

## ARLA AYLESBURY LIAISON GROUP MEETING

### TENTH MEETING

6.30pm Tuesday 15<sup>th</sup> April 2014

#### ATTENDEES

- Cllr Paternoster, AVDC
- Cllr Thompson, AVDC
- Cllr Carlile, Buckland Parish Council
- Cllr Mitchell, Aylesbury Town Council
- Cllr Murrell, Tring Rural Parish Council
- Cllr Maskell, Aston Clinton Parish Council
- Cllr Glover, AVDC
- Mr Carter, The Red House
- Mrs Gillingham, Local Resident
- Mr Ross, Drayton Beaucamp Parish
- Mr Broschomb, Monks Court
- Mr Sherwell, Local Resident
- Mr Evett, College Farm
- Tim Evans – Arla
- Victoria Walker – Beattie Communications

#### APOLOGIES

- Richard Peel, ACRID
- Cllr Keith Wilkinson – Weston Turville Parish Council
- Cllr Batchelor, Tring Town Council
- Cllr Chapple, Buckinghamshire County Council

#### 1. ACTION POINTS FROM LAST MEETING

A discussion took place regarding the signage at the traffic island after King Edward Avenue. As the two lanes merge the issue is that the left hand lane sometimes has cars wanting to turn right. It was again requested that BCC considers having a left and a straight on arrow in the left hand lane and a straight on and right hand arrow in the right hand lane to rectify this. **ACTION POINT – VW to contact BCC.**

It was also noted that at Bedgrove, when turning right onto Bedgrove – getting left in the middle of the road when the lights change. The response to this was clarified in the next section of the meeting.

VW highlighted that the transport consultants had confirmed that after a year to 18 months of operation the junctions will be reviewed and audited again and, if it is perceived a problem hasn't settled down, alternative options may be considered.

VW explained that in terms of the acoustic fence issues raised at the last meeting. TE has looked into this and the gap between the fence and the bund is due to be closed with top soil as part of the planting process. The rear of site is almost complete and by the end of May all of the gaps in the acoustic fencing will be filled in.

In terms of the gap under the fence/gate leading to Buckland, a rubber skirting is being installed to the underside of the gates. It was agreed that this has rectified the issue of rubbish blowing onto the road.

VW also answered the query from the previous meeting, confirming that vehicle reversing beepers are turned off between 11pm and 7am.

## **2. Road Improvements**

TE explained that the two signalised junctions have passed the necessary stages (there are four stages for sign off) then there is a post completion audit which is undertaken by someone actually watching the junctions.

They have discovered on the right hand turns into Bedgrove vehicles do not have enough time to go. They are writing a new chip which will take 4 – 6 weeks for the actual rephrasing to happen. This may mean additional 'red' waiting time however.

## **3. Update regarding the dairy**

The dairy is on track. The team is working incredibly hard on the commissioning. TE explained that retailers are selling 4 pints for £1 as part of a retailer strategy. This means that the demand for four pints has dramatically increased – by 40%. As well as commissioning the dairy, this has provided some additional challenges in terms of meeting the requirement for more of this product.

Q) CC asked: Are you on programme?

A) TE said yes, we are 6-weeks into the retailer strategy and we are still actually ahead of the timing.

Q) It was queried if the Ashby dairy had now closed?

A) TE explained that no, there is a vastly reduced team operating there for the next 8 – 12 weeks.

Q) It was asked when full capacity will be achieved at Aylesbury

A) TE clarified that this will be the end of 2015

Q) It was asked if there was any truth in the local rumour that the dairy was behind in terms of commissioning.

A) TE clarified that Arla is actually ahead of schedule. The dairy opened on time, the quality of the product being delivered is fantastic, thousands of hours of training have been delivered and the

recruitment programme is on track. With the additional challenge of the retailer strategy this means the team is working even harder than expected.

Q) It was asked who was meeting the cost of the retailer strategy.

A) TE clarified that this is the retailers.

Q) It was asked if full capacity meant one lorry every three minutes.

A) TE clarified this is not the case. At the moment 350million litres is being produced and there are 64 routes running over a 24 hour period. In terms of daily vehicle movements when the dairy is at full capacity these are the figures which were published in the original brochure which is available on the website [www.arlafoods.co.uk/aylesbury](http://www.arlafoods.co.uk/aylesbury) and VW will circulate this with the minutes - **ACTION POINT**

#### **4. Towpath Improvements**

It was clarified that the brand new cycle path which runs up College Road north is not open yet. This is because Bucks County Council has not yet taken ownership for Samien Way. TE is looking into the adoption of the road and will provide a further update as soon as more information is available. The cycle path should hopefully be fully open by the end of May.

VW explained that Bucks County Council is delivering the towpath improvements using the funds provided by Arla. Rebecca Denglar is leading this project for Bucks and has been invited to the next meeting. BCC is currently working on the design. **ACTION POINT** – VW to invite RD to next meeting.

#### **5. Vehicle movements**

VW explained that the Arla transport manager has provided the following update:

##### **'No go Zones'**

Certain routes into and out of Aylesbury are not used by the vehicles associated with Arla Aylesbury, however this does not apply to other dairies (including other Arla dairies around the UK).

Arla Aylesbury manages this by geo fencing each no go zone on its tracking software (This is installed on all vehicles that are based at Aylesbury). Where other Arla dairies have this software on their vehicles it has also been geo fenced however, this is not possible at every dairy.

If a vehicle breaks the geo fenced area, it is automatically logged with the exact location, the time, the vehicle registration and the driver's name. A report is then generated and automatically emailed out to the logistics team at 07:00, 7 days a week.

Any detail that is sent across on the email is investigated by tracing the vehicles movements to and from Aylesbury, and looking at the drivers trip sheet to identify why they have broken one of the no go zones. If this is not due to a road closure or local collection or delivery, action is taken.

Driver training also takes place to ensure all drivers are aware of the policy. Refresher courses are also planned.

## Challenges:

Being a Dairy in Aylesbury it's understandable that when a member of the public spots a tanker they assume it's from Aylesbury Dairy. However it is noted that other Hauliers from various depots operate in and around the area.

If a license plate is provided we can track and see if it was an Arla Aylesbury vehicle and take action where appropriate.

## Queries to date:

Out of the queries received to date, we have traced two vehicles to breaking the No Go Zones for no justification or valid reason - these drivers no longer work for Aylesbury Logistics. Other queries all related to either a local collection or delivery made by Arla Aylesbury, particularly Tesco on Tring Road and a farm near Wingrove which came up a number of times as daily collections/deliveries take place. Another enquiry was for a vehicle from Arla Ashby which is not restricted to the no go zone, but have been asked to seek to adhere to it where possible.

It is important to note that Aylesbury is making deliveries to petrol stations, shops and supermarkets in the local area. Other dairies within the group are also delivering other dairy products. To access a local shop vehicles will have to enter the 'no go zone'

Ideally this information should be supplied to VW so that on a weekly basis she can send this information to the transport manager for clarification:

- Type of (dairy tanker or sheet sided for example) and its colour
- Date, time, location
- Registration

Q) It was asked if it was possible to update Tom Tom on its online site so that it recognised the dairy's new postcode **ACTION POINT – VW to liaise with Arla logistics.**

Q) It was asked if it was possible to erect signage to the dairy on the A41 slip road – **ACTION POINT TE liaising with BCC.** TE has liaised with BCC but unfortunately no signage is permitted with a company name. We are looking into alternatives and await a response from BCC as to what is possible.

Q) It was asked if the Arla construction sign top of Tring Hill on the A41 (and coming from the other direction) could be removed - **ACTION POINT – TE is liaising with BCC re the response above.**

## 6. Recruitment

Total number of roles recruited as of 28<sup>th</sup> March 2014 is production: 241 and distribution: 49. Currently focused on filling the following vacancies: production: 27 and distribution: 22

## 7. Archaeology

It was agreed that once Buckland Parish Council liaises with the Museum of London the plaque would proceed. TE agreed that invoice could be sent for his attention.

**ACTION POINT** – VW has asked the archaeologist to supply BPC with the costs for the reconstructed pots.

VW has provided the contact details for the Museum of London so that Buckland can clarify the following with them:

- Where are the bones at the moment?
- Is the museum happy for Buckland to display actual artefacts or reconstruction pots?
- Buckland PC will also liaise regarding the plaque wording.

## 8. Newsletter

It was agreed that VW would produce another newsletter for local notice boards. This would include an update regarding tree planting, commissioning, vehicle movements, archaeology and recruitment. **ACTION POINT - VW**

## 9. Any other business

JC queried the outstanding planting. It was explained that some of the trees haven't taken and there will be further planting in November, as there was an issue with the soil being washed away in the heavy rainfall. Most of the landscaping should be completed by the end of May. For the next five years there is an obligation within the application for the contractor to replant. The one area which will not be planted this season will be near the Drayton Mead Brook. JC highlighted that these will not recover as this area is always flooded and different species should be considered – **ACTION POINT – TE to take this up with Richard**. TE has now clarified that the landscaping activities and replanting are still on-going. Samien Way final top coat completed by the end of May, then adopted by BCC, at this point the cycle/running path will be opened up.

Mr Evett highlighted that two trees have been removed from the entrance to College Farm; these had died but needed to be replaced. There is still fencing here as well near the hedge (opposite the entrance to the farm). **ACTION POINT – TE**. TE has now clarified that a new hedge has been planted, using whips (small hedge), heras fencing will stay there until the hedge grows from a security point of view. However the expectation is that this will be removed by end of this year

Q) CC is there an irrigation system in place on the banking? TE has clarified that the system will be installed from end of April and commissioned at the end of June.

Q) SG highlighted that only one of the trees at the back of the gate of Buckland Road has red and white tape around it. Many of the whips haven't taken and these will need watering as it is very dry in this area. The diligence of the contractors handling it, the sooner this is resolved the sooner the plants will be able to grow.

A) TE has liaised with the contractors and they have a full plan in place across the site and are undertaking regular planned visits to check on progress.

CC highlighted that the planners will be liaising with Arla regarding the acoustic fencing around the site.

Q) CC – In terms of the old field entrance (used by the archaeologists used during the rainy conditions) it has been requested that the heras fencing be removed and the chain linking has now been reinstated, but could the hedging be replaced so that it is uniform? **ACTION POINT – TE TO LOOK INTO THIS**. TE has now clarified that Caddicks is checking this as it should have been planted out. If not, it will be planted at the next planting session

Q) CC – smells were queried from the anaerobic digesters. Have had a lot of people complaining there are regularly sulphur smells. Is it possible if this can be analysed to find out more about the levels. **ACTION POINT – TE to liaise with BD**. TE has clarified that there is no test methodology for smell test, but Arla has instructed the maintenance function to visually inspect and check for smells on a daily bases.

Q) MB – Is it possible to get an update regarding the vehicle maintenance unit? TE said that as it is not at capacity at the moment, we are waiting a short period of time to agree with those maintaining the vehicles the exact size required as this unit may be smaller than the original planning permission.

Q) MB – is it possible to have an update regarding the outline planning permission for the adjacent units? TE said that at the moment all of Arla's energies have been focused on the commissioning of the dairy so there has been no further activity and there is no further update. MB asked when the planning permission would expire and if it would be renewed. TE explained that Arla would apply to renew this. Arla did recently take over Milk Link which meant an extra 11 sites in the UK so the company now produces a lot of cheese in the UK as well. The company is now 100% owned by the farmers now. It was also clarified that every farmer worldwide supplying into Arla gets the same milk price.

Q) MB asked if a design team been appointed to work up any detailed designs at the moment?

A) TE clarified no, not at this stage.

Q) AS said that there is a desire to introduce school visits. VW explained that it is likely that Jaime King will attend the next meeting and provide an update. Education room and corridor still be completed. It was agreed that education and community involvement could be discussed at the next meeting. **ACTION POINT – CB to invite JK to the next meeting**

Q) It was asked what the best contact point for the dairy would be now construction is completed **ACTION POINT – CB to confirm**. VW to include the dairy phone number as well on the next newsletter.

## **10. Date of Next Meeting**

Tuesday 16<sup>th</sup> September – meetings will be held at the dairy – 6.30pm.