

WINDSOR TOWN FORUM

THURSDAY, 18 JULY 2019

PRESENT: Councillors John Bowden (Chairman), Samantha Rayner (Vice-Chairman), Jon Davey, Price, Julian Sharpe, Shamsul Shelim and Amy Tisi

Also in attendance: Councillors Neil Knowles and Karen Davies

Officers: Paul Roach, Wendy Binmore, Neil Walter, Chris Joyce and Chris Nash

APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Cannon.

DECLARATIONS OF INTEREST

Councillor Rayner – Declared a Pecuniary Interest in the Heathrow Update agenda item and left the room during the discussion.

MINUTES

RESOLVED UNANIMOUSLY: That the minutes of the meeting held on 12 March 2019 be approved subject to the following amendment:

The second paragraph of the Homelessness and SWEP item should read:

“Helen Price stated she acknowledged the work of More than a Shelter that had helped get people off the street for 10 to 12 weeks. The Chairman said he would like to offer thanks on behalf of the borough to all the volunteers, police and officers for all their hard work and he was aware of Churches Together that had offered to shelter those in need. Susy shearer said she echoed the comments of Helen Price relating to More Than a Shelter who had been asked to provide accommodation *for an additional two week period*.

TERMS OF REFERENCE FOR THE WINDSOR TOWN FORUM

Councillor Knowles stated there was a change of boundaries and Members should represent their wards and be listed as Members of the Forum. He added there should be someone on the Forum that represents the Boltons area following the ward changes. It seemed unfair for that area to have no representation. There should be representatives from that ward to represent those residents. Claire Milne endorsed Councillor Knowles' comments as a member of the residents association, she felt disenfranchised. Councillor Rayner responded that the political balance must be maintained and that Councillor Knowles could talk to his group leader to see if a solution could be found. Councillor Price stated the Windsor Town Forum and Maidenhead Town Forum existed as they covered unparished areas. The Chairman said he would raise the point with the Leader of the Council.

The Terms of Reference were agreed by the Members of the Windsor Town Forum.

CHAIRMAN'S WELCOME

The Chairman welcomed all attendees to the Windsor Town Forum and congratulated new Councillors following the election.

The Chairman provided a brief verbal update on the Windsor Neighbourhood Plan. The Plan had been submitted for consultation and he had been made aware of a few specific comments in response to that consultation. Following the appointment of an examiner, the comments would be forwarded to them and he hoped for an early referendum. Claire Milne stated that everything had been forwarded to the examiner. Agreement was needed with the Borough over who the examiner would be and the Neighbourhood Plan group were hoping for a referendum by the end of 2019; a date should be announced at the end of the consultation.

Paul Roach, Town Manager said the Windsor 2030 Neighbourhood Plan Group had been quiet of late due to different people being on leave. The key thing that the 2030 Group was looking at was reviewing all of the elements of the plan and the core points of the policy. A draft had been circulated and some work was required on some feedback received. The key areas looked at heritage and the economy and the Group would be in a place to announce dates for pre-submission 14.

Councillor Tisi said according to the previous meeting's minutes, some workshops were going to be set up. The town Manager confirmed that he had been working with the Planning Team and still waiting on dates for those. Gary Williams commented that when consultations commenced, there had been a strong suggestion of residents input. The town Manager said he had not been aware that residents were barred from providing input. Whilst the focus was on businesses, anyone in the boundary could vote; he added there were residents on focus groups and they were welcome at all the forums.

UPDATE FROM THAMES VALLEY POLICE

Peter Bullet, Thames Valley Police (TVP) explained he was the area's Community and engagement Officer and provided the Forum with the crime statistics for the Town Centre and the surrounding area:

- Theft from cars in West Windsor:
 - January to March 2019 – 24 reported
 - March to 17 July 2019 – 64 reported
- Theft from cars in the town Centre:
 - January to March 2019 – 22 reported
 - March to 17 July 2019 – 85 reported.

The big issues were in the Town and it was a spike in theft from cars the police saw every year; the police also emphasised that there was a spike in thefts from cars at the Legoland car park.. There was a huge influx of people from Easter into the area so it was not an easy issue to solved. In 2018, only 45 thefts from cars were reported but, the police felt that the figures were lower due to the royal Wedding which meant there was a higher police presence. To tackle the rise in thefts from cars, the police have been running a clear car campaign and have been carrying out car park sweeps across eight car parks in the borough. The campaign sees police officers look inside cars and see what is on show. Letters are then sent out to the owners of the vehicles to make them aware. The figures have not been confirmed yet but, so far well over 200 cars have been reported.

- Residential burglaries in West Windsor:
 - From January to March 2019 – 26
 - From March to 17 July 2019 – 37
- Residential burglaries in the Town Centre:
 - From January to March 2019 – 6
 - From March to 17 July 2019 – 14

Peter Bullet said the burglaries usually occurred due to people leaving their windows open. To tackle the issue of residential burglaries, the police were running their summer burglary campaign and were also offering free home security surveys to residents.

- Businesses burgled in West Windsor:
 - From January to March 2019 – 2
 - From March to 17 July 2019 – 8
- Businesses burgled in the Town Centre:
 - From January to March 2019 – 6
 - From March to 17 July 2019 – 10

The figures on burglaries from businesses were very similar to 2018.

- Cycle Theft in West Windsor:
 - From January to March 2019 – 3
 - From March to 17 July 2019 – 12
- Cycle Theft in the Town Centre:
 - From January to March 2019 – 18
 - From March to 17 July 2019 – 60

There were only 32 bike thefts in 2018. The Central Team have been running bike marking events at Windsor Boys' School and work with the British Transport Police was also being done to combat thefts of bikes from train stations. Posters had also been displayed warning cyclists that thieves were operating. The police were trying to get information to people about locking bikes properly and using decent bike locks to help prevent thefts.

Peter Bullet stated 14 tickets had been issued to cyclists riding their bikes over Eton Bridge and up the High Street in Windsor; Peascod Street would be targeted during the summer months. TVP had been working with the Council to try and reduce the volume of cycle thefts by looking at the position of the bike racks. If funding was available, more bike racks were required and some of the current bike racks were not in the best position.

TVP were working with retailers in the Town Centre to get them involved in an initiative to prevent shoplifting. When a retailer sees a shoplifter, they need to call the Town Centre CCTV service who would inform all retailers who were taking part in the scheme to notify them of the shoplifting.

TVP were currently working in Maidenhead on County Lines but, were now coming over to the Dedworth and Central Windsor areas to work on preventing and disrupting County Lines. They had also discussed using libraries for knife amnesties but, that was refused. A knife amnesty was carried out every year and they were working on a plan of where to hold the next one.

Mr Pick stated that the Community Support Officers were working on preventing people being scammed and had been working in conjunction with the Neighbourhood Watch Association.

The Chairman requested the figures on how many suspects had been arrested in relation to the crime figures be brought to the next forum meeting. He was aware that not all of the suspects would have been charged, but he felt the figures could be used as a deterrent.

- ❖ **Action** – Thames Valley Police to provide the figures for how many suspects have been arrested in West Windsor and the Central Area of Windsor in relation to the crime figures reported at the meeting.

The Chairman asked if there had been any evidence of an increase in pick-pocketing in the Town Centre. Mr Pick stated that pick-pockets did operate in the Town Centre and stated there were ways of securing bags and purses with bells which would ring when dippers were trying to steal them. it was a cost effective way of helping to prevent being pick-pocketed.

The Chairman said it was welcome news on cyclists being intercepted in Peascod Street. He asked if someone could be positioned at the bottom of William Street as delivery drivers, and other drivers did not obey the no entry signs. Peter Bullet confirmed the police did not have jurisdiction to intercept cyclists in Windsor Yards but, as soon as the cyclists left that area, the

police could stop them; he added he would approach Windsor Yards to make them aware of the problem; but no matter where cyclists were found, they would be stopped and spoken to about conduct if cycling where they are not allowed. Councillor Tisi asked if a piece on community safety could be included in the autumn issue of Around the Royal Borough newsletter. Chris Nash, Community Protection Principal said he would have Community Wardens patrol Windsor Yards.

- ❖ **Action** – A piece on Community Safety provided by Thames Valley Police be included in the autumn edition of Around the Royal Borough.

Mr Kenyan said the speed limit on Frances Road had been reduced to 20mph and the same needed to be done on Sheet Street as the cars drove down that road at speeds of 40mph. children used that street and the speeding cars needed enforcement. The Chairman responded there needed to be commitment from residents in sheet street to have the speed limit reduced to 20mph and for signage to be erected.

Councillor Knowles congratulated the police for their work on crime prevention and stated since being elected, he had been encouraging residents to report crimes to prevent under-reporting. The Community and Engagement Officer responded saying TVP asked people to dial 101 but, it could take up to 45 minutes to answer that call, therefore, residents could log an incident online. The police were aware that for some car crime and burglaries, people did not always bother reporting them and very few people were reporting bike crime; the other obstacle was that when a bike crime was reported, the victims did not always remember what their bike looked like and could not provide an accurate description. When bike thefts were reported, the police asked for a photo of the stolen bike and its frame number. Peter Bullet said there were lots of ways to report crime; residents could email direct to the Central Team; he understood the frustration of reporting a crime using the 101 system.

Mr Pick stated the Neighbourhood Watch Association regularly circulated photos of items being left on car seats via social media to make people aware that thieves operated in the area and to remind people not to leave their belongings in view. Councillor Davey stated bike crime seemed to keep rising and enquired at what point the Council could look at creating a dedicated area for bikes with a guard. Councillor Rayner responded saying the Council was looking at more secure parking for cycles at Windsor Leisure Centre and other areas. The Chairman commented that the issue was building a large unit to store bikes securely in a conservation area; the unit, if permitted, would then direct thieves where to go when looking for cycles to steal. Mr Pick stated cages can be bought and locked over cycles at stations. The Chairman stated both train stations in Windsor were in the conservation area and therefore, were unlikely to get planning permission for any permanent structure to house bikes. The Town Manager explained a planning application for 2-tier racks was made and turned down at Windsor Riverside Station. He added he was looking to increase the number of racks but, not secure racks due to the conservation area. Claire Milne suggested the issue was the use of inadequate bike locks. Mr Pick recommended a lock which costs around £70 called a D-Lock with a chain that could not be easily cut through. Thieves used backpacks with bolt cutters and used the bag to cover them breaking the locks. He added leaflets would be placed on every bike explaining how to lock a bike properly

Mr Pick confirmed that when a bike is recovered by police but left unclaimed, it was then auctioned off with the money raised put back into community organisations.

UPDATE ON PARKING MACHINES

Neil Walter, Parking Principal, explained all 118 machines had been installed by the end of March 2019 and were all fully operational. By the end of June 2019, £867,000 of transactions had been completed, and of those, 32% were using Advantage Cards. There were still some issues with Advantage Cards and they were either barcode issues or system errors. The Parking Principal had met with over 100 people to help with Advantage Card issues and some had needed to be replaced.

The machines experienced some down time on 18 July 2019 with the debit and credit card facility but, that was a nationwide issue and the third time the service had gone down in the last six months. The Council was due to put a capital bid in for the on-street parking to get the new machines as they all needed to be replaced.

The Parking Principal confirmed he had been working with the Audit Team to identify individual Advantage Cards being used several times in a very short space of time. Once the findings were known a report would go to the Corporate Leadership Team to produce some recommendations to prevent fraud and to recommend which course of action they want his team to take; it was very easy to turn off an Advantage Card.

The Parking Team had noticed there were workers and residents that were buying three parking pay and display tickets per day for £4 and the practice had risen 56% so that was being looked into. The Parking Principal added that in June 2019, three parking machines had attempted break ins but, as they were different machines to the previous ones, the thieves could not get the money out but, one machine was damaged beyond repair.

David Birch stated he had been to the library twice to get a paper barcode for the machines and he had rang the Town Hall to inform the Council his Advantage Card was not working; it worked in Victoria Street car park but, not at Datchet Train Station. He said there was often a queue of people who were unable to use their Advantage Cards so others whose cards worked were offering people to use theirs instead. It was a very frustrating system and a sign needed to be erected so that the instructions on how to use the machines were clear and easy to follow. The Parking Principal responded he was happy to test Mr Birch's Advantage Card at the end of the meeting. He had asked the machine suppliers if the process of using Advantage Cards could be simplified but, the Borough was one of only two Council's that used a discount scheme for residents. the Borough wanted to remove the need to press the yellow button twice. Residents should just be able to scan their card and it work straight away. He informed the Forum there was a very good video posted onto the Council's website that gave clear instructions on how to use Advantage Cards with the parking machines. The machines did have an instruction panel and on screen instructions on how to use them.

Councillor Tisi stated she was a little concerned for people that worked in the Town Centre and used Victoria Street Car Park with their Advantage Card multiple times in a day; she was worried that people would not have anywhere to park if that facility was discontinued at Victoria Street Car Park. The Parking Principal replied some car parks had a maximum stay limit and any changes to those would be a decision for Members if they wanted to tolerate that. The audit was more for people allowing others to use their Advantage Cards that were not entitled to.

NIGHT TIME ECONOMY UPDATE

Homelessness update

The Community Protection Principal gave an update on homelessness and the MEAM Coordinator. He stated that since the last update the weather had got warmer with increased tourism and rough sleeping challenges. There were currently 18 known individuals rough sleeping with more coming to beg from Slough.

The Council had a policy of supporting individuals before enforcement action was taken and the Borough would do everything it could to wraparound support including drug and alcohol support and mental health support. A grant of more than £80,000 had been made available to appoint two outreach workers to signpost people and work with them in conjunction with multiple agencies such as Dash, Street Angels and the Safety Hub and they would always try and address underlying issues to help support those vulnerable people however, there were times when support was refused. The Council have also helped individuals with storing their personal belongings until they could collect them later. The Community Protection Principal

said he encouraged businesses in the Town Centre to do their bit by liaising with the Town Manager on how they can help individuals sleeping rough.

Mr Kenyan asked why SWEP ended as it should be available 365 days a year. He added he understood the church was involved but now, the church had backed away. The Community Protection Principal stated SWEP was only used during extreme weather and he was unable to answer on behalf of the church but, they were still very much involved in supporting vulnerable individuals. Councillor Price stated the church was run by volunteers and funded by the church but, there was a limit to the amount of time and money that volunteers and the church could commit to so, the service was ran during the harshest weather and now arrangements were being worked on for the work to continue over the coming winter months.

A local resident stated he respected and appreciated all the work carried out by the Council to alleviate homelessness. However, he used a taxi to get home and the driver had said he had taken a job to get three homeless people back to their homes. It was very hard to distinguish between a genuine homeless person and those begging but who had homes. The Community Protection Principal said there was no simple answer to that and it was a moving picture. There were known individuals who travelled to Windsor to beg but there were also unknown individuals. Community Wardens were instructed to remove items from regular begging pitches if they had been left for a considerable amount of time overnight to discourage people begging. He added the Council would not give up on genuine homeless people but will continue to disrupt those who are not genuinely homeless.

Paul Roach, Town Manager confirmed he surveyed the bus stops along the High Street every day on his way to work and if people were camped there, he notified the outreach team. He had a lot of information on most people that came into the town to beg but, it was not something the Council was able to enforce; aggressive begging was a police matter.

The Town Manager stated that businesses had been doing a lot of work as he had been asking them to take some ownership over helping to alleviate homelessness and begging. Businesses were able to signpost homeless people to the Windsor Homeless Project and More Than a Shelter and the Council supported those charities throughout the year. Councillor Knowles raised the issue of the hidden homeless and asked how the Council were addressing it. The Community Protection Principal responded the MEAM Coordinator was there to identify those people that fell into that category and the Council were approximately on year away from producing and implementing a strategy. Councillor Price stated a Task & Finish Group was being set up by the Infrastructure Overview & Scrutiny Panel on homelessness in the Royal Borough.

Night time economy

The Community Protection Principal explained that two new licence applications had been received; one was for a craft beer establishment and the other was for a Costcutter on Springfield Road. There was also an application in the pipeline for 20,000 people to attend a health and fitness weekend at Windsor Great Park. The application could be reviewed until 8 August 2019 and all comments were welcomed.

Councillor Davey stated following a recent planning meeting, Avanti in the Town Centre had carried out work on their premises that was refused but, they were still trading and not rectifying the works. The Chairman responded the Communications Team had released a statement about enforcement action being taken to return the building back to what it was before the works were done.

Councillor Knowles explained that the event in Windsor Great Park was a perfect storm of multiple events, and encouraged residents to look into it. It was due to take place during the Windsor Horse Show and Ascot Races. The road network would become heavily congested and the idea had not worked very well in other areas where it had been held. The Chairman

replied it was being held on Crown Estate land and the Council had little influence over what went on at the Great Park; however, there would be a traffic management plan in place.

Councillor Price stated there had recently been a triathlon but the road closures had not been communicated to residents; there had been no notification and the marshals gave the main priority to the athletes. The Community Protection Principal said he would take the comments back to the Lead Officer so they could be addressed for future events.

TOWN MANAGER UPDATE

Paul Roach, Town Manager, informed the Forum that security training, previously called Project Griffin, was now called Act and the annual session had taken place in May 2019 which looked at terrorism and hostile reconnaissance. The training was ongoing and another session was planned for the end of the year.

The Windsor Horse Trail was due to end on 31 July 2019 but, it might possibly end sooner as there had been a request to present the horses at Royal Ascot in August. The Horse Trail went very well with over 600 maps issued and over 250 activations for each horse; over 4,000 people used the app.

On 4 June 2019 the Steam Dreams Train was launched and would continue to run every Tuesday for three times per day until September 2019.

On 9 June 2019, the US Bands Programme began and it finished on 14 July 2019. The programme saw 200 bands perform in churches and 200 bands perform on the grass moat. The programme consisted of 16 dates with 16 States and included bands and choirs. The event was very well received and dates had already been set for 2020. The Town Manager added that there had been requests from local groups to perform on the grass moat.

The Town Manager stated once the Horse Trail was removed, the Windsor Lions would be installed. There was a pop up shop where residents and visitors could go and see the lions being painted and the final locations for the lions to be placed had been agreed and would cover the both Windsor and Maidenhead, some of the horses would use the same locations as the Horse Trail with the exhibition running till October 2019.

The Windsor Defibrillator Project was started in 2017 and was set up following stories in the national press about sudden heart failure and the project wanted to address that. There were now up to 12 defibrillators across the Town with most of the funding for them from third parties and businesses. An app was available to locate the nearest defibrillator and anyone can suggest a new location where they feel a defibrillator could be useful.

Between May and September 2018, there had been a boost to footfall but, between September 2018 and June 2019, footfall had dropped by 33%. Car parking was down from April 2019 by 5% but, coach parking was up.

Shop unit vacancy rates were up 6% due to a number of high profile closures; Dorothy Perkins and Crabtree & Evelyn had closed and other businesses had chosen to go into voluntary receivership. The White Company would take the Dorothy Perkins Unit on and they were currently fitting out the unit. Windsor Yards were in talks with a high profile retailer so there would be two or three additions to the Windsor Yards area.

The Harte and Garter were handing over their restaurant to the Ivy in August 2019 and that would be open in time for Christmas 2019; and an application had been submitted to change the Morrisons shop sign to a Tesco Express sign. There had also been a number of enquiries regarding the Shakeaway unit and there were three interested parties wanting to take that unit on.

The unit next to the theatre has been instructed to carry out works on the unit. A new company has bought it and the Council were establishing what they intended to do with the unit.

Councillor Davey asked if the coach park would be moving. The Chairman confirmed the coach park would remain where it was for the foreseeable future and the Council regularly reminded coaches to turn their engines off to help the environment.

Councillor Price asked if the Better High Street Fund bid had been made. The Town Manager confirmed he did not apply for the first tranche but a bid was being submitted for the second tranche; however, the Borough could only bid for one Town Centre so a decision needed to be made whether it would be Windsor or Maidenhead that received it. Councillor Price responded that if Maidenhead had already had one bid, and Windsor was struggling then it should go to Windsor. She was seeing social media posts stating negative views on Windsor saying parking was awful and people were going elsewhere. She had mentioned at the last meeting about holding a Christmas market and enquired what was being done about that. The Town Manager confirmed a tender had gone out for a Christmas market and one person had asked for more information.

The Town Manager confirmed some work had been carried out on encouraging overnight stays in Windsor. The castle were looking at changing their protocols so that it could benefit the Town Centre such as staggering entry times to the castle so visitors would need to spend more time in the Town. Councillor Price commented that the ending of the Tourism Development Forum needed to be revisited. The Chairman said there would be an overhaul of visitor forums and business forums.

Councillor Knowles asked if the US Bands programme could be played at Alexander Gardens. The Town Manager responded that Alexander Gardens was his first choice of location for the programme but, it wasn't big enough. It had taken nine years to get the bands to visit Windsor. Bands usually had over 250 members so the bandstand was not big enough and the dates given for performing were midweek and so Alexander Gardens was not particularly busy whereas the castle had more footfall. The Town Manager added that there was a programme of performances for the bandstand starting 22 July 2019 which would run throughout the summer.

Councillor Rayner informed the Forum that the Eton Visitor Centre had now opened next to Cote's Brasserie by the Eton Bridge. She added she was always happy to talk to residents and resident groups about any local issues and she was going to ask Cabinet for funding to start a consultation to find out what can be done to make Windsor better. £1m had been granted from the LEP so there would be a consultation on how the Council spent that money. Councillor Price asked how that fit in with the work being done by Windsor 2030. Councillor Rayner responded Windsor 2030 were a Neighbourhood Plan Group and they would form part of the consultation. The consultation would look at traffic and parking among other areas. Councillor Rayner added the bid from the LEP had to meet several criteria and the funding had been earmarked for the Borough so the Council had to submit a proposal and business plan. The funding was just for Windsor Town Centre due to the limitations of the bid. Councillor Davey stated the Windsor Town Forum was very Town Centre focused and there should be focus on other areas too. Councillor Knowles echoed Councillor Davey and stated traffic issues started way before they reached the Town Centre so, if a bid was put forward, it needed to look at infrastructure of a wider area. Chris Joyce, the CIL Manager stated his role was a new post and the idea was to look at infrastructure priorities and issues to get the best value from CIL. He said he would come to the next Forum meeting to address some of the issues raised.

HEATHROW EXPANSION CONSULTATION

The Chairman stated Heathrow were running their fourth consultation of 2019 and he urged residents to go along to the Windsor Roadshow on 24 August at Alma Road to view it and provide feedback. There was also a Roadshow in Staines on the 16 August and in Ascot on

the 21 August 2019. The Chairman explained the M25 would be bridged in three places instead of two and there had been no reference to Terminal 6 which had been delayed during construction.

The Chairman stated he was invited to various consultations and it was admitted in an email Heathrow proposed to proceed with alternating the runways so effectively, the Cranford Agreement was being abandoned which would result in waiting another four years or more till there was relief from the overhead aircraft in Windsor.

With regards to the traffic in Windsor, the A308 would get busier as people avoided the M4 and M25; there would be construction mayhem as the tunnel is built and the A4 would be moved too. Construction was likely to continue until 2040 or 2050. Eton was becoming increasingly aware of the noise as aircraft will be 200ft lower as the runway would be one mile nearer to Windsor. There was already a request for 25,000 aircraft movements now, Heathrow were not waiting for the extra runway to increase flights.

The Community Protection Principal said the consultation was running until 13 September 2019 and could be found at www.heathrowconsultation.com. Modelling had been done to show the increased congestion on the A308 but, Heathrow had not accounted for what those journeys would be for. Datchet and Horton would see a doubling of noise and that would be crippling with no precise mitigation identified. A paper had been presented at Full Council and was almost unanimously voted on to proceed with the three strands of work the Community Protect Principal had been working on. The CIL Manager added he had joined the borough from his role at Heathrow and so he had a good knowledge of the airport and all the issues. He would be entering into bilateral discussions looking at four key themes to secure the best possible deals for residents such as much more comprehensive compensation for affected residents plus investments in parks and open spaces, improved public transport and cycle routes with the Western Rail Link to Heathrow.

The CIL Manager was keen to ensure economic development programme around jobs and skills as the Borough was removed as one of the Boroughs included in the programmes. Heathrow were proposing an independent body to scrutinise air quality, traffic and noise so he was working with other local authorities to ensure Heathrow were meeting its obligations and targets. The CIL Manager stated the key points of response was to have much more stringent approach to pollution and the Council would make representations to make the tests more stringent to hold Heathrow to account.

Parish Councillor Beer stated the Development Consent Order Consultation was the only passage there was to make comments because all of the comments received would be packaged up and put before the planning inspectorate. There would not be a planning enquiry and the planning inspectorate would decide on what the complaints and observations were. The Council and the public would only have until September 2019 to submit comments but, everyone should get on and do it now, because it was not just about noise and air pollution, it was about all the development which was going to go on top of the Borough's current problems. The A308 problem was already there now, there were a lot of traffic jams all the way up to the motorways most evenings for two and a quarter miles, because Satnavs were diverting people away from the chaos that was the M4 and M25. The chaos was happening now and Heathrow were going to increase movements by 54% and they weren't going to spend any money on roads or infrastructure outside of their perimeter, that spending would fall upon the public budget. However, there was not space to widen roads through built up areas, so traffic jams would continue. Parish Councillor Beer added it was a planning issue; more office blocks were being built and Heathrow were talking about the economy being enhanced but, the areas surrounding Heathrow were the most expensive places in the country to run a business and to live in. it was absolute stupidity and the Council had to get that message across and it had to be part of the consultation.

So much time had been wasted already and there had not been an Aviation Forum since April 2019 and the next one was not until mid-August 2019 and that was diabolical. There would not

be the opportunity to comment on the consultation after September 2019 and the report that went to Cabinet did not grasp the planning aspect of the situation; there was no mention of the Planning Act of 2008 relating to major infrastructure projects. Parish Councillor Beer exclaimed it was a total disaster looming and there should be a big public meeting on the issues. There were not many people that understood the whole picture; opposing the third runway would not threaten jobs, Heathrow were talking about creating an extra 70,000 jobs and doubling cargo traffic.

The Chairman thanked Parish Councillor Beers comments, saying he had worked with him for four years on Heathrow and shared his sentiments. He added he had spoken to Eton Town Council and Eton Residents Association but everyone is forgetting the elephant in the room which is Heathrow. The Chairman said he would not compliment the Community Protection Principal enough on the work he carried out and he pleaded with Councillors to reply to the consultation individually.

Councillor Knowles stated the next Aviation Forum was due to take place on 22 August 2019 and it was very close to the wire to address any points. He queries if the meeting could be brought forward. The Community Protection Principal responded there were thousands of pages of material to get through and he wanted to go through it all very thoroughly which was why that date for the next Aviation Forum had been chosen. Once all the information had been digested, he would go to all Councillors with all that information. If the meeting was brought forward, it would mean Members would have a lesser service. The CIL Manager stated the work was going on right now so that the best service possible could be provided. The Chairman stated he wished he had more people attended the Aviation Forum and urged members of the public to attend the next meeting of the Aviation Forum on the 22 August 2019.

The meeting, which began at 6.30 pm, finished at 9.30 pm

CHAIRMAN.....

DATE.....