

MINUTES OF THE KINVER PARISH COUNCIL HELD ON WEDNESDAY 6TH APRIL 2022 AT 95 HIGH STREET, KINVER

PRESENT: Councillors JK Hall (Chairman), D Light, G Sisley, K Hosell, H Williams, S Anderson, I G Sadler, K Slade, and County Councillor V Wilson.

Members of the public: Dr R Painter, Mrs B Owen, Mrs Hall.

73/22. Apologies for Absence.

Councillors Mrs C Allen (Vice Chairman), IG Sadler, S Charlesworth-Jones, P Wooddisse, Mrs S Harris and E Simons sent their apologies.

Ms E Lord was not in attendance.

Cllr Ms V Webb has asked that her resignation from the council be recorded with immediate effect.

74/22. Declarations of Councillors' Interest.

Councillor K Hosell declared a non-pecuniary interest in relation to the bus service and school transport service for Hyperion Road.

75/22. To receive for confirmation and adoption, the Minutes of the Parish Council meetings held on 2nd and 9th March 2022.

The minutes of the meetings held on the above dates, were agreed as a true and accurate record of the meeting.

76/22. To receive a report from the PCSO re incidents and statistics for Kinver

The report from the PCSO Paula Wilkes was circulated to members prior to the meeting relating to incidents in the Parish for the last month. This was noted.

77/22. To receive the information relating to the survey re the busses on Hyperion Road.

The details of the survey were distributed with the agenda papers and are attached as appendix 1 to these minutes.

County Councillor Mrs V Wilson reported that from the Department of transport an email has been received, stating that funding is being cut to the County for Buses and bus subsidies will stop in October, so it looks like that the bus service will potentially stop after this time for Kinver and other areas of the County.

This is a County issue and may affect the school service. The County had put a bid for additional funding, but as we are in a shire county the funding has been refused.

The loss of the 242 will be a great loss to the parishioners, especially as fuel costs are increasing and many people may be thinking of using the bus instead of their private car. The current service is already limited for commuters.

The small mini buses run by volunteers could be investigated to see if they could change their constitutions to allow them to offer an extended service.

78/22. To receive any updates in relation to the change in the bus / coach service for the local school children.

The Clerk forwarded to the County Council the questions raised by the public and the resolution of the Parish Council from the last meeting. She chased a response from the County on the 29th March. The details are below:-

Why has it taken so long to be informed.

Why was it changed – cost cutting?

Why can't catch bus with the junior school children?

Why has this been put together with Bobbington children?

Councillor Mrs C Allen proposed that we write a letter to SCC stating we are very concerned with the changes to the school bus service and we urge the County Council to look at all possible solutions (co-operating with the schools). This was seconded by Councillor S Anderson. It was carried on a vote.

The response from the County Council is detailed below:-

Re: Changes to transport provision to schools in Kinver and transfer of pupils on to 242S local service

Thank you for your email and request for further information in relation to the changes of transport provision for schools in Kinver.

I have taken the opportunity to provide additional information to help the parish council understand why the decision was taken and to respond to some of the points raised at the parish council meeting on 2nd March, which were factually incorrect.

Staffordshire County Council stepped in during October 2021 at extremely short notice to ensure the continued provision of a local bus service for the communities of Kinver and Stourton. We then moved to planning how to secure this provision for the long term. The majority of our supported local bus services incorporate a home to school transport movement. This both makes a significant contribution to the financial viability of a local bus service and aligns with our Home to School Travel policy to make public transport the first choice for travel to school.

In developing the “new” 242 Kinver to Stourbridge bus service, we identified that it would be possible to incorporate the transport of Kinver High pupils who currently travelled on contracted routes 657 / 670 with primary pupils remaining on contracted provision. Adopting this approach was not about budget cutting, it was to make best and most efficient use of our resources, whilst building sustainable services. Neither our mainstream nor our local bus service budgets are currently subject to any cuts. However, they are both under increasing pressure, particularly due to cost inflation in the transport sector.

Our Home to School Transport Policy sets out the circumstances in which we will provide free home to school travel assistance. In summary free travel assistance is provided when:

The child resides in Staffordshire; and

They live beyond walking distance (2 miles primary age / 3 miles secondary age); and

Live within the catchment area of the school OR are attending the nearest suitable school with places available

Free travel assistance is a statutory requirement for children beyond walking distance to the nearest suitable school. Provision for children beyond walking distance to the catchment school is a discretionary additional provision that Staffordshire offer.

The type of travel assistance offered is considered in the following order:

A season ticket for public transport – bus or rail

A place on a contracted vehicle provided by the County Council

Payment of travel costs through a mileage allowance or personal travel budget

Department for Education (DfE) guidance suggests that best practice maximum one-way journey times is 75 minutes for children of secondary age. Please note that these are guidelines and not set in legislation.

Placing entitled high secondary age pupils on local bus services happens regularly across the Staffordshire and is in line with our Home to School Transport Policy.

The changes to travel assistance for Kinver Schools includes 47 pupils being placed on the 242S service, which has resulted in an increased journey time for 19 pupils and a decreased journey time for 28 pupils. The maximum journey time has not changed and is 55 minutes. The 242S service is closed to the public, and only school and college pupils can board the bus, at the same stopping places as previously.

There are significant numbers of pupils across the County who travel on vehicles for up to an hour each way morning and afternoon to their respective schools. Currently more than 2,000 entitled pupils travel to school by bus every day, along with many more non entitled pupils.

The journey times offered are within DfE guidelines for home to school transport. There is no obligation to provide a journey time in direct proportion to the distance between home and school. We would reasonably consider that well-being is not adversely impacted with journey times being below the threshold of 75 minutes.

Kinver High chose to change their finish times in order to provide extra curricula activities for pupils, and as such have run their own transport provision to cover the late finishes since last year. The contracted home to school transport has always departed at the same time each day. There is no statutory obligation that free home to school transport should include or allow for attendance at extra curricula activities. Local bus services operate the same schedule each day (Monday – Friday) and it is not possible to amend the schedule to accommodate different finish times on different days, as this would adversely affect other bus passengers that rely on the service to access employment, training and services.

The changes made to the travel assistance provided in respect of Kinver Schools do not represent a change in policy. They are a change in provision made under the policy which remains unchanged, and as such formal consultation is not required.

- **Why has it taken so long to be informed?**

Whenever possible changes to transport arrangements are made to coincide with school holidays and half term breaks.

We wrote to parents and carers on 11th February 2022 to detail the revised home to school travel provision that would be in place from 28 February 2022, after February half term. Due to complications with finalising the schedule and route for the Junior/Infant school transport, this took longer than we would have liked resulting in communication not being as far in advance as would be normal.

- **Why was it changed – cost cutting?**

This decision was not the result of a cost cutting exercise, although our mainstream and local bus service budgets are under increasing pressure, particularly due to cost inflation in the transport sector, neither are currently subject to any cuts.

The previous operator of the 242 Kinver to Stourbridge service had pulled out of this route completely at short notice, which would have left several communities without a service. Although Staffordshire County Council does not run bus services, it does work with operators, parish and district councils and communities to promote a sustainable transport network wherever possible.

In this instance, by adjusting the route of the 242 to serve Kinver High School, we were able to transfer to it children entitled to free Home-to-School transport, keep communities connected and, for the first time, offer pupils who are not entitled to free Home-to-School transport to the school and sixth form the opportunity to catch this service rather than rely on the car.

The County Council has a longstanding policy of transferring children entitled to Home-to-School transport to public service buses and there are many instances of this across Staffordshire.

Although a child may be eligible for free Home-to-School transport now, only in exceptional circumstances will a child be eligible for that service post-16. Almost all pupils in Years 12 and 13 must make their own way to college. By providing a direct public service to Kinver High School, now and in future students will be able to travel to the Sixth Form without depending on a car.

This decision is consistent with council policy and our approach elsewhere in the county.

- **Why can't catch bus with the junior school children?**

By transferring the majority of high school pupils on to the local bus service we have been able to combine the junior and infant school children on 2 vehicles. This means there are not sufficient spaces on the vehicles for the high school pupils.

The vehicle serving the infant school is a small coach (31 seater) and the size cannot be increased to a large coach (e.g. 49 seat / 57 seat) as a larger vehicle cannot access Foley Infants as the coach has to reverse in to the cul-de-sac access for the school. Prior to the changes to transport provision, the Foley pupils were picked up by the larger coach and then transferred each day to the small coach at Kinver High School, so the large coach never went to Foley Infant School

- **Why has this been put together with Bobbington children?**

When we review school transport arrangements, we consider all options available, and do not automatically replace like for like. This means that quite often we change or alter routes, vehicles sizes and the children travelling together. The transport provision for schools in

Kinver has been developed to provide transport for all those pupils entitled to free travel assistance whilst providing vital connectivity for local communities.

In summary, the transport arrangements for schools in Kinver are highly unusual, in that they have remained the same for many years. Therefore, whilst I understand that the changes may not be welcomed by parents, such changes are consistent with our approach taken across the county.

I do hope that I have been able to answer your concerns to your satisfaction.

Yours sincerely

Louise Clayton
Head of Transport Operations and Future Connectivity

This was noted.

79/22. Public Participation – 15 minutes for members of the Parish to raise matters with members of the Council

Standing orders were raised to enable members of the public to speak.

Mrs B Owen – She has been using the 242 service and there has been 1 issue, with a bus breaking down, and they sent a replacement. With regard to the doctors she has had an appointment with the Kinver Doctors, she has received a letter stating that she is part of the Kingswinford Surgery, not Kinver, she is concerned over the possible loss of the Doctors surgery in Kinver. She is worried about the lack of information relating to the Community use of the Leisure Centre.

Mrs Hall – concerns over the 242 bus service looping around Hyperion Road. The road surface is unsuitable for a bus service and since the bus has been using the road this has deteriorated further. The usage of the road is unsuitable as there are more cyclists/pedestrians / horse riders on the paths. The bus stop being used is increasing noise and smell. There are bus stops at the end of the road that can be used. A further danger is turning into the road as the junction is very tight. Currently SCC have chosen to use this service and the bus service is under utilised at the present time. This situation affects a person's quality of life article 18 – which is about your human rights, which Councils have to take into account.

The update letter received from the County Council re the school transport was printed for the public to take a copy.

Standing orders were re-instated.

County Councillor Mrs V Wilson reported that the doctor's surgery is extending, not being lost for the village.

With regard to the bus service, there was no statutory requirement for them to do a consultation for the extra route. She noted the results from the questionnaire, however, these hold no power, they are just comments. She is looking to get the data for bus usage and will chase this up. Hyperion Road is a public highway and there is no weight limit on the road.

80/22. To discuss the works to the church as per correspondence received from SSDC officer Mark Jenkinson on the matter.

The correspondence relating to the background on the issue relating to the Church Wall and potential costs were circulated with the agenda papers.

Cllr E Simons has looked at the correspondence and he is a specialist in this area, and has concerns over the level of work that they are proposing.

Before the closed churchyard was accepted by SSDC, Officer Andy Cousins looked at the site, and a report (we believe) was produced and certain works had to be completed before the land was formally accepted by SSDC.

Mrs L Fowkes is looking at this situation and will report back to Cllr G Sisley / Parish Council in due course.

81/22. To discuss and agree security for the garage at Comber Ridge.

The garage was broken into in early March, at 5pm on a Friday night. The doors and locks were damaged and luckily nothing was stolen.

The van is parked in the garage to protect the side room so that this cannot be accessed when the van is in the garage and the vans back doors are left unlocked so if thieves do break in, they can see there is nothing in the back.

The Clerk have looked at several options and spoken to 3 companies for advice.

The Clerk has spoken to Global Security, an Oak framed building company and also a blacksmith and fabrications person (courtesy of Cllr G Sisley) for advice and costs.

The fabrication company suggested a purpose made bar with metal posts into the ground at the side of the garage walls to stop the doors being opened. The bar is locked in place with a sturdy padlock. Only the bar has to be moved to open the garage.

To manufacture and install the cost is £940.00

The Oak Company, looked at the doors and although the frame of the garage is oak the doors are softwood, hence why they are easier access. He suggested the bar system as above (which they do not install) or new solid oak doors.

Cost for doors and fitting £3500.

Global security, did not have time to come out to site so I spoke to them and sent photographs. They do not do a barrier type locking system, but got the following quotes:-

A barrier that is put into the ground in front of the door and locked in with a bolt / lock (a small H shape is £550, this is only 1m wide, and the sockets would have to be put into the ground in / on the block paving in front of the door. This has to be lifted out and moved totally to gain access each time you enter the garage.

The other option was 2 telescopic posts, they would be installed as above at a cost of £900.

In addition to improve the security of the locks, he suggested a van style lock at a cost of £100 plus fitting at £70.

The Clerk advised that she felt the best solution would be the bespoke manufactured bar as this would look the neatest and also cover the whole of the door and purchase a new security lock for the middle.

This total cost would be £1090.00 (£940 for the bar system, £100 for the lock and a cost of a good padlock £50), it was proposed by Cllr S Anderson and seconded by Cllr JK Hall that this would be the best option and referred the matter to the Finance Committee for funding. This was agreed.

This does not include any CCTV requirements which the Clerk has asked for a quote for to have a motion activated camera on the outside of the doors which would call someone to say there is movement. We could see then if it is wind moving the doors or a person braking in.

82/22. To receive an update on the purchase of the new vehicle including signage and extra requirements.

The van logos were shown to the members and they favoured the one that was all white not partly green. The blank panels could also have additional signage if required. The delivery date is still awaited.

A Vauxhall tracker system could be fitted on the van for a cost of £495 to install, the cost per annum the subscription is included £149, 2 years £229, 3 years £319, 4 years £369, 5 years £409, the total cost for life would be an additional £599.

A front dashcam for the van would be £245 + VAT, that would be fitted before delivery.

Members felt that a front and rear dashcam may be beneficial and perhaps double check the price to compare.

This to be an agenda item for the next Finance meeting.

83/22. To discuss and agree new councillor email address provider

This matter was deferred until the next meeting. Cllr K Hosell has looked into this and will forward the information to the Clerk for the next meeting.

84/22. To discuss the induction of new councillors, mentoring and meeting with the Chairman - Cllr S Charlesworth-Jones.

Cllr Sion Charlesworth-Jones asked that the Parish Council (through Cllr S Anderson) the following proposal:-

- Induction of New Councillors
It was highlighted by the SPCA that it is common practice now to formally induct New Councillors. This would include:
- Meeting with the Chairman prior to their first meeting. Just a quick chat to outline order of proceedings. Do's & Don'ts etc. This would help those who have not served on a Committee or Council. And a chance to meet the Chairman formally.
- Assigned mentor for an agreed time period (2 months?). Giving new Councillors some guidance & help in the early stages.
- Encouragement to use the resources of the SPCA with courses in Finance, Planning, How to be a better councillor etc. I took a lot away from it and it can only serve to help Councillors do their job as best they can.
- Lastly an acknowledgement by the Chairman in their new role on their first meeting. It would be nice when joining for the Council to say Welcome!

It was proposed by Cllr S Anderson and seconded by Cllr G Sisley to accept the above format / protocol for new Councillors. On a vote this was agreed.

85/22. To discuss and adopt the new standard Code of Conduct Policy issued by NALC.

The code of Conduct update was circulated to all members with the agenda papers. It was proposed by Cllr K Hosell and seconded by Cllr S Anderson to accept the revised document. On a vote this was carried.

86/22. To discuss the Ukrainian Refugee Crisis (inc recommendation from L & A)

Advise from SPCA on Financial help on this situation is attached to the email sent with the agenda.

County Councillor Mrs V Wilson reported that there has been a delay from the Home Office for getting the refugees into the Country. The sponsors are needing to be vetted before being allowed to take refugees in. 370 people have requested accommodation and there are a 144 sponsors across the District.

There are 3 schemes, firstly Ukrainian families can accommodate their own families.

The second is the sponsorship scheme homes for Ukraine. SCC are getting £10.5K and the sponsor gets some funds and the refugee. Sponsors are being contacted, and this are now starting to be processed.

The third scheme is community sponsorship, like Housing Association, JCN, IBIS can take part. Mill house has been put forward but the wrap around support that is required is difficult, such as to get this extra work for the refugees when they arrive, education, health needs etc. Therefore, the County are focusing on private individuals sponsoring refugees as a priority.

The Housing Association were keen initially to put forward Mill House as this is empty and the funds were an incentive to use a closed building. But have now stated that various checks need to be undertaken before it can be re-opened to the residents to live in. The Fire service can undertake the checks for free if required.

The recommendation from L&A is that the Council supports in principle the housing of refugees from Ukrainian and will help where possible. This was deferred due to the information received above.

87/22. To agree Committees for the new Councillor to sit on.

Members agreed that Cllr K Hosell joins the L & A, Planning and Finance Committees.

88/22. Update on the Community use agreement for Kinver Community High school.

The details of the meeting and draft documents were distributed with the agenda papers and are attached as appendix 2 to these minutes. This was noted.

89/22. To receive the minutes and any recommendations from the following Committee meetings:-

Planning and Development Committee 16th March 2022
(including update on NPlan if applicable). There were no recommendations to the Parish Council.

L & A Committee 16th March 2022

The Committee asked that a bin is located on the Compa end of the footpath that links to Vicarage Drive and that the Parish Council Technicians empty it. The cost to be made available at the Parish Council meeting. (A grant has been submitted for the cost of £180 for the bin via SCC). This was referred to the Finance and General Purposes Committee.

90/22. County / District Councillor to address the Council on any matters relevant to the Parish

County Councillor Mrs V Wilson reported:-

- A High street closure scheduled for a Friday before the next Market has been changed to after this date.
- Smart-water – The cost per household is £10 per house, she has approached the PCC to help with funding. There has been a 23% reduction in Shropshire. SSDC are also looking into this too.
- The community fund starts on the 19th April, the total is £2500 for the 7 parishes.
- Climate fund has been applied for by the Parish Council.
- South Staffs water has been contacted to ask to allow parking on their grounds on Mill Lane, but they have refused, however they may consider a footpath through it.
- 20 mph scheme would cost £40,000, the Parish Council have only agreed to allow 2 members of the Council to sit on the group to report back information. If there are roads that could benefit from a speed reduction to forward them to her to look into.

Cllr G Sisley reported on the Climate Change Committee, SSDC have improved their building and the Parish should look at improving the carbon footprint of their building.

91/22. Report of the Chairman

The Chairman did not make a report this month.

92/22. To receive and note the report from the Clerk including Burial Ground Superintendents report.

Correspondence received

An email has been received to ask when the facilities at the play area are going to be updated.

Clock shelter has been inspected and costs awaited to replace / make good all of the legs as they are rotten.

The blue tooth part of one of the Speed signs is not working, it flashes speed etc, but no data can be collected now.

A grant application for a litter bin has been submitted by the Council for the Keep Klean Climate change fund.

Training for CSW is being organised for May at the Fire Station.

BKV Competition entry is now opened.

Information re Sheriffhales Community Energy initiative attached to the email sent with this agenda.

The Suppliers of the Electric Charging point in the High Street are looking into the problem we have been experiencing with the charge point. It appears to be a software fault.

Letter from a resident of Hyperion Road expressing her concerns re the deterioration in her opinion of Kinver High School.

Update to Rules and regulations for the Burial Ground – the proposal is attached as appendix 3 to these minutes. These were agreed.

93/22. Reports from Members sitting on Outside Bodies for the Parish Council.

Cllr S Anderson reported that on the Jubilee events, coming together nicely, the event is on 12 – 8pm on the 5th June 2022.

94/22. To receive the accounts for payment since the last meeting.

The accounts as set as appendix 4 to these minutes were accepted.

95/22. Items for future Meetings
Giants Well – Autumn, Community use agreement, Bus service.

96/22. Dates of Next Meetings –

Planning and Development Committee	6.00pm	13 th April 2022
Extra Ordinary meeting Nplan	7.00pm	13 th April 2022
Leisure and Amenities Committee		20 th April 2022
Finance and General Purposes Committee		27 th April 2022
Parish Council meeting (AGM)		4 th May 2022

**242 BUS QUESTIONNAIRE
DISTRIBUTED TO THE RESIDENTS
OF HYPERION ROAD AND SIDE ROADS**

61% of households responded
39% of households did not respond

	NUMBER	PERCENTAGE OF DISTRIBUTION	PERCENTAGE OF REPLIES
DO YOU WANT THE 242 BUS?			
NO REPLY	76	39%	N/A
YES	19	10%	16%
NO	89	46%	76%
NEUTRAL	9	5%	8%
WILL YOU USE THE BUS?			
NO REPLY	76	39%	N/A
YES	18	9%	15%
NO	86	45%	74%
DON'T KNOW	13	7%	11%



Hyperion Road Bus Questionnaire February 2022
Comments recorded

We should have been consulted. Very unhappy by this. x 11

The bus passes my house 4 times an hour, plus the school buses. I get the bus vibrating my house twice as many times as some. The noise is deafening, the windows vibrate, x 3

It's affecting my mental health 4 times per hour, plus the school busses.

A later evening bus returning from Kinver around 10pm would be a useful addition, allowing people to visit restaurants in Kinver.

Most houses have cars or we have cars so not needed x 6.

Prefer not to add more traffic on Hyperion Road

Hyperion Road is a cul-de-sac not a through road. It loops back causing double traffic x 6

We feel the bus is a valuable resource, but it is not needed in Hyperion Road.

Hyperion Road should never have been included on the bus route. 4

Happy to catch the bus from Vicarage Road. x 36

Unnecessary due to the bus stops in Vicarage Road and the Kingsway x 14

Road not suitable –

Too many pot holes – road worn out, getting worse quickly - needs repairing x 11

Too many tight bends, not wide enough, it uses all the road up – dangerous x 22

Road not gritted x 3

Children play in the street – dangerous x 22

Horses and riders and pets use the road – dangerous x 14

Noisy x 27

Extra pollution not wanted x 20

House vibrates x 7

It parks up with engine running! 2

Cars have to drive on the pavement to avoid on coming bus x 7

Buses mount the pavement to avoid cars – dangerous x 3

The bus is too often x 3

Unnecessary detour x 13

There have been several near misses x 3

Road not wide enough to give 1.5 m between bus and horse/cyclist x 2

Bus times are not suitable for working people

Times are not suitable for school requirement

Road is too busy now x 5

It travels too fast x 8

Bus service is hardly used by Hyperion Residence x 4

Waste of fuel going round Hyperion. x 3

It was a quiet community now ruined. x 5

I did not move here to be on a bus route x 3

Dangerous with so many parked cars x 5
It's a security issue, people can watch your house from the bus

Would prefer previous 228 route. X2

Busses have to go on the wrong side of the road to drive in and out of Hyperion Road, traffic on Vicarage road have to stop whilst the bus pulls out. - x 3

We don't believe there is a suitable place for a bus stop if the busses were to continue.

Checking South Staffs Bus improvement plan, there is no mention of this route being introduced.

I'm all for a Kinver – Stourbridge bus service, but not to go around Hyperion Road. x 5

It's better than standing at the bus stop at the end of the road with the busy traffic.

The bus stop on Vicarage Road was crashed into some years ago and someone was hurt.

We might use it in the future. x 2

No one is hardly ever on the bus x 4

Was the due process followed by CC?

Cars have had to do emergency stops when bus suddenly appears around the corner.

Was an environmental impact assessment undertaken? Did it consider the bus travelling to and from its depo in Penkridge?

Very concerned about the environmental impact x 4

Yet again the bottom of the borough is imposed upon with no consultation x 3

I have noticed the bus stopping at the junction of vicarage/Hyperion Road to drop passengers off, rather than going round the Hyperion loop. – that's a hazard.

It's not always reliable. It breaks down - the aging fleet is the problem. x 3

The route serves members of the community in Hyperion Road, x 2

Any extension to a bus route to be welcomed. It is a shame that the timetable is so limited. Kinver and Stourton are poorly served by public transport especially during the evening and on Sundays. I am a regular bus user already. A lack of notification around the changed route will not help passengers feel confident in using the route however. 1

Bus service is an excellent idea and will provide valuable transport links to nearby Kinver and Stourbridge town. x 3

Good to see the bus down Hyperion Road for all those that don't have transport. Great idea. x 3

Come back when you have electric or hydrogen busses. X 2

We all need to use public transport more

Very handy if people can't drive or with mobility problems. x 4

Had a bus come round 30 yrs ago and the roads were gritted.

I will use the bus service and I believe the service will benefit the elderly residents of Hyperion Road. x 5

Yes, happy with bus as it might get the 2 steep hills gritted and potholes filled in.

We have used the bus for many years, petrol is going up, we can save money.

It's better than having to cross the busy Vicarage Road.

Perhaps a local lift / share scheme can be set up.

We occasionally catch it from Kinver

This is potentially a ploy to justify development to the green field site between Hyperion Road and the Kingsway, so that a claim to existing transport infrastructure is made by those promoting housing development in the area.

Kinver High School Sports Facilities

Sports Hall
4 Badminton Courts
Netball
Basketball
Table Tennis
Trampolining
Cricket Nets

Fitness Suite

Dance Studio
Can also be used for Yoga, Pilates etc...

2 x Female changing rooms with showers and toilets
2 x Male changing rooms with showers and toilets

Outdoors:

Floodlit Courts:
Netball/Tennis Courts 6

Rugby Pitch

Astro Cricket Strip

During Autumn:
2 x Full size grass football pitches (when in football season)
1 x 9v9 size grass football pitch

During Summer:
Athletics running track
Rounders

Meeting with Kinver High on the Community Use Agreement for the new sports facilities

Present:

Kinver High: Nikki Clifton; Ben Steele; Lisa Barrett; KPC: Geoff Sisley, Eunice Lord, Sion Jones

We toured the facilities, which included

- Sports hall, with multiple court options including badminton, indoor football etc
- Dance hall
- Fitness room
- Changing rooms and showers, toilets
- Outdoor multi-use courts (tennis, netball and more)
- Football and cricket pitches

The facilities are completed, apart from some 'snagging' repairs. The school is working out details of opening to the community.

The High School will be submitting the two draft Community Use Agreements to Lucy Duffy at SSDC Planning by 6 March.

Public access and safeguarding: a new fence and gate is being installed to enable public access to the sports/fitness facilities separately from the school. Plentiful public parking for the leisure centre and pitches/courts would be available near the entrance to the facility.

It was agreed that the aim should be opening from 5 or 6pm to 10pm, and weekends, plus longer opening in the holidays. During exam periods the large sports hall would be unavailable, and for there may be other restrictions on timing when facilities are needed by the school.

It was agreed that pricing should be broadly in line with that at local facilities such as Wombourne.

It was agreed that facilities should be open to both individual bookings and groups/clubs; and that both ad-hoc and regular bookings should be catered for. The practicalities of how best to do this are still being worked out.

Usage potential: All present were keen to maximise usage of the facility by the community, and to work together to achieve this. The school confirmed that several organisations and individuals had contacted them, and discussions were underway. The KPC felt that not everyone in the area was aware of recent developments and the plans to open up the centre to the community. To this end, and to help with planning, it was agreed that the school would reach out to the community with information and a survey asking people about the facilities which they would be interested in using. Links to this could be publicised on Kinver Online and the Parish Council website, and sent to known clubs/organisations to that as many as possible knew of the facility.

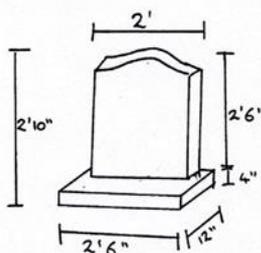
The KPC confirmed that they wished to be signatories to the Community Use Agreement, and to be on the management committee which reviewed the working of the CUA.

It was provisionally agreed that a review after 6 months might be appropriate initially.

Additional proposed wording as highlighted to pages 8 & 9 of Comber Ridge Burial Ground R&R's see website for current R&R's

Dimensions, Materials and Inscriptions for Headstones to Coffin Graves in section J only

In order to facilitate maintenance of the grassed areas, there is a limit on the dimensions of headstones and plinths in respect of coffin grave spaces. Such headstones must be a maximum height of up to 750 mm (2ft 6ins) and between 600mm (2ft) and 450mm (1ft 6ins) wide. Headstones must be between 150mm (6ins) and 75mm (3ins) thick. Each headstone must be mounted on a plinth which must not project more than 180mm (7ins) in front of nor 100mm (4ins) behind the headstone. The overall height from the ground of the combined plinth and Traditional style headstone must be no more than 850mm (2ft 10ins).



Maximum dimensions shown (not to scale)

Headstones/plinths must be mounted on a foundation slab, which must be set flush into the ground. Such foundation slabs may not exceed surface dimensions of 900mm (3ft) by 450mm (1ft 6ins) and have a minimum thickness of 65mm (2½ ins).

All headstones laid within the burial ground shall incorporate a "Ground Anchor" system complying with "Best Industry Practice".

Within each plinth may be 2 recesses to take flower vases or pots. Any flowers/plants to be placed on the grave must be accommodated in those recesses. Any additional vases / pots / trinkets placed on the grave will be removed by the ground staff.

Headstones must not carry photographs, holograms or other such similar devices.

Our interpretation for 'other such similar devices' – we do NOT allow any items whether loose or cemented onto the headstone or base; in addition recesses are bore holes into the stone for flower vases or pots.

Whilst the Parish Council does not wish to prescribe the inscriptions on individual headstones, such inscriptions should contain only the name(s) of those interred, relevant dates and a simple tasteful message such as "Rest in Peace" or "Always in our Thoughts" etc, together with any approved graphic.

Inscriptions shall be understood to cover anything displayed on the headstone including any graphic (for example, Badges, symbols religious or otherwise, scenes, or other depictions). Any such graphic proposed must be shown on the application and approved specifically in advance by the Burial Ground Superintendent.

The wording on headstones to include the name(s) of those interred, relevant dates and a simple tasteful message such as "Rest in Peace" or "Always in our Thoughts" etc may be left in their natural engraved state or highlighted in gold / black / silver / brown, but may not be highlighted in any other colour (including white)

(2019)

Additional wording for interment

Additional Wording to Interment Form

2022

KINVER PARISH COUNCIL
COMBER RIDGE BURIAL GROUND

Section.....

Plot No.....

ERB No.....

NOTICE OF INTERMENT IN A COFFIN / CREMATION GRAVE

Section 1:

Full Name of Deceased:..... Age:.....

Death/ Cremation Certificate No. Address:

..... Post Code:.....

Address of last residency in Kinver Parish:.....

..... Post Code:.....

Date(s) of last residency in Kinver Parish:

Proof provided for Address of Kinver

Residency.....

If non-resident state Right to be Interred:.....

Will there be further interments in the grave in the future (please delete as appropriate)

In a COFFIN GRAVE 1 / 2 / NONE

In a CREMATION GRAVE 1 / NONE

If other than the deedholder please indicate whom and relationship to the first person interred.....

Day, Date of Interment:..... Time

Name of Officiating Minister:

Any special requirements?.....

If this Notice is for a new grave plot move to Section 2 if for a re-opening move to Section 3

Section 2:

APPLICATION TO PURCHASE EXCLUSIVE RIGHT OF BURIAL IN A NEW GRAVE PLOT I DESIRE to purchase the Exclusive Right of Burial in the coffin/cremation grave in which the above named deceased is to be interred. I undertake to abide by the Rules and Regulation of Comber Ridge Burial Ground as may be reviewed from time to time (copies of which can be obtained from Kinver Parish Council).

Name of Grantee/Applicant Date.....

Signature.....

Address.....

..... Post Code

NOTE: Kinver Parish Council will retain personal details of the Grantee/Applicant for the purpose of administration or improving these services in respect of this plot, submission of this form is taken as approval for this.

Continued overleaf

1

Application for Coffin or Casket Interment

01 Jan 2022

form

**KINVER PARISH COUNCIL
COMBER RIDGE BURIAL GROUND**

Section.....
Plot No.....
ERB No.....

Section 3: APPLICATION FOR AN EXISTING GRAVE TO BE RE-OPENED

I HEREBY give authority for grave No. to be re-opened for the interment of the above named deceased and produce herewith the Grant of Exclusive Right of Burial No..... I DECLARE that I am the person authorised to give this instruction and I will indemnify Kinver Parish Council against all claims etc., which may be suffered in consequence.

Name of Grantee/Applicant
Grantee/Executor of Grantee/Next of Kin of Grantee (delete whichever is NOT applicable)
Signature..... Date.....
Address.....
..... Post Code

NOTE: Kinver Parish Council will retain personal details of the Grantee/Applicant for the purpose of administration or improving these services in respect of this plot, submission of this form is taken as approval for this.

Section 4:

Funeral Directors: Tel No:
Address:
..... Post Code Date of Application:

Grave digger they should contact us prior to needing access to prepare the plot please ensure we must have their full details to include their H&S policy, proof of personal registration and liability insurance.

Section 5:

Permission requested for Headstone/Tablet from existing plot to be removed, prior to plot being dug for reopening (separate form will be required for additional inscription or works to the stone).

Monument mason:
Contact details
Date access required for removal of Headstone/Tablet

NOTE: Kinver Parish Council will retain personal details of the Grantee/Applicant for the purpose of administration or improving these services in respect of this plot submission of this form is taken as approval for this.

Payment of Fees can be made by BACS. Please advise if you have paid this way.
Kinver Parish Council Co-op BANK sort code 08-90-08 A/C no. 61015319

Copies of the Rules and Regulations can be obtained from:
Kinver Parish Council, 95 High Street, Kinver, South Staffordshire, DY7 6HD.
Telephone – 01384 873878. Email: kinverparish@btconnect.com Office open weekdays till 12.00 noon.

Accounts for payment for April Parish Council meeting 2022

Accounts for payment	Description	Total
Barclays Bank	Monthly charge x 2	16.00
Big Tree	Payment of grant received from SCC	600.00
British Telecom	March bill awaited	0.00
ESPO	Supplies	154.50
Ebay	Latex gloves	8.49
F M Branding	New signs	120.00
HMRC	March	2313.18
J R K	Supplies	449.74
Kinver Country Fayre	Farmers Market gazebo hire	40.00
Kinver Youth Café	Grant as previously agreed	272.00
McVeigh Parker & Co Ltd	New gate post etc for Comber Ridge	95.21
Morrisons	2 x fuel	190.00
OCL	Supplies	23.33
R H Electrical	Install EV Charger point	1062.00
Screwfix	Supplies	183.12
SPCA	Training course	105.00
SCC pensions	March	2819.21
Staffordshire County Council	Van lease x 2 months	674.65
Surf and Turf	Gazebos majority paid from grant received.	1300.00
Urban Vision	Consultancy fee for NPLAN	1890.00
Viking Direct	supplies	144.91
		12461.34
List of Monthly Direct Debits		
Utility Warehouse	Garage electricity	15.40
Utility Warehouse	95 High Street Gas and electricity and mobile phone	279.02
Utility Warehouse	Kinver Edge Toilets	10.91
Utility Warehouse	High Street Toilets	128.00
Salaries	March	6864.66
	Total	7297.99
	Total Expenditure	19759.33
Receipts		
Burial Fees		1780.00
Vend electric		200.39
Farmers Market income	x 3 markets	450.00
SCC Grant	For big Tree	600.00
SSDC Grant	Farmers Market equipment	1000.00
Toilet income		58.43
Police	Office rent awaited	0.00
	Total Income	4088.82