposite the School entrance, and Northfield Road at the corner where the pavement ends.

### **CONFLICT BETWEEN ROAD USER GROUPS**

There were many conflicts highlighted between cars travelling too fast in the vicinity of walkers and cyclists, large lorries and vans on narrow roads, cyclists travelling too fast, cyclists on footpaths, and horses travelling in long strings. The most common solution suggested was to reduce the speed limits.

### **ROAD MAINTENANCE**

The Questionnaire was issued following a particularly harsh winter, which meant that the condition of local road surfaces was very poor. A large majority (74%) thought that the public highways around the Parish were not properly maintained. All the roads throughout the Parish were highlighted as having many potholes. Re-surfacing was desired on the following roads in particular: the upper part of Toms Hill Road to the junction with the Berkhamsted road in Ashridge, Toms Hill Road, Trooper Road, Stocks Road, Newground Road, and Station Road - both the Aldbury end and the Tring Station section. Since the time of this survey, Hertfordshire Highways has re-surfaced Toms Hill Road, Station Road (Aldbury end), the worst bits of Stocks Road, the upper part of Toms Hill Road (Kiln Road/New Road), and all of the worst potholes from the last (2009/10) winter have been repaired - so those can be removed from the action list.

**Action:** Highlight to road users how to report potholes.  
Request re-surfacing of highlighted roads.

### **PARKING**

Respondents were divided on whether any additional parking restrictions should be introduced to control parking around the Parish. In Tring Station, most wish to restrict parking in Beggars Lane, where such a long string of parked cars makes two-way traffic impossible. Within Aldbury village, parking restrictions around the pond were requested by some, although others did not want any yellow lines.

**Action:** Pursue extra parking restrictions on Beggars Lane.

### **PUBLIC TRANSPORT**

The majority of respondents said that the current public transport provision meets their needs. The value of the 387 bus was highlighted and ways to encourage its use were suggested. A more frequent bus service was suggested, particularly between 6am and 9am and then later in the evening.

**Action:** Encourage more use of the 387 bus.  
Pursue extended hours for the 387 service.

## **MAY DAY PROVISIONS**

For May Day, the majority of respondents did not want to see any specific traffic measures over and above those already put in place.

## **Part 4 - Feedback & Actions**

Should you wish to comment on the Plan, you can send an e-mail to the address given below, or you can leave a letter at the Shop, addressed to “Parish Plan Feedback”.

The Actions listed above have been summarised in tabular form on pages 11 and 12. The table includes indications of priority and target dates for implementation of the Actions. It must be appreciated that the outcome of many of these Actions, especially those of an investigative nature, may give rise to further actions to implement schemes of work.

It would be wholly unrealistic to think that the Parish Council itself could undertake all these Actions. The residents of the Parish have suggested the Actions and we need to take ownership where we are able. Should you wish to undertake or assist with any of the Actions, you can send an e-mail to the address given below, or you can leave a letter at the Shop, addressed to “Parish Plan Actions”.

### **Contact details:**

**Address for e-mails:** parishplan@aldburyparish.org.uk

By hand to the Shop, marked “Parish Plan Feedback” or “Parish Plan Actions”, as appropriate.

## **Conclusion**

This document has been compiled by a small Working Party formed of residents of the Parish of Aldbury, from data supplied by the residents of the Parish in their responses to the Questionnaire. As such and in pursuit of the interests of members of the Parish and of the surrounding area, the Plan may be used to reinforce opinions and actions of the Aldbury Parish Council and other bodies, including: Councillors Nick Hollinghurst and Rosemarie Hollinghurst, Dacorum Borough Council (Spatial Planning, Member Support), Hertfordshire County Council, Community Development Agency for Herts, Tring Town Council, Berkhamsted Town Council, Chilterns Conservation Board, Police (PCs Simpkins and Francis), the Council for the Protection of Rural England (CPRE), the National Trust and the Chiltern Society.

The Working Party is grateful to the Community Development Agency for Herts for providing the initial grant for the project, to the committee of the Aldbury Outlook magazine for covering the cost of printing the Questionnaire, and to each of those households which completed the Questionnaire and thereby provided the data upon which this document is based.

Following publication, a copy of this document will be found on the Parish website.

## ALDBURY PARISH PLAN 2011- WHAT NEEDS TO BE DONE

<b>Priority (Pty): 1 = Highest, 4 = Lowest. Year: Target Year for Completion (OE = Open-Ended).</b>						
<b>Responsibility (Resp):</b> PC = Parish Council; Dac = Dacorum; V = Volunteer; Web = Website; IFC = Outlook; IFC = Ian Cornish; JR = Janet Ridgway; TSRA = Tring Station Residents' Association; If Nec = If necessary.						
<b>Title</b>	<b>Action</b>	<b>Resp.</b>	<b>Pty</b>	<b>Year</b>	<b>Status</b>	
<b>PART 1 - SOCIAL</b>						
Recreation	Continue to maintain the children's playground.	PC	1	OE		
	Attempt to find a leader, volunteers and venue for a Youth Club.	V	2	2011		
	Renovate and improve the shooting hoop at the Recreation Ground.	V	2	2011		
	Investigate the possibility of a ramp/half pipe at the Recreation Ground.	V	3	2011		
	Increase facilities in the Iron Room for younger children.	TSRA	2	2011		
	Investigate the feasibility of establishing a film club.	V	3	2011		
Communication	Ensure that the Parish Website comes to fruition.	PC	1	2011		
	Re-issue the Parish Directory via the Aldbury Outlook and install on the Website.	IFC, JR, Halletts	4	2011		
Good Neighbour Scheme	Identify whether there are areas where a Good Neighbour scheme is needed.	V	2	2011		
	If necessary, set-up a pilot Good Neighbour scheme in an area of greatest need.	V	If Nec	2012		
<b>PART 2 - ENVIRONMENT</b>						
Concerns Regarding the Environment	Ensure that litter is changed.	PC	1	OE		
	Ensure that street furniture is kept to a minimum.	PC	1	OE		
	Initiate regular litter clean-ups.	V	2	2011		
	Publicise dog fouling penalties and raise awareness.	PC	3	2011		
	Obtain dog dirt bins for the bottom of Back Hollow (FP21) and both ends of the Footpath from Station Road to Stoneycroft (FP70).	PC	2	2011		
	Monitor air traffic noise and ensure it does not increase.	V	1	OE		
Street Lighting	Investigate change from existing yellow to low-energy lamps.	V	3	2011		
	Ensure no further yellow lighting is installed.	PC	1	OE		
	Ensure downward-directed lighting where appropriate.	PC	1	OE		
	Investigate what improvements could be made to the lights in the station car park.	V	2	2011		
Housing	Limit new development within the Parish.	PC	1	OE		

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Title	Action	Resp.	Pty	Year	Status
Specific Projects	None - majority not prepared to fund from increase in Council Tax.				
The Stocks	Investigate a new sign for the Stocks.	V & PC	3	2011	
The Pond	Create a Team to continue maintenance of the pond, with professional input as necessary.	V & PC	1	2011	
Recycling	Look into the possibility of recycling batteries, tetrapaks, all plastic pots.	V	4	2011	
	Investigate recycling of cardboard from the Posting House, Tring Station.	V	2	2011	
Environmental Awareness	Investigate how a reduction in car use could be encouraged.	V	2	2011	
Facilities	Support the maintenance of the footpaths.	PC	1	OE	
	Encourage support of the three community halls.	V	1	OE	
Fresh Produce	Initiate a home-grown produce stall.	V	1	2011	
Utilities	Investigate how the electricity supply could be made more reliable.	PC + V	4	2011	
	Investigate surface water drainage problems.	PC + V	1	2011	
	Investigate low mains water pressure in specific parts of the Parish.	PC + V	4	2011	
	Increase Broadband speed.	PC + V	3	2012	
<b>PART 3 - TRANSPORT &amp; TRAFFIC</b>					
Speed of Traffic	Recruit and train more volunteers to undertake speed-checking.	V	1	2011	
	Pursue a policy for reducing the speed limit to 20mph in the most dangerous areas.	PC	1	2011	
	Request that the Police enforce the specified limits.	PC + If Nec	1	2011	
Pavements & Footpaths	Pursue the possibility of a foot & cycle path from the Village centre to the Station.	PC	1	2011	
Road Maintenance	Highlight to road users how to report potholes.	OL, Web, V	1	2011	
	Request re-surfacing of highlighted roads.	PC	1	2011	
Parking	Pursue extra parking restrictions on Beggars Lane.	PC	1	2011	
Public Transport	Encourage more use of the 387 bus.	OL, Web, V	1	OE	
	Pursue extended hours for the 387 service.	PC + V	2	2011	