

AGENDA

Meeting: Bradford on Avon Area Board
Place: St Laurence School, Ashley Road, Bradford on Avon, BA15 1DZ
Date: Wednesday 16 January 2019
Time: 6:30pm for 7pm start

REFRESHMENTS AVAILABLE

Including the Parishes of Limpley Stoke, Winsley, Monkton Farleigh, Bradford-on-Avon, Holt, South Wraxall, Wingfield, Westwood, Staverton

The Area Board welcomes and invites contributions from members of the public. The chairman will try to ensure that everyone who wishes to speak will have the opportunity to do so.

If you have any requirements that would make your attendance at the meeting easier, please contact your Democratic Services Officer

Refreshments and networking opportunity from 6:30pm

Please direct any enquiries on this Agenda to Kevin Fielding, direct line 01249 706612 or email kevin.fielding@wiltshire.gov.uk

or Peter Dunford (Bradford on Avon Community Engagement Manager), direct line 01225 713060 or email peter.dunford@wiltshire.gov.uk

All the papers connected with this meeting are available on the Council's website at www.wiltshire.gov.uk

Press enquiries to Communications on direct lines (01225) 713114 / 713115

Wiltshire Councillors

Cllr Trevor Carbin – Holt & Staverton (Chairman)
Cllr Sarah Gibson – Bradford on Avon South
Cllr Johnny Kidney - Winsley & Westwood
Cllr Jim Lynch - Bradford on Avon North

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Details of the Council's Guidance on the Recording and Webcasting of Meetings is available on request.

Items to be considered	Time
1 Arrival and refreshments	6:30pm
2 PART ONE: TRAFFIC WORKSHOP Presentation of the Key Evidence Review Board (KERB) report on Bradford on Avon's traffic issues Councillor Simon McNeil-Ritchie, Trevor Bedeman, Nigel Gerdes Groups on tables make lists of issues. These are recorded by them on individual rectangles of card, one per issue. They are then pinned up on a series of boards around the room. The organisers group the issues, but allowing for dissent if needed. The groups on tables vote for the issues individually using 'money' counters in denominations of 1 – 5. We believe that the range of distributions expressed from large to very small are all of value. Then the groups on tables record outcomes "what does good look like", again on individual rectangles of card. These are pinned up as the session ends.	7:00pm-8:30pm
3 PART TWO: OTHER AREA BOARD BUSINESS	8:35pm
4 Apologies for Absence	
5 Declarations of Interest To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.	
6 Minutes (<i>Pages 1 - 6</i>) To approve and sign as a correct record the minutes of the meeting held on the 28 November 2018	
7 Chairman's Announcements <ul style="list-style-type: none"> • Polling District and Polling Place Review • Office of the Police and Crime Commissioner- Precept consultation 	

- Special Schools Consultation

8 **Partner Updates** (*Pages 7 - 12*)

- CCG RUH Maternity Transformation Consultation
- Wiltshire Police
- Dorset and Wiltshire Fire and Rescue
- HealthWatch Wiltshire

9 **Community Grant Scheme – applications for funding**

8:45pm

Climate Friendly Bradford on Avon requesting £1,500 towards water fountain project

BoA Community Emergency volunteers requesting £1,884 towards a first aid training programme

Relate requesting £5,000 towards a “Relateen” counselling programme at St Laurence School

Councillor Led Bid from Councillor Jim Lynch requesting £1,000 towards the running costs of the Bradford on Avon Multi-Agency Forum

Councillor led bid from Trevor Carbin requesting £1,000 towards participation of the Bradford on Avon community area in the National Armed Forces Weekend in Salisbury, 28-30 June 2019

10 **Working Group Updates**

9:15pm

- Community Area Transport Group – Cllr Sarah Gibson
- Health and Wellbeing Group – Cllr Johnny Kidney
- Local Youth Network - Cllr Jim Lynch

11 **Date of Next Meeting**

9:30pm

- Wednesday 13 March 2019 at St Margaret’s Hall, Bradford on Avon

What is KERB?

KERB was brought together from several groups across the town by Cllr. Simon McNeill-Ritchie. Its aim is to help the Town Council and residents gain a fuller understanding of transport issues, and to help provide Wiltshire Council with a strong level of consensus on the outcomes the town wishes to achieve.

Cllr. Simon McNeill-Ritchie – Chair

Simon is a former British diplomat, company chairman, social entrepreneur and academic. He was elected as an independent Town councillor in May 2017 and he currently chairs the Council's Town Development, Business & Tourism Committee.

Trevor Bedeman

Trevor is a management consultant in data sharing, risk and statistical analysis. He is a founding partner of White-Stripe, which lobbies for pedestrian safety and against traffic intimidation.

Rob Brown

A keen rambler, Rob is Treasurer and Membership Secretary of West Wilts Rail Users Group and a Team Leader for Heart of Wessex community rail volunteers.

Nigel Gerdes

A retired electrical and electronic engineer, who worked in MoD project management, Nigel is a former Chair of Climate Friendly, Bradford of Avon, and a member of Wiltshire Walking for Health.

Have your say

Consultation evenings

Wednesday 16th January, 19.00 - 20:30,
St Laurence School, (part of Bradford on Avon Area Board)

Thursday 31st January, 19.00 - 20.30
Youth and Community Centre, Kennett Gardens.

Friday 1st February, 14.00 - 16.30
St. Margaret's Hall

Online

You can read the KERB report at [\[insert hyperlink\]](#), and complete the consultation questionnaire at [\[insert hyperlink\]](#).

The consultation will run until mid-February.



Talking Transport

Public consultation on Bradford on Avon transport:

Experiences, evidence and outcomes



Agenda Item 2

Understanding the problem will help us work out the outcomes we want.



A town that works

A historic working town, Bradford on Avon relies on a road-system laid down in its pre-industrial past, focussed on the town bridge - this means that our traffic problem goes through the economic and social heart of the town.

Understanding the balance that has to be struck between getting through or into town quickly, parking, and a pleasant and safe environment in the centre and surrounding roads is key to finding solutions.

“To rebalance the use of our roads to promote the health and well-being of residents, and the economic viability of the town centre”

(Town Council policy aim, agreed December 2017)

Keep breathing

Air quality is a known problem in the town, and evidence suggests it has significant health impacts, especially for more vulnerable people.

The proposed Clean Air Zone in Bath adds a further dimension to our problems, potentially adding hundreds more polluting vehicles to our roads every day.



A historic and regional problem

Bradford on Avon is an ancient river crossing point that sits at the centre of several through-roads and is often seen as a quick ‘cut-through’.

Understanding this position as the centre of a regional road network has knock-on effects for how effective some measures may be.

So, whatever is finally put in place, it must work to address this issue.



Help us work to the outcomes you want

Since the vote on the Historic Core Zone, Wiltshire Council have given the town a clear message - to tell them the outcomes we want to achieve, and they will work out the solutions to help us achieve them.

What this consultation does not focus on is specific ‘solutions’, as any individual measure, whether a one-way system, bypass, underground carpark or pedestrian zoning is likely, on its own, to make other parts of our problem worse.

The aim of the consultation is to confirm the issues that are most important to the town, as this will shape the solutions that Wiltshire’s Highways team come up with. These could be:

- Improving vehicle journey speed across the town;
- Improving pedestrian safety in known ‘hotspots’ like the Town Bridge, Market St., and on crossing points;
- Improving air quality;
- Reducing congestion.

Traffic and Transport in Bradford on Avon

The Evidence



To rebalance the use of roads to promote the health and well-being of residents and visitors, and economic viability of the town

Executive Summary

Bradford on Avon has occupied a pivotal position within the local and regional transport network for at least 2,000 years. Today, it lies at the centre of a regional trunk road system that stretches as far as the A303 in the south and the M4 to the north.

In December 2017, the Town Council, with support from local Wiltshire councillors and non-councillor committee members, devised the following outcome;

To rebalance the use of roads to promote the health and well-being of residents and visitors and economic viability of the town.

The Bedeman/Jennison Review found that the majority of the traffic is through-traffic, *not* local, with some three out of five vehicles that cross the bridge originating from outside the town. This is highly significant, and requires a total re-think of the approach to tackling these traffic problems

The health, social and economic cost this traffic brings in its wake is unsustainable. This includes include congestion, air and noise pollution, intimidation of pedestrians and cyclists, and over-parking. This is not conducive to the wellbeing of our residents, young and old, nor to leisure, business and tourism.

Any attempt to reduce congestion and improve the flow of traffic through and around the town should include deterrents to through traffic. Otherwise, the benefits of any measures will be very quickly lost as the improved flow of traffic draws in more vehicles from the wider road system.

Improvements to the wider road network, such as the A350 between Warminster and Chippenham and a relief road around Bath connecting the A36 directly to the A46, may be more effective than local measures in reducing the regional through-traffic using Bradford on Avon.

A proposal by Bath to introduce a Clean Air Zone could have a major adverse impact on traffic through Bradford on Avon.

As a key stakeholder, we should engage with Wiltshire Council and BANES on traffic and transport issues.

In addition to local and through-traffic, we need to recognize a third type, destination traffic. This has major implications for the management and provision of parking. Too little and it will restrict employment and economic growth, too much and it will overload the traffic infrastructure, elements of which are occurring now.

The availability of parking is considerably less than other comparable towns.

The imminent increase in rail passenger capacity to and from Bradford on Avon offers considerable potential for more rail journeys to replace road journeys.

A high quality modern and clean bus fleet could greatly contribute to re-balancing road use.

Active travel for a number of reasons is to be encouraged. Active travel needs the obstacles to be mitigated in order to increase the uptake from individuals, which could be transformed

The growth of rail transport from the town is to be welcomed, but it is putting increased pressure on vehicle access and parking.

Monitoring needs improvement to adequately understand air quality across the whole town, and measure improvement. Measurement needs to include more sensitivity (PM 2.5) and portability. We expect that health in some areas of the town is being damaged by vehicle and other pollution.

These problems are complex and inter-dependent. They will not be solved by a single, simple solution, but they can be greatly improved by a careful blend of measures, determined by a detailed examination of the available evidence. This report aims to provide the latter.

Battery Electric Vehicles are at present a partial solution for the Internal Combustion Engine, but locally, they do have a capacity for significant improvement in pollution in the local community. Bradford on Avon has a particular issue with a lower proportion of private drives than most similar towns.

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- X2 Congestion Equilibrium Theory
- X3 Safety Reporting Theory and Modern Practice
- X4 Safety Hotspots Bradford on Avon
- X5 White Stripe Review of the Bath Road Pedestrian Crossings
- X6 The review of the Atkins Study of Traffic Flow, Bradford on Avon 2014, Summary Postcode Review
- X7 Train Bus and Cycle Brief
- X8 Electric Vehicles and Road Usage Brief
- X9 Air Pollution in Bradford on Avon Brief
- X10 MSP Programme Framework toolkit
- X11 BoA Area Board comments from Wiltshire on the Bath CAZ Congestion Zone proposals
- X12 Comments in Full from J Carter on the Pollution text of version 1.8 of the KERB report.

1. Introduction

Bradford on Avon stands at one of the few crossing points over the River Avon. The centre of the Town grew up around the ford across the river: indeed the Town's very name derives from 'Broad Ford' – a wide, shallow river crossing. The construction of the Town Bridge only added to the strategic importance of Bradford on Avon, as demonstrated by the 1643 battle here during the English Civil War.

Bradford on Avon is a busy crossing-point within the wider traffic network. Today, the volume of vehicular traffic squeezing between its narrow streets gives rise to serious concerns about air quality, pedestrian and cyclist intimidation, and parking. Pedestrian and cyclist movement across town is also hampered by the steep gradients of streets and pathways to the north of the centre.

Bradford on Avon does enjoy an extensive network of footpaths, especially alongside the river and the canal. It benefits from the public transport system: a frequent direct train service runs to London, Salisbury, Weymouth and the South Coast, and Bath, Bristol and Cardiff to the west. There are also regular bus services between Bath and Salisbury, and to surrounding towns and villages, as well as around the town itself.

1.1. A historical problem

Long-term residents in the town will state that traffic has been an issue for 30 years or more. Studies and consultations since the 1990s have shown that volume of traffic in Bradford on Avon, together with the related problems of pedestrian safety and air pollution, is of paramount concern to residents, visitors and local businesses alike. Yet, in spite of years of discussion and debate, little real progress has been made: single method approaches have run into opposition and credible solutions that enjoy wide support within the town and in Wiltshire Council remain as elusive as ever.

The primary reason for this failure is that traffic systems, even in relatively small towns such as Bradford on Avon, are highly interdependent, and the problems arising from such systems are complex. Obvious solutions to traffic-related problems frequently prove ineffective, expensive and even counter-productive. Successful measures, on the other hand, may at first appear counter-intuitive: for example, enabling motorway traffic to flow faster at busy times by imposing temporary speed restrictions to slow it down. Interventions may have adverse, frequently unforeseen, consequences: for example, speed bumps are now known to increase exhaust emissions and so cause further air pollution.

A single 'silver bullet' solution to the Town's traffic-related problems is therefore unlikely to succeed on its own.

Another obstacle to agreement on ways to tackle traffic-related problems arises from the differing priorities segments of the community accord them: drivers are frustrated by congestion and the lack of parking, whereas pedestrians and cyclists are intimidated by traffic. Pollution affects everyone.

1.2. Who are KERB

The Key Evidence Review Board (KERB) is an informal panel¹ which was set up at the end of 2017 to review all available evidence, and to provide the Town Council, local residents, Wiltshire Council and other interested parties with the necessary information, evidence and objective analysis to examine the aim of rebalancing road usage in Bradford on Avon.

KERB comprises:

Simon McNeill-Ritchie – Chair

¹ See details page x

Simon is a former British diplomat, company chairman, social entrepreneur and academic. He was elected as an independent Town councillor in May 2017 and he currently chairs the Council's Town Development, Business & Tourism Committee.

Trevor Bedeman,

Trevor is a management consultant in data sharing, risk and statistical analysis. He is a founding partner of White-Stripe, which lobbies for pedestrian safety and against traffic intimidation.

Rob Brown

A keen rambler, Rob is Treasurer and Membership Secretary of West Wilts Rail Users Group and a Team Leader for Heart of Wessex community rail volunteers.

Nigel Gerdes

A retired electrical and electronic engineer, who worked in MoD project management, Nigel is a former Chair of Climate Friendly, Bradford of Avon, and a member of Wiltshire Walking for Health

1.3. Aims

The of this report is aligned to the following aims which have been approved by the democratic bodies and decisions of the town over the last two years:

- The Neighbourhood Plan that was approved in September 2017 by 95% of residents who voters. Specifically, the Neighbourhood Plan seeks *'to improve the pedestrian environment in the Town, encouraging people to walk or cycle rather than use their cars thereby assisting in the improvement of the overall environment and air quality. Also to ensure that future developments are located where they can easily be accessed by pedestrians, cyclists and public transport, including where possible extending the footpath and cycle route systems.'*
- In December 2017 the Town Council resolved: 'To rebalance the use of roads to promote the health and well-being of residents and visitors and economic viability of the town.' This cannot be achieved except by engaging the relevant stakeholders, particularly Wiltshire Council and BANES.

An additional aim of the report is to break the unsuccessful cycle of single solutions to our traffic related problems. This report does not seek to provide solutions – this has been a recurring barrier to resolution, and one that has been actively discouraged by key stakeholders, including Wiltshire Council, as Highways Authority.

Instead, it aims to collate and present evidence to the reader to inform their understanding of 'the traffic issue' in Bradford on Avon, and to draw, as far as possible, conclusions on causation.

In presenting conclusions, it may then follow that readers will form an opinion on outcomes – and it is this process of defining the problem and what 'good' looks like that forms the underlying basis for the report.

2. Defining the problem

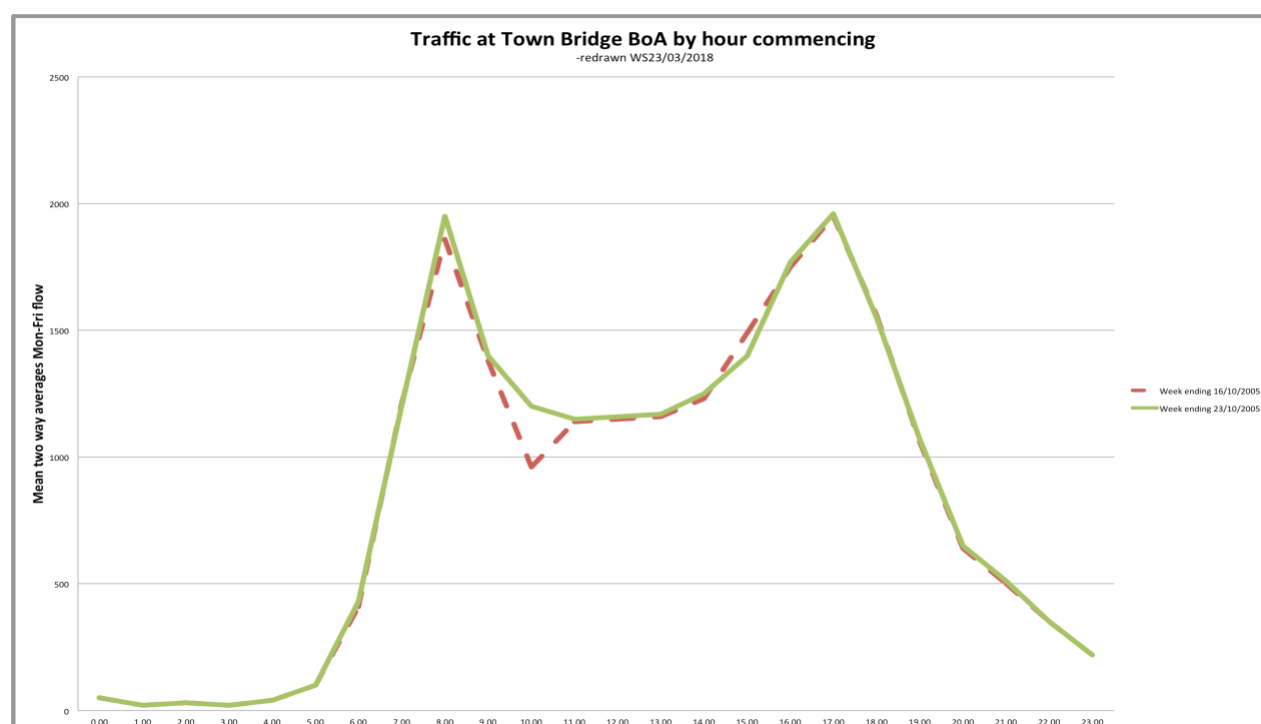
2.1. Motorised Traffic

Most of the problems with Bradford on Avon's town centre and main roads are attributed to its traffic – congestion, speed, volume, parking, (lack of) safety, air and noise pollution are all negative aspects caused by motorised traffic crossing the town.

2.1.1. Traffic Congestion

Of the various problems associated with road traffic, congestion within Bradford on Avon at key times of the day was identified by many residents at the time of the 2017 Local Elections as the town's most serious problem. Graph 1 below illustrates the times of the day when traffic congestion is at its highest.

Figure 1: Volume of Weekday Traffic across the Town Bridge per hour



The two peaks in the volume of road traffic over the town bridge occur around 8am and 5.30pm, coinciding with the typical commuter pattern. While school-related traffic undoubtedly contributes to congestion in localised pockets, it can account for only a relatively small proportion of traffic congestion in the town centre.

The perception that traffic congestion is due to school journeys alone overlooks the fact that many other road users are also away over summer. Were this not the case, Congestion Equilibrium Theory (see below) predicts that traffic elsewhere in the wider traffic network would quickly take up any spare road capacity.

2.1.2. Congestion Equilibrium Theory

Congestion Equilibrium Theory predicts that as congestion within a road system worsens, drivers will seek alternative routes in an attempt to reduce their journey times. Equilibrium occurs at the point when the journey times along all available alternative routes are the same. If improvements are made to the traffic flow along one particular route it follows that traffic previously using other routes will quickly divert along it until it too becomes no better and no worse than the alternatives.

The implications for Bradford on Avon are that any measures to reduce congestion within the town centre may merely attract more vehicles from the surrounding road networks, unless they include significant deterrents at all the entrances to the town (e.g. traffic lights, tolls, road narrowing, etc).

2.1.3. The 'Atkins Report'

To determine effective measures to tackle congestion in town, one needs to identify where the traffic comes from. In 2013 Atkins, a global engineering design consultancy, was commissioned by Wiltshire Council to undertake a Traffic Flow Study examining patterns of vehicular movements within and around the town. The key objectives of the Study were:

- To establish overall traffic volumes and vehicle types;
- To understand through traffic movements, and
- To understand the origin of observed vehicles

Using Automatic Number Plate Recognition (ANPR) technology, a survey was carried out over six days (Monday to Saturday) in June 2013, considered to be a neutral month for a survey when traffic was expected to be typical. Atkins reported the results of the survey in June 2014, and the key finding was that only 31% of vehicles crossing the bridge originated from outside the town.

2.1.4. The Bedeman/Jennison Review

The figure of 31% appeared low to many knowledgeable observers in the town, and in December 2016 Trevor Bedeman of White Stripe, together with Chris Jennison, Professor of Statistics at the University of Bath, began to re-examine the original data. They identified a number of significant failings and errors by Atkins in the conduct of the study and their evaluation of the results. Finally the through-traffic estimate did not agree with the postcode origin data.

This interpretation was supported by postcode registration data collected by Atkins at the same time, and also reviewed by Bedeman and Jennison. This data was far less prone to the errors present in other aspects of the survey. The most remarkable finding from this data was the small proportion of vehicles driving within the town on weekdays that were registered to addresses in the BA15 postcode area – less than one in six (16%). Indeed, notably more vehicles (21%) were registered to Trowbridge. Overall, almost three-fifths of cars (59%) and more than half of Light Goods Vehicles (53%) were registered between 2 and 25 miles away. Heavy Goods Vehicles were registered even further afield: more than two-fifths (43%) were registered 5-50 miles from the town, with a similar number (41%) registered 50-200 miles away.

Conclusion

The Bedeman/Jennison Review found that the majority of the traffic is through-traffic, not local, with some three out of five vehicles that cross the bridge originating from outside the town, and leaving it to continue their journey. This is highly significant, and requires a total re-think of the approach to tackling these traffic problems.

2.2. The Wider Traffic Context

The traffic in Bradford on Avon should not be treated in isolation, but seen as a key part of a wider sub-regional road (and rail) network. The town lies at the centre of a local lozenge-shaped road system (Illustration 1), which in turn forms links the two main arterial routes from London to the South West and Wales (Illustration 2).

Bradford on Avon lies within a diamond-shaped road system, the four sides of which comprise the A4 along the north, the A350 to the east, the A361 along the south, and the A36 on the west (Illustration 1). This in turn forms a key component of the road system linking the two main arterial routes from London to the South West and Wales, the M3/A303 and the M4 (Illustration 2).

Figure 2: BoA - Vicinity

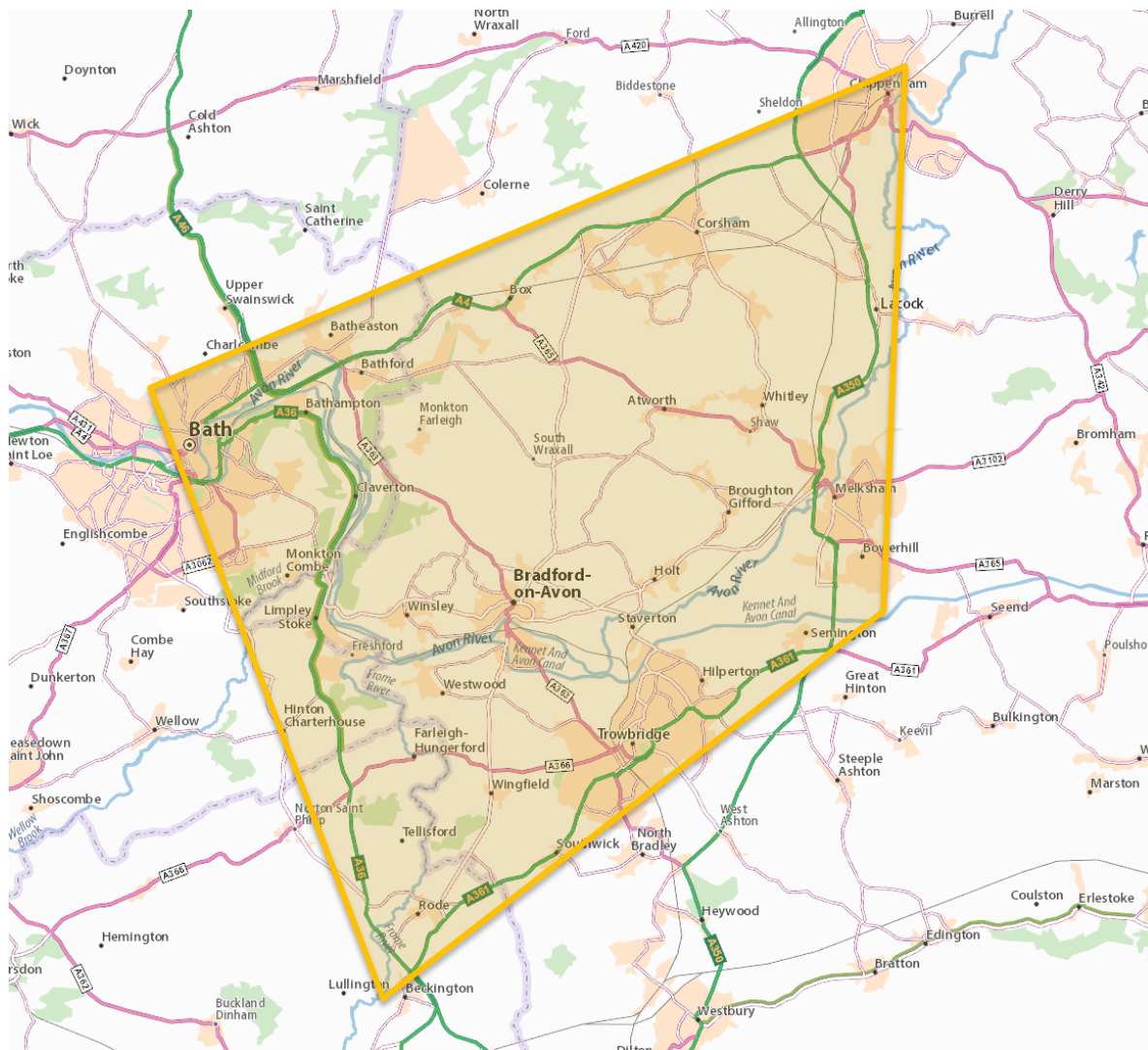
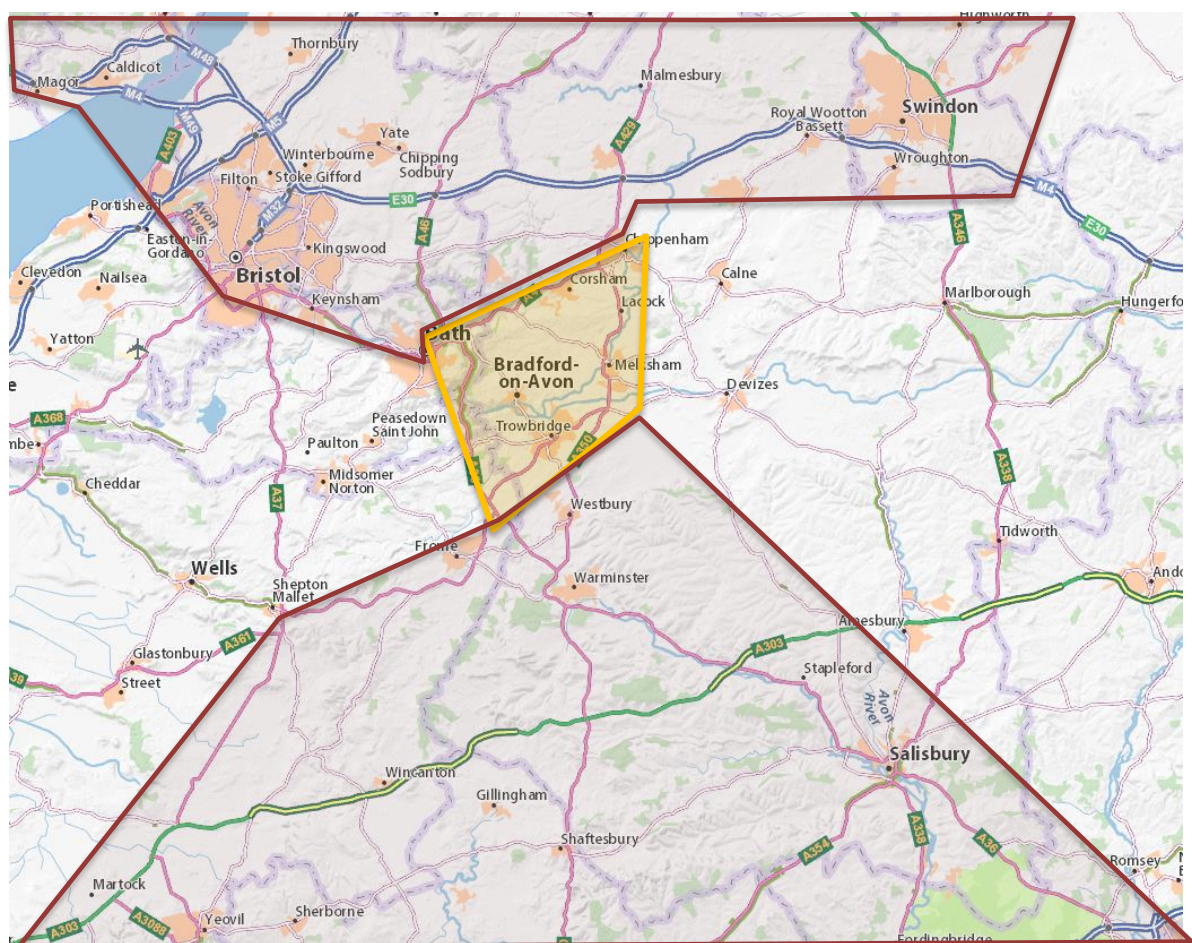


Figure 3: BoA - Wider Network



2.2.1. Implications for Bradford on Avon

If this road system is already in a state of Congestion Equilibrium, we would expect journey times within it to be very similar. A simple experiment on Google Maps produces the following options and results for a typical car journey between Westbury and the southern end of the A46 at Bathampton, on a typical weekday.

Figure 4: Route Options Westbury to Bathampton

Options	Time	Distance	Ave. Speed
Via Staverton	30 mins	15.7 miles	31 mph
Via Bradford on Avon	31 mins	14.6 miles	28 mph
Via Bath	32 mins	16.5 miles	31 mph

The slightly faster speeds on the two external routes is effectively offset by the shorter mileage afforded by the route through Bradford on Avon. The almost identical results in terms of the time of each journey, irrespective of route, demonstrate that the road system around Bradford on Avon is indeed congested, and since varying the route would make little difference to journey time, it is also in equilibrium.

Conclusion

Any attempt to reduce congestion and improve the flow of traffic through and around the town will not be effective without deterrents to through traffic; the benefits of any measures may be lost as the improved flow of traffic draws in more vehicles from the wider road system.

2.2.2. Trans-regional Traffic

Bradford's place at the centre of such a local system also has implications for re-routing external traffic around Bradford on Avon with a relief road (by-pass).

In order to reduce traffic within the town, a relief road would need to make a significant difference to the journey times involved for that route to be preferred. In the case of a journey from Westbury to the A46, routes through Staverton and Bradford on Avon diverge at Yarnbrook and join up again at the junction of the A363 with the B3105 on the northern edge of the town.

At present, both options take 22 minutes, but improving the Staverton route to allow the 31 mph speeds achieved elsewhere on that route reduces the time taken by more than 4 minutes (-19%). This would arguably make it worthwhile to opt for that route instead of through Bradford on Avon. The difficulty is that while there are obvious pinch points along that route that delay traffic, such as the Staverton Bridge, the entire 4.3 mile stretch from the north of Bradford on Avon to the Hilperton Roundabout on the A361 would need to be improved to achieve this.

The second difficulty with relying on a relief road at Staverton stems from the town's position at the *centre* of a congested road system. A relief road on the eastern side of the town will not offer an attractive alternative route to traffic travelling across the road system between the north and the south-west. The times, distances and speeds from the Beckington Roundabout on the A36 to the A46 are as follows.

Figure 5: Route Options Westbury to Bath

Route	Time	Distance	Ave. Speed
Via Bath	23 mins	12.3 miles	32 mph
Via Bradford on Avon	22 mins	12.3 miles	34 mph
Via Staverton	31 mins	16.0 miles	31 mph

The situation is worse for drivers seeking to travel between the A303 and Junction 18 (A46) on the M4, as shown in Illustration 3, and it is Bradford on Avon's position along this route that is responsible for much of the Town's traffic.

The relative times and distances for the two options are:

Figure 7: Route Options Westbury to Southern end A46

Route	Time	Distance
Via Bradford on Avon	60 mins	39.4 miles
Via Bath	65 mins	39.4 miles

While there is very little difference between the two options in terms of distance, the journey time through Bath is on average five minutes (8.5%) longer. And the difference may be even greater at different times of day, days of the week, and even times of the year. Therefore, in spite of the much faster nature of the A36 road itself, the route through Bradford on Avon is quicker.

The route from where the A36 enters Bath to the junction with the A46 at London Road West is 2.9 miles and takes an estimated 14 minutes. The average speed for this section is less than one-third that for the entire journey.

Figure 6: Trans-Regional Traffic between the A303 and the M4

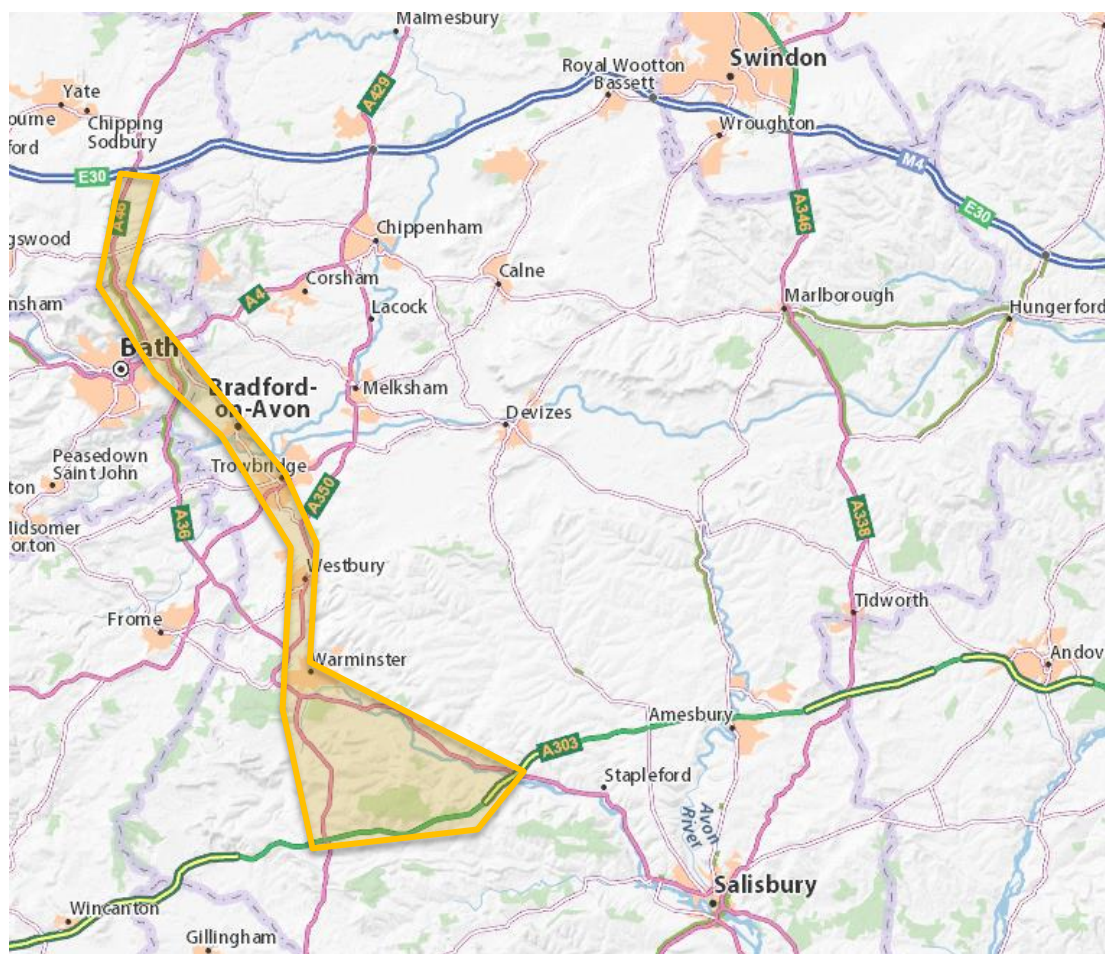


Figure 8: Wylfe to J18 M4 via Bath

Section	Time	Distance	Ave. Speed
Wylfe	39 mins	28.7 miles	44 mph
Bath	14 mins	2.9 miles	12 mph
A46	12 mins	7.8 miles	39 mph

A link from the A36 at the southern edge of Bath to the A4/A46 intersection at Bathampton would reduce the distance of the original journey by about two miles and, more importantly, by approximately 13 minutes (20%). Now the relative attractiveness of travelling via the two routes looks like this:

Figure 9: Route Options Wylfe to J18 M4

Route	Time	Distance
Via Bradford on Avon	60 mins	39.4 miles
Via Bath	52 mins	37.4 miles

Conclusion

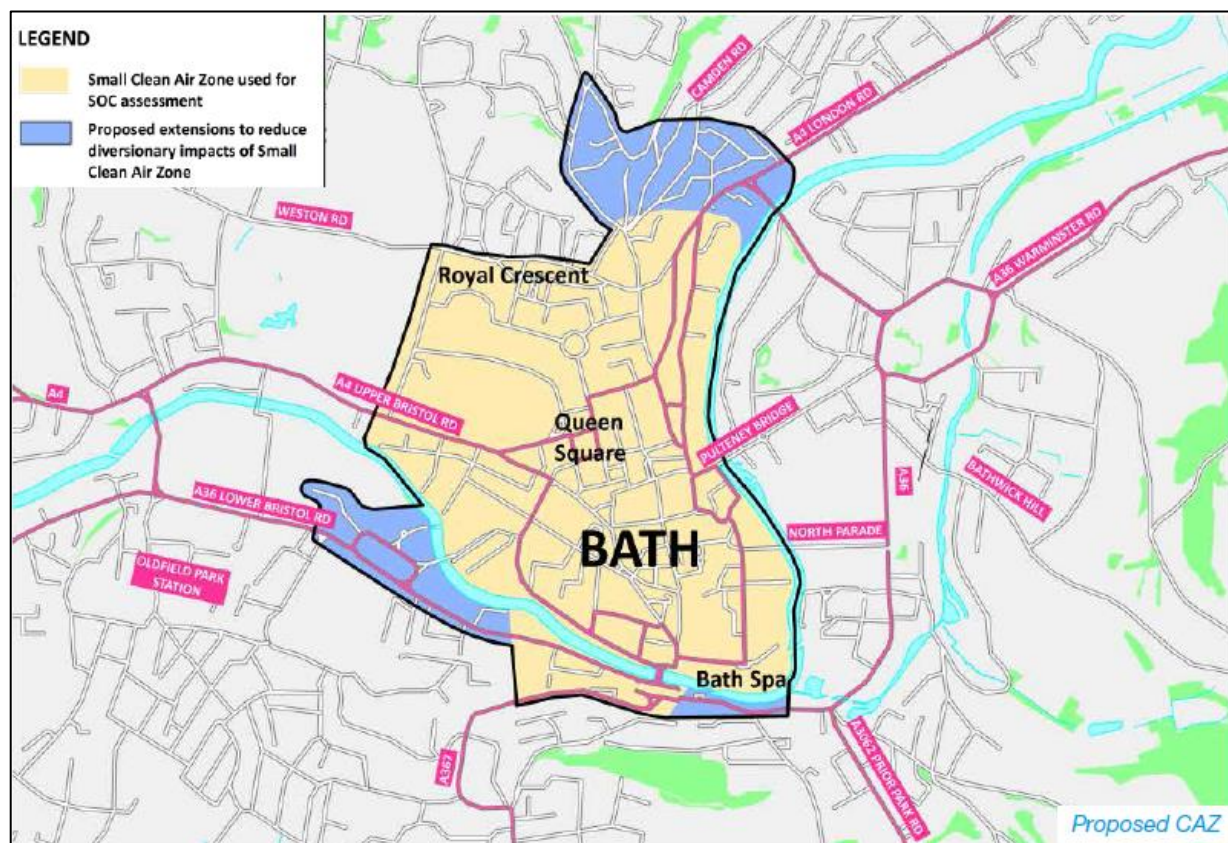
Improvements to the wider road network, such as the A350 between Warminster and Chippenham and a relief road around Bath connecting the A36 directly to the A46, may be more effective than local measures in reducing the regional through-traffic using Bradford on Avon.

2.3. Proposed Bath Clean Air Zone (CAZ)

BANES (Bath & North East Somerset) is currently pursuing plans to *reduce* further the free-flow of traffic through the City between the A36 and the A46. BANES is one of 28 local authorities in the UK required by central government to come up with a full plan to tackle their air pollution hot spots by the end of 2018.

To tackle air pollution in Bath BANES proposes under the *Bath Clean Air Plan* to introduce a CAZ. This would involve charging high-emission buses, coaches, private hire, taxis and HGVs, as well possibly as Light Goods Vehicles (LGVs) and certain cars (pre-2015 diesel and pre-2006 petrol). The area of the CAZ includes the London Road, thereby discouraging through traffic travelling between the A36 and A46 from entering Bath.

Figure 10: Proposed CAZ, Bath



© BANES

As Wiltshire Council has pointed out after consultation, the objectives of the CAZ are too tightly focused on Bath.

‘Whilst this may resolve local diversionary trips it introduces long distance diversionary trips. This revised extension will have an impact on long distance/through traffic north south. A primary concern for Wiltshire is that this could increase the number and proportion of the most polluting vehicles through towns which already have poor air quality, such as Bradford on Avon.’

This view was endorsed by traffic professionals at the Traffic and Pollution Conference convened by the MP for Bath on 9 June 2018.

Of particular note are the assumptions by BANES in modelling the proposed CAZ, which predict that 7% of cars and 8% of LGVs will seek alternative routes. These look optimistic, and Wiltshire Council is surely understating matters when it describes as ‘unreasonable’ the assumption that no HGVs whatsoever will seek to avoid the Zone: based on our own analysis above, we believe it is highly likely that some HGV drivers will detour along other routes, most notably through Bradford on Avon.

Conclusion

A proposal by Bath to introduce a CAZ could have a major adverse impact on traffic through Bradford on Avon.

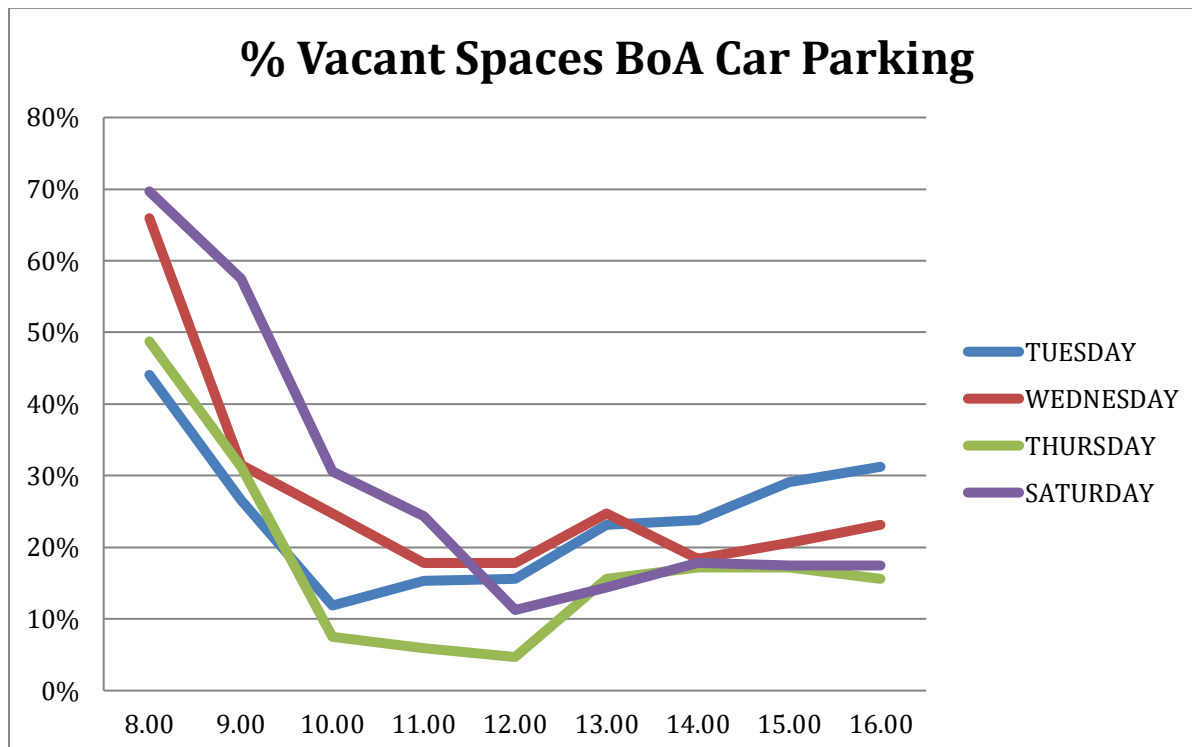
2.4. Lorry Watch

Bradford on Avon Lorry Watch group was established in 2010 to prevent lorries that exceed the weight restriction (18 tonnes) from crossing the Town Bridge. Local volunteers man a rota throughout the day and report offending vehicles to Wiltshire Police, who then identify the owner through the DVLA and issue a warning letter. Should they re-offend, they are taken to Court. To date, Lorry Watch has achieved approximately 160 successful prosecutions, resulting in fines of more than £250,000. Lorry Watch also serves as an invaluable deterrent: when it started there were 70+ infringements per month. Today, the number is about one-third of that. However, should Bath City Council succeed in introducing the CAZ described above, we fear that the volume of HGV traffic through the Town will increase significantly.

2.5. Parking

In 2018, Bradford on Avon Town Council commissioned a study of the use of car parking spaces (both in the car parks and on the street) within the town centre. This found that the availability of parking spaces during ordinary weekdays ranged from 15% to 25%. The availability of parking spaces on market day (Thursday) was considerably lower, dropping as low as 5% at midday. These figures are noticeably lower than the national average of 38% and 34% respectively. Availability in the only long stay off-road car park in the town centre, station zone B, on Saturday recorded no free spaces between 12.00-13.00, and just 2% between 13.00-14.00 on the Saturday audit alongside.

Figure 11: Parking Availability in the Town Centre



Parking is a double-edged sword. Many people need to drive to get to work or to shop within the town. We need to recognize this as a new form of traffic ‘destination traffic’. This traffic is complex as it may contain many different effects on the town.

On the other hand the provision of more parking may simply encourage more people to drive into town. Encouraging the take-up of electric and other ‘green’ forms of vehicle will not reduce the need

for somewhere to park the vehicles. And the provision of sufficient parking in the right places helps to avoid unnecessary driving around looking for somewhere to park. Anecdotal evidence suggests that shortage of parking on Sundays and public holidays is limiting the number of tourist visits.

Conclusion

In addition to local and through-traffic, we need to recognize a third type, destination traffic. This has major implications for the management and provision of parking. Too little and it will restrict employment and economic growth, too much and it will overload the traffic infrastructure.

2.6. Public Transport

In Wiltshire, public transport includes buses, trains, community transport and taxis. Public transport provides important benefits to individuals and the community by reducing car journeys, thereby reducing traffic congestion and pollution. Young and old people, as well as those from lower income households or with mobility difficulties, are particularly dependent on public transport.

2.6.1. Trains

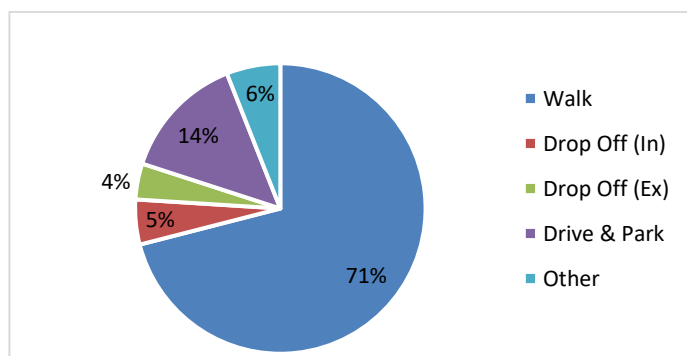
Bradford on Avon enjoys a rail service of 80 trains per weekday that link directly with London, Salisbury and the South Coast, and Bath, Bristol and Cardiff to the west. These provide an effective alternative to the car for commuting to work, school and leisure purposes. However, the benefits in terms of ease, speed and less pollution are offset in part by overcrowding and frequent delays – Bradford on Avon has the 6th worst record in the UK for late trains.

The number of rail journeys to/from Bradford on Avon has more than doubled in last 15 years and is currently running at more than 500,000 per year (=1,400 per day). This number is expected to increase over the next few years by 50% to approximately 750,000. To cope with this increase, Network Rail has recently extended the platforms at Bradford on Avon and elsewhere to take a replacement fleet of 166 Turbo Express diesel trains, providing substantially improved capacity.

However, while improvements to the town’s rail service are generally to be welcomed they will also lead to an increase in rail journeys from Bradford on Avon by passengers from out of town. A survey of the journeys taken by morning commuters to the station carried out in May 2018 by Councillor Simon McNeill-Ritchie and a team of volunteers found that while the vast majority (71%) are residents arriving on foot, half of the remainder (14%) – almost one in seven – travel in by car from as far away as West Ashton and Southwick to the south, and Box and Corsham in the north.

They park all day either in the Station Car Park or elsewhere in town. A further 4% were out-of-town commuters, who were dropped off at the station: while these did not take up parking spaces, they involved twice as many journeys, contributing to congestion and pollution within the town centre. With the planned increase in the capacity and frequency of services from our station, we must expect these figures to rise too, with all the consequences for our traffic congestion and parking problems.

Figure 12: Commuter Journeys to BoA Railway Station



Conclusion

The imminent increase in rail passenger capacity to and from Bradford on Avon offers considerable potential for more rail journeys to replace road journeys.

2.6.2. Buses

Greater use of buses would undoubtedly relieve our roads of much of the current congestion: nationally, if drivers switched just one in twenty five of their car journeys to bus or coach, it would mean one billion fewer car journeys per year. It would also improve our air quality, as buses produce just 5% of all CO2 emissions from road transport in the UK, compared with nearly 60% from passenger cars.

A diesel bus on average produces emissions equivalent to 30 modern diesel cars. In addition, bus services are also vital to specific age groups: 40% of people over 60 years of age use the bus at least once a week, while among the biggest users of bus services are young people seeking to access employment. This was recognised in the Conservative 2017 General Election manifesto, which pledged to 'introduce significantly discounted bus and train travel for apprentices' in an attempt to make the qualifications more attractive to people from disadvantaged backgrounds.

According to the Campaign for Better Transport every £1 of public investment in buses provides between £3 and £5 of wider benefits. In Wiltshire, 92.2% of respondents in a recent 'What matters to you survey' stated that the same (62.3%) or more (29.9%) should be spent on transport coordination and bus services. Yet, between 2013 and 2017 Wiltshire Council reduced the number of miles it subsidises by 1.35 million (-33.9%). Since roughly half the bus mileage in Wiltshire is, this is the equivalent to losing one-sixth of the total public bus service in the county.

The justification given for these cuts is falling passenger numbers; local bus usage mirrors the national picture of a slow, year on year decline. Cause and effect are difficult to prove; we seem to be caught in a vicious circle between less frequent services and declining passenger numbers.

The answer to greater public take-up of bus services, however, may be more frequency and routing of services, both within the Town and to other key destinations. The same survey of train passengers above found that few commuters currently use buses or bikes to travel to/from the station. Bus services that visit the station forecourt, timed to coincide with train arrival and departure times, and capable of carrying bicycles, would also encourage more people to use public transport more often.

Another factors affecting bus usage is perception of reliability and public awareness. Surveys of bus stops completed over previous years have shown that route information is partially or even wholly out-of-date, and a long way from providing real-time information to users as is now seen in larger towns or at railway stations. This may combine with frequency and routing to lead individuals to discard buses as an option.

Finally, national evidence suggests that there is an 'image' problem with buses, outside of major urban areas – making buses attractive to users, through comfort and added services such as device charging and wi-fi, and improving the environmental impact of the vehicles themselves may also make them more attractive to a younger demographic.

Conclusion

A high-quality, modern, well designed routes and well-advertised bus fleet could greatly contribute to re-balancing road use.

2.7. Active Travel

2.7.1. Cycling

Cycling has enjoyed a resurgence in recent years in Bradford on Avon. Cycling clubs organise regular rides, and bike hire by the canal is popular with visitors. The re-launch of the BoA Cycling Festival in July 2018 attracted over 1000 people into the town, including 440 participants. Cycling is more than a local pastime; the presence of The Moulton Bicycle Company reminds us that cycling is a unique part of the town's heritage. Encouraging cyclists to visit as part of the Great West Way initiative is a vital spoke in the town's tourism strategy.

Encouraging more cycling in and around Bradford on Avon it would have a positive impact on local traffic. Over half of all car journeys are typically less than five miles in distance, and short car trips in particular can have a disproportionate impact on pollution.

In contrast with cycling for recreation, cycling for commuting purposes barely features within the town. The survey of rail commuters found that under 2% cycled to the station (cyclists from out of town made up another 1%). Few children cycle to school. The main obstacles seem to be the topography of the town and safety concerns. More people are investing in electric bikes and the town could do to encourage further take up. Buses with bicycle racks might be another.

Concerns about safety stem largely from the volume of traffic and the associated pollution – paradoxically problems that more cycling would help reduce. Devising dedicated cycling routes might help with these.

2.7.2. Walking

Bradford on Avon's centre is compact, and we know that a large number of rail commuters walk to station each morning from as far away as the edges of the town. There is considerable potential for more walking within town.

The town has a dearth of formal crossings, particularly considering when the great volume of motorised traffic along the many through routes. New crossings have only been introduced at a very slow rate, and individually rather than as a matter of strategy.

Pavement parking damages our pavements, and significantly affects pedestrian safety. Improvements on a minor scale, such as hedge trimming, can significantly improve pavement access.

As with cycling, opting to walk for shorter trips in particular can have a disproportionate impact on pollution if it replaces a vehicle journey.

2.7.3. Obstacles to active travel

- The hills of the town
- Narrow, congested streets
- Safety, traffic intimidation
- Traffic pollution
- Lack of dedicated and effective access routes
- Lack of train and bus cycle provision
- Small number of station cycle racks
- Cycle security
- Cost of electric bikes

Conclusion

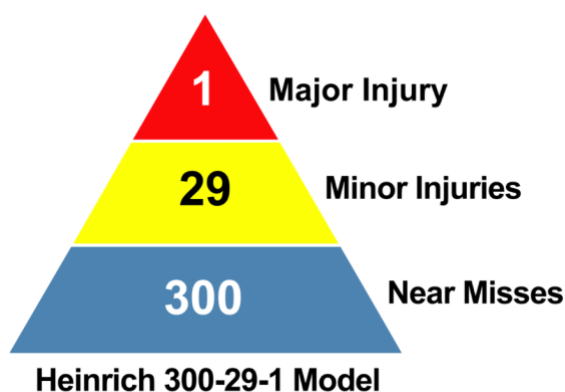
Active travel for a number of reasons is to be encouraged. Active travel needs the obstacles to be mitigated in order to increase the uptake from individuals, which could be transformed.

2.7.4. Pedestrian Safety Measurement and Risk

Risk is defined as the product of likelihood and impact. It is a predictive measure, and can be used to predict serious incidents from near misses or a historic series. There is much work to be done looking at the hotspots of the town as a whole, and working to permanently and radically improve safety. Many industries, such as air transport and construction, have transformed their safety in recent years by this approach. Modern workplace safety reporting is far more comprehensive and accurate, typically including both incident and near miss reporting, as forward indicators of risk.

The Heinrich model example shows how a triangle of near misses leads to a serious incident. The actual proportions vary with circumstances.

Figure 13: Heinrich Model



Wiltshire Transport, and thus transport planning for Bradford on Avon, uses the Police accident reporting (STATS19) for measures of safety. This road accident reporting grossly under-reports in its own terms. At UK level, it is accepted that only 35% of such accidents are reported. Serious injury may be only as little as 12%. DoT believe that deaths are accurately reported. This has implications for risk assessment capability, as it allows for the possibility that not only are near-misses disregarded, but that some serious incidents that would be included are not.

The Department for Transport 2012 estimates for the cost of a single fatal incident are £1,900,000, a serious incident £220,000, and a slight incident £23,000.

2.7.5. Safety hotspots and perception

The town has many hotspots along the major roads that are concentrations for minor and occasionally more major vehicle collisions, and similarly many minor pedestrian safety incidents, and rarely, serious pedestrian collisions. These hotspots are related either to the trunk roads that cross the town, or rat-runs related to those roads, and finally to immediate traffic at the entrance to the school buildings. They show the lack of formal pedestrian crossings in many of these locations.

On the Town Bridge, pedestrians report many slow-speed minor collisions especially with wing mirrors. The Bath Road/Winsley Road roundabout has a few vehicle altercations a day, and a minor collision every few days. We know for example of a serious unreported collision in 2017 there where a pedestrian was knocked over by a vehicle. The Bath Road school crossings are perceived by parents as unsafe, and the number using them looks to be in decline; as a result as more children are driven short distances to school. Woolley Green has regular serious vehicle collisions, often involving HGVs or vans, we estimate one every quarter, and in 2017 one of two children waiting at the crossing point had a serious injury from a van leaving the road, and her brother a narrow escape. Woolley Green has a long and tragic history of pedestrian injury to the very small community.

2.7.6. Traffic Intimidation

Lack of actual and perceived safety leads to considerable traffic intimidation, in particular vehicles over pedestrians, but also potentially of vehicles over cyclists. This is likely to be associated with volume, space available, including pavement widths, speed composition and behaviour of vehicles in many places throughout the town.

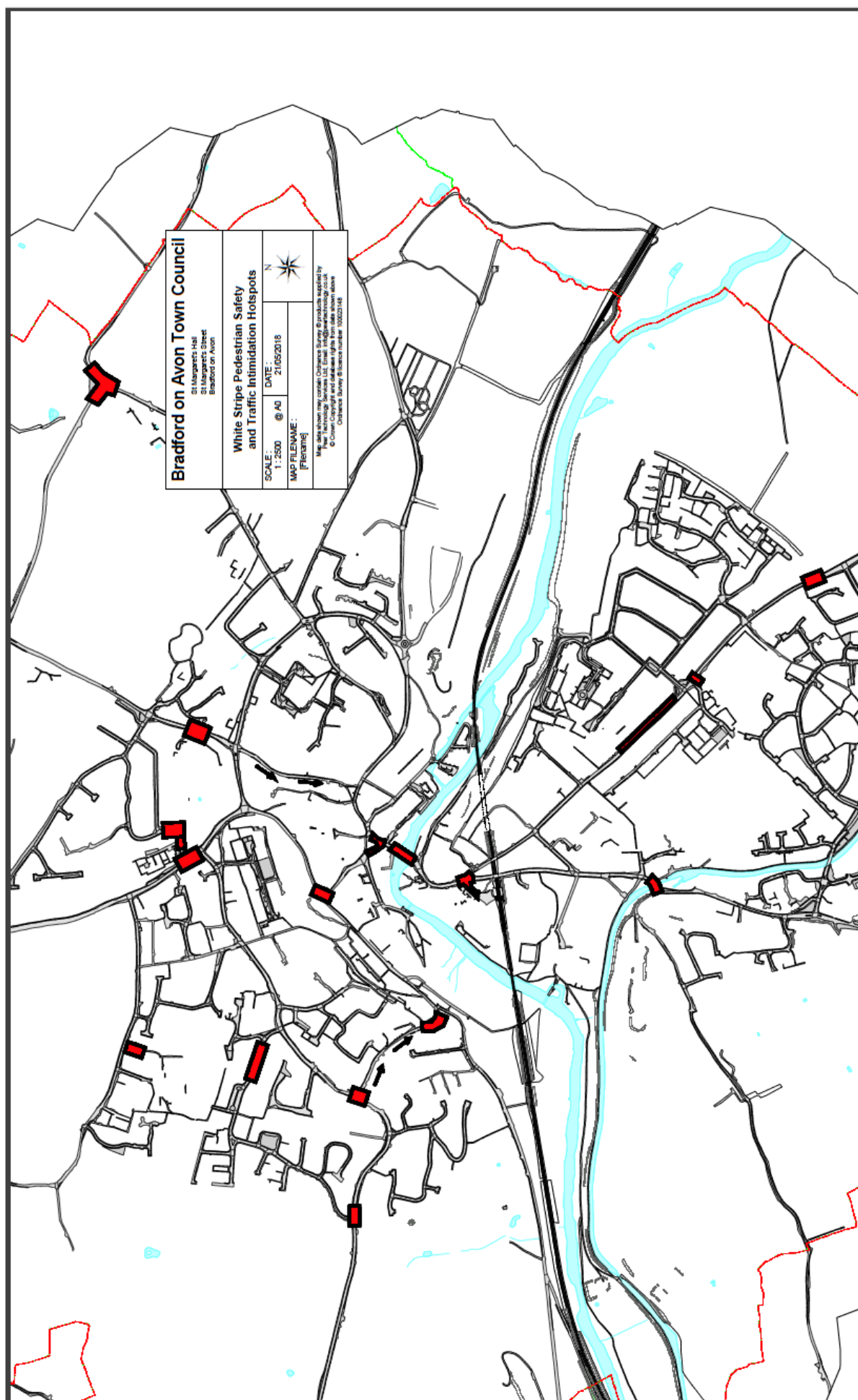
This has the effect that the number of potential journeys by pedestrians or cyclists is depressed, displaced and re-routed. This is likely to occur all along the busy through routes across the town, and also rat-runs. Social and economic activity is likely to be depressed as a consequence in these areas. Such intimidation can be seen as a basic form of risk assessment by these users.

There are no measures of such intimidation, though there are anecdotal accounts from residents and visitors.

Conclusion

Safety measurement should include intimidation in order accurately understand pedestrian issues. Traffic related safety in Bradford on Avon is likely to be grossly under-reported. Many modern industries apply a risk-related approach which the town should also consider.

Figure 14: Safety Hotspots in Bradford on Avon



2.8. Pollution

2.8.1. Air Quality in Bradford on Avon

Air Quality is one of the major challenges to the health of the town. We expect that residents' health in some areas is being damaged by vehicle and other pollution in the town. Bradford on Avon includes one of the 8 Air Quality Management Areas (AQMAs) in Wiltshire that regularly exceeds air quality targets and places residents' health at risk. Bradford on Avon has NO_x nitrous oxides pollutants and PM particulate matter particulates in combination.

Wiltshire Council has a statutory duty to protect the health and wellbeing of our residents. Neighbouring council BANES is required by central government to develop an Air Quality Plan to tackle this issue by the end of 2018 and will need to consult on it with surrounding councils. Wiltshire Council Transport Planners have already raised their concerns about the implications of a BANES Clean Air Zone (CAZ) and the potential impact on our county, and the Council's Public Protection & Development Control have also commented on the BANES CAZ so that its potential local effects are better understood where traffic is discouraged from existing routes into and around Bath.

2.8.2. Pollutants

Both petrol- and diesel-engine cars produce gases that are toxic to people or harmful to the environment. The former include nitrogen monoxide (NO), nitrogen dioxide (NO₂) (collectively called NO_x) and carbon monoxide (CO).

'Epidemiological studies have shown that symptoms of bronchitis in asthmatic children increase in association with long-term exposure to NO₂. Reduced lung function growth is also linked to NO₂ at concentrations currently measured (or observed) in cities of Europe and North America.' World Health Organization 2May 2018

Vehicles are the source of much of this harm which can enter the lungs of anyone in the street nearby – pedestrians, cyclists and even occupants in the vehicles behind. Diesel vehicles produce anything from 7 to 25 times the NO_x of petrol cars.

CO is produced in much higher quantities in petrol cars than by diesel cars. It is formed by the incomplete combustion of fuel in car engines, and can have serious, life shortening effects, especially when concentrated in a confined space, such as a car engine running in a garage. The mandatory addition of catalytic converters on petrol cars has reduced, but not eliminated, the danger.

The primary source of environmentally-harmful car pollution is carbon dioxide (CO₂), which is also produced in greater amounts by petrol cars than their diesel equivalents. CO₂ is not harmful to breathe and is converted by trees and plants into oxygen, but it is a greenhouse gas linked to Global Warming.

Pollutants are caused by the incomplete combustion of fuel in ICE (Internal Combustion Engine) car engines. Complete combustion under all circumstances is impossible in such engines.

2.8.3. Particulates

Particulates are composed of burnt and un-burnt particles of diesel or petrol exhaust. The most potentially damaging form is ultra fine PM(0.1 microns) (Particulate Matter) since it carries toxic molecules in the blood stream to the heart and brain.

Static monitoring equipment is situated on the inner side of the bend of Mason's Lane at the junction with Newtown. It only measures PM at PM(10). The legal maximum for PM(10) is 40 ug per m³. The monitoring does not cover fine PM(2.5). It also does not cover ultra fine PM(0.1) as this is difficult to measure. For a more complete picture at least PM(2.5) which can be more harmful should be measured. The pollution levels on other parts of Mason's Lane and elsewhere especially

where pedestrians walk may well be different. This would require more portable monitoring in order to obtain more accurate results in respect of pedestrian routes and the number of days a year the maximum permitted levels are breached on Mason's Lane.

2.8.4. Monitoring in Bradford on Avon

Wiltshire Council has one automatic monitoring station in BoA which monitors nitrogen dioxide (NO_x) and particulate (PM₁₀) towards the bottom of Masons Lane. Due to the requirement of power and space, finding a suitable location was extremely difficult and monitoring further up Masons Lane was just not possible due to the narrow pavement. The local authority has no requirement to monitor smaller particulates (PM_{2.5}) and these levels are modelled by DEFRA.

The legal maximum for PM₁₀ is 40 ug per m³. For a more complete picture at least PM_{2.5} which can be more harmful should be measured. The pollution levels on other parts of Mason's Lane especially where pedestrians walk may well be different. This would require portable monitoring in order to obtain more accurate results in respect of pedestrian routes and the number of days a year the maximum permitted levels are breached on Mason's Lane.

All of Wiltshire Council's monitoring data (historic and real time), locations, annual reports, health advice and a warning service called Know & Respond can be obtained from a dedicated WC air quality website.

John Carter from Wiltshire Council has commented on this section 2.7 of the report, and his comments include tables from the monitoring stations. The full and un-abbreviated comments are expected to be available as Appendix X11 'The Health Effects of Air Pollution' J. Carter to this report.

2.8.5. Defra and WHO advice

'There is clear evidence that particulate matter has a significant contributory role in human all-cause mortality and in particular in cardiopulmonary mortality'. Defra report 2012 on the Health effects of (PM_{2.5})

'Air pollution is a major environmental risk to health. By reducing air pollution levels, countries can reduce the burden of disease from stroke, heart disease, lung cancer, and both chronic and acute respiratory diseases, including asthma.' 'PM is a common proxy indicator for air pollution. It affects more people than any other pollutant. Small particulate pollution has health impacts even at very low concentrations – indeed no threshold has been identified below which no damage to health is observed. Therefore, the WHO 2005 guideline limits aimed to achieve the lowest concentrations of PM possible.' World Health Organization 2May 2018 Ambient Air Quality and Health.

Conclusion

Monitoring needs improvement to adequately understand air quality across the whole town, and measure improvement. Measurement needs to include more sensitivity (PM 2.5) and portability. We expect that health in some areas of the town is being damaged by vehicle and other pollution.

2.9. Traffic beyond the combustion engine

The UK Government expects electric vehicles to have replaced ICE vehicles for most private cars by 2040. Additionally, electric Public Service Vehicles are increasingly competitive against their diesel counterparts, and electric bicycles can provide a partial solution to the town's challenging topography. It is therefore sensible to briefly consider the 'state of the art' in this area, and implications for traffic management.

2.9.1. Electric Vehicles

Battery Electric Vehicles (BEVs) reduce air pollution hot spots. A BEV needs no gears or clutch, so automatic control of the vehicle is simpler than one with an Internal Combustion Engine (ICE). BEVs can brake using the electric motor to return energy to the battery. BEVs using such regenerative braking use conventional brakes less often so they produce less brake dust than ICEs. They generate no exhaust pipe pollution when moving or stationary.

BEVs have high torque (quick acceleration) and instant response to throttle. This changes driving dynamics, start-stop traffic and the ease of progression. Better driving could produce smoother and faster flow on congested roads when the majority of cars have electric drive.

BEVs drivers have a low operating cost per mile and tend to increase their annual mileage, but because of cost and limited range and poor public charging infrastructure, BEVs are mainly used for local trips (94% of all UK private journeys are less than 25 miles but the remaining 6% account for 50% of all road miles travelled). For this reason, the BEV is at present only an alternative to, rather than a complete replacement for, the ICE vehicle.

A bridge technology between BEV and ICE is a serial hybrid with or without plug-in charging and a battery range of greater than 50 miles on electric drive alone. This enables it to operate for a while in urban areas without causing pollution. However a small very efficient petrol engine (70+ mpg) recharges the battery while in motion (but does not mechanically drive the vehicle) and thus extends the range between or replacing plug-in charges. At all times the vehicle is electric drive so all the advantages of electric drive described above are available.

Any local authority that wishes to encourage the switch to BEVs as a means to tackling air pollution from ICEs needs to promote both public and private charging for residents and visitors owning pure BEVs and plug-in hybrids.

2.9.2. Electric Buses

Electric buses are powered solely by batteries, and should not be confused with hybrid buses, which are powered both by batteries and either a gasoline or diesel engine that activates after the bus has gone a certain distance. Due to the much larger mass of a bus than a car, electric buses have an effective range much lower than that of an electric car – as little as thirty miles. To overcome this, electric buses need to be charged periodically at a convenient place along the route, preferably at the layover location to avoid inconveniencing the passengers.

Proterra, a major manufacturer of electric buses, claims that although electric buses initially cost more than comparable diesel buses, over the lifespan of the vehicle the costs are comparable.

2.9.3. Electric Bicycles

The electrical bicycle, or e-bike, is a bicycle equipped with an electric motor. The motor is supplied with power from the battery, which is recharged through the ordinary electric supply. Some motors also charge while travelling downhill. When the sensor detects that the cyclist is pedaling, the motor starts, which helps in particular on steep hills. When the rider stops pedaling or brakes, the motor stops. E-bikes are currently quite expensive, but kits exist to convert traditional bicycles at less cost.

Pashley Cycles, which manufactures Moulton Bicycles under [license](#), provides the bicycles for the London Cycle Hire Scheme. In May 2018 they announced that they would be providing the bicycles for a similar service in Edinburgh, including from April 2019 100 electric bicycles.

Conclusion

BEVs are at present a partial solution for the ICE, but locally, they do have a capacity for significant improvement in pollution in the local community. This must be balanced against other factors, including not increasing the overall number of local journeys made by car purely because they are perceived to be 'clean'. Solutions based on targeting emission – as opposed to congestion and pedestrian safety – could be undermined over time by this technical development.

In common with many other areas of the country, does not currently have effective public BEV charging infrastructure, and also has a particular issue with a lower proportion of private drives than most similar towns. This means that supply of public charging points would need to be improved to support significant growth in uptake.

3. Next Steps

The objective of this report is not to dictate the measures to be taken, but to provide a better and common understanding of the nature of our traffic. Further research and investigation is now needed to identify the various measures available, and to understand how they would function in reality, what adverse effects they might cause and how they might operate in conjunction with other measures. Any that are put into practice should be monitored carefully, their impact (or otherwise) measured, and their long-term suitability reassessed.

To help with this, we offer the following framework toolkit as a methodology for capturing the key attributes of each measure, and the relative ease with which they could be implemented.

3.1. The Programme Framework Toolkit

For these projects to succeed, we need to assess project feasibility and construction, and also provide monitoring as intrinsic to any programme. Each intervention is measured against eight axes, reflecting the overall objectives of the town in connection with the traffic situation. These are:

The results of each measure can then be combined to identify which blend of measures is expected to have the greatest positive impact. Each measure is assessed in terms of their Cost and Complexity versus the Benefit(s) it provides, with cheaper and simpler measures preferred to those that are more expensive and complex.

One advantage of this approach is that even if the cost and complexity of a particular measure means that it cannot be implemented immediately, it remains clear to successive Town Councils and electors why the measure continues to be pursued. We won't lose sight of the goal or the reasons for pursuing it in a particular way.

3.2. Community Engagement

3.2.1. Issues

Once we have reviewed the evidence, and shared those results, the next step is not to leap to our favorite solution, but to systematically consult the town on all the issues they have with traffic. That will include all aspects of traffic and whatever the town population wishes to include. We will gain evidence on the range and extent of these issues for the population as a whole. We plan to do this using the framework toolkit.

3.2.2. Outcomes

Once we have this detailed picture of the issues that concern us most, then we will also consult after reflection on the description and priority of objectives for this programme. At that stage we will be in a position to work with Wiltshire Transport as the transport engineering experts to develop the best combination of work to address these outcomes. This will take time, and there is no magic bullet.

3.3. Recommendation

This methodology (based on MSP) is adopted by the town council.

MINUTES

Meeting: BRADFORD ON AVON AREA BOARD
Place: St Margaret's Hall, Bradford on Avon
Date: 28 November 2018
Start Time: 7.00 pm
Finish Time: 9.00 pm

Please direct any enquiries on these minutes to:

Kevin Fielding ,Tel: 01249 706612 or (e-mail) kevin.fielding@wiltshire.gov.uk

Papers available on the Council's website at www.wiltshire.gov.uk

In Attendance:

Wiltshire Councillors

Cllr Trevor Carbin (Chairman), Cllr Sarah Gibson, Cllr Johnny Kidney and Cllr Jim Lynch

Wiltshire Council Officers

Peter Dunford – Community Engagement Manager
Kevin Fielding – Democratic Services Officer

Town and Parish Councillors

Bradford on Avon Town Council – Alex Kay, David Garwood & Mike Roberts
Holt Parish Council – Andrew Pearce
Monkton Farleigh Parish Council – Rachael McDonald
South Wraxall Parish Council - Nigel Gill
Westwood Parish Council – Julie Adcock

Partners

Dorset & Wiltshire Fire and Rescue Service – Darren Masini
Wiltshire Police – Inspector Andy Fee

Total in attendance: 30

Bath Clean Air Zone – potential impact on our town and villages

Cllr Sarah Gibson - Chairman, Bradford on Avon Community Area Transport Group - outlined plans by Bath and North East Somerset Council who had advertised their intention to introduce a Clean Air Zone in Bath.

Points made included:

- Formal consultation period closed on 26 November 2018.
- That B&NES Council, along with another 27 local authorities, was required by Government to produce a Clean Air Plan that improved air quality in the shortest possible time.
- That B&NES Council was proposing to charge £9 for higher emission, non-compliant cars, taxis and LGVs/vans and £100 for higher emission, non-compliant buses, coaches and HGVs
- That there was a potential impact on West Wiltshire and it's towns and communities.

A discussion was had of the consultation responses made by Wiltshire Council, Bradford on Avon Town Council, parish councils, stakeholder groups and individuals at the meeting.

Notes were taken and a composite response to B&NES Council was drafted on behalf of the meeting (attached), following permission granted for a late submission.

57	<u>Apologies for Absence</u> There were no apologies for Absence.
58	<u>Declarations of Interest</u> Agenda item No:7 Wiltshire Music Centre grant funding application. Cllr Sarah Gibson – member of the board of trustees - Wiltshire Music Centre.
59	<u>Approval of Minutes</u> Decision <ul style="list-style-type: none">• The Minutes of the Area Board meetings held on the 12 September 2018 were signed as the correct record.

60	<p><u>Chairman’s Announcements</u></p> <p>The following Chairman’s announcements contained in the agenda pack were noted:</p> <ul style="list-style-type: none"> • Solutions for Health Weight Loss Programme • Banning of Sky Lanterns and Balloon releases on Wilshire Council land • Christmas Lights Switch On, Bradford on Avon, Friday 30 November • Salisbury Christmas Market and Ice Rink • Holt Youth Club had been voted the best in Wiltshire
61	<p><u>Partner Updates</u></p> <p>The following partner updates contained in the agenda pack were noted:</p> <ul style="list-style-type: none"> • Wiltshire Police – Inspector Andy Fee attended to present the report • Dorset and Wiltshire Fire and Rescue – Darren Masini attended to present the report • NHS Wiltshire • Healthwatch Wiltshire
62	<p><u>National Armed Forces Weekend 2019</u></p> <p>Peter Dunford - Community Engagement Manager - introduced a short film and presented plans for a National Armed Forces Weekend in Salisbury, 28-30 June 2019.</p> <p>A Councillor led bid from Trevor Carbin requesting £1,500 towards participation of the Bradford on Avon community area in the National Armed Forces Weekend in Salisbury on 28-30 June 2019 was deferred until the next meeting for discussions with local stakeholders.</p>
63	<p><u>Community Grant Scheme – applications for funding</u></p> <p>The Area Board considered seven applications for grant funding:</p> <p>Decision West Wilts Gymnastics awarded £1,000 towards the installation of safety</p>

	<p>pits filled with foam for safe Parkour Gymnastics and Trampolining training</p> <p>Decision Monkton Farleigh Village Hall awarded £800 towards the replacement of rotten wooden frames in kitchen toilets and storeroom</p> <p>Decision Bradford on Avon Bowls Club awarded £1,500 towards an organic maintenance and improvement programme for the bowling green</p> <p>Decision Bradford on Avon Town Council awarded £1,500 towards new Christmas Lights and switch-on event</p> <p>Decision Wiltshire Music Centre awarded £2,500 towards the “My Science Fair” event in 2019 (from the Local Youth Network budget)</p> <p>Decision Councillor led bid from Sarah Gibson awarded £1,000 towards start-up funding for the “Floaty Boat Fund” (from the Health and Wellbeing budget)</p> <p>Decision Councillor led bid from Trevor Carbin awarded £1,000 towards works to Staverton Marina slipway trees</p>
64	<p><u>Working Group Updates</u></p> <p>Community Area Transport Group – Sarah Gibson</p> <ul style="list-style-type: none"> • The notes of the meeting held on the 12 November 2018 were agreed <p>Health and Wellbeing Group – Johnny Kidney</p> <ul style="list-style-type: none"> • The notes of the meeting held on 10 September 2018 were agreed <p>Local Youth Network – Jim Lynch</p> <ul style="list-style-type: none"> • That a meeting with Bradford on Avon Town Council, its contractor Community Family Care and other stakeholders was being planned for 8 January 2019. The meeting would look at setting out a LYN budget and how the service would be delivered in 2019 and beyond.

65	<p data-bbox="336 241 646 280"><u>Date of Next Meeting</u></p> <ul data-bbox="384 315 1189 353" style="list-style-type: none"><li data-bbox="384 315 1189 353">• Wednesday 16 January 2019 at St Laurence School.
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For the attention of Aled Williams, Environmental Protection Manager, Bath and North East Somerset Council

Bath Clean Air Zone consultation

Comments from Bradford on Avon Area Board, 28 November 2018

Dear Mr Williams,

Thank you for allowing this late submission to the Bath Clean Air Zone consultation as agreed with Peter Dunford, our Community Engagement Manager.

A meeting of the Bradford on Avon Area Board of Wiltshire Council was held on Wednesday 28 November at St Margaret's Hall in Bradford on Avon. It was attended by elected representatives of unitary, town and parish councils, stakeholder organisations and residents of the town of Bradford on Avon and the neighbouring villages of Holt, Limpley Stoke, Monkton Farleigh, South Wraxall, Staverton, Westwood, Wingfield, Winsley.

Introductory comments

As an area with similar air quality issues, we fully understand and support the objectives of the Bath Air Quality Plan. We would be very happy to offer our help, support and expertise in any way that could benefit the wider Bath area.

The Bradford Avon Area Board and its partners endorse the detailed and technical comments made by Wiltshire Council Highways on behalf of our communities, particularly the points made about the need for an holistic approach.

Officers and members of Wiltshire Council have tried to engage with B&NES Council on this issue with limited effect, to date. Our major concern is a lack of robust data and modelling available to accurately assess impacts outside the city of Bath and on this part of Wiltshire.

Our communities are concerned at the displacement effect of the Bath CAZ, effectively moving air quality problems onto adjoining areas, contrary to government guidance.

Bradford on Avon itself has an ongoing problem with air quality and has had an Air Quality Management Area in its town centre designated since 2001. Other areas of the town receiving an increase in non-compliant traffic risk becoming similarly affected.

Concern was expressed at the possible future closure of Cleveland Bridge to HGVs without alternative suitable routes being available and the possible impact on the hamlet of Woolley Green and the village of Staverton. Woolley Green is an accident blackspot and any increase in large through-vehicles will only make this more dangerous to residents and pedestrians.

Along with other communities in west Wiltshire we would support modifications to the geographic designation of the Bath CAZ, such as excluding the London Road and Lower Bristol Roads completely in order to provide a “ring road” to the CAZ. The current limits of the CAZ offer no alternative routes to vehicles travelling north-south or east-west.

We feel there is a real need to invest in environmentally-friendly public transport in a cross-border co-ordinated form. For instance, residents from villages bordering B&NES such as Monkton Farleigh and South Wraxall currently use the village of Bathford as an informal “park and ride” because there is no co-ordinated cross border bus service. This situation will only exacerbate.

Comments from parish councils and unitary councillors

Formal consultation responses have been made by a number of parishes. Additional comments included the following:

Bradford on Avon: The Mayor expressed concern that “Bath’s problem will just become Bradford’s problem” and requested that B&NES Council works more closely with Wiltshire Council to mitigate any adverse effects of the Bath CAZ and to keep the town “open to business”. She was not supportive of “tit for tat” punitive measures that effectively penalise the poorer members of the community and urged a joined-up approach and co-ordinated improvements in public transport.

Monkton Farleigh. Concerns were expressed regarding the increase in traffic (both HGVs and cars) on the A363 and through the village resulting in a substantial rise in pollution and traffic congestion. There are already regular road works to strengthen the embankment on the A363 through Sally in the Woods and that is likely to be exacerbated. There is an urgent need for a park and ride scheme on the east side of Bath.

South Wraxall: The concept of reducing air pollution in Bath was agreed. However the unintended consequences in the neighbouring areas should be mitigated as part of the project and should include a traffic study to determine which routes the diverted traffic would use. There was concern that the polluting vehicles diverted from the north-south route through Bath (A46 – A4 – A36) would find alternative routes through the parish. In particular HGV’s diverting through the village along the road from Kingsdown to Wild Cross would be an issue. Mitigations should include:

- Sign posting on the M4 diverting HGV from the J18- A46 -A4 -A36 route to the J17– A350 – A36 route instead.
- Prohibit HGV through traffic from the Kingsdown – Wild Cross route. Access to RUH for those parishioners without access to non-polluting vehicles is an issue. Public transport improvements would help including greater capacity on the Bradford on Avon to Bath train service; improved bus services into Bath; and a Park and Ride service to the east of Bath.

Consideration should be given to further restrictions on delivery vans.

Limpley Stoke: Concern was expressed at the possible impact on the village from traffic diverting from the A36 to link with the A363/A4/M4 via the B3108, as the B3108 bridge in Limpley Stoke/Winsley Hill would become the closest toll-free crossing of the River Avon to the east of Bath. Sat-navs currently show a short-cut via Woods Hill to access the B3108, which is a narrow and steep, single track road and totally inappropriate for such use. The unacceptable impact on the parish from increased traffic in the event of a future A46-A36 link road was also raised, particularly given the issues with subsidence on the A36.

Winsley: Related to concerns in Limpley Stoke, all traffic diverting from the A36 at Limpley Stoke would come through Winsley on the B3108 where there are already existing concerns about traffic volumes and speeds.

Wingfield: Likely to experience increased traffic on B3109 and/or A366 from traffic rerouting from A36 to avoid tolls in Bath. Both routes pass through the heart of the village.

Westwood: There will be increased traffic and pollution generated by vehicles rat-running through the narrow village streets where there is a 20mph traffic calming scheme.

Holt: Although a limited impact is expected, concerns were raised regarding increased HGV traffic through the village and impact on an already busy main road.

All councillors expressed a strong wish for improved collaboration between the councils on both sides of the county boundary.

Comments from stakeholder organisations

BoA Business: Expressed support for the removal of the A4 Cleveland Bridge junction from the proposed plan to prevent Bradford on Avon suffering the consequences. Also suggested that Bradford on Avon should be proactive and consider its own CAZ and congestion charge, enforced through siting ANPR cameras on the Town Bridge. Data should be collected to measure future through-traffic in the town centre of Bradford on Avon, to compare against historic data which is already available.

Bradford on Avon Streets Ahead noted the following:

- Low emission zones (LEZs) should be bounded by major arterial roads (this will be the case with the proposed expanded London LEZ where the boundaries will comprise the N and S Circular Roads) so that vehicle have a charge-free route around the zone. The BANES CAZ cuts across main routes. It may be that air quality objectives (AQOs) can be met by running the south and east CAZ boundary along the A36 from the Lower Bristol Road as far east as the junction of the A4 and A36, allowing vehicles to drive around the southern and eastern edge of the CAZ without charge. This will also allow vehicles to reach the RUH from Wiltshire without transiting the zone.

- We support Wiltshire Council's proposal to further evaluate whether a Class C CAZ may meet AQOs. We suggest that BANES implement a Class C zone. If, after a suitable period, this does not meet NOx AQOs, only then upgrade to a Class D CAZ. This will give time to analyse changes in driver behaviour, displacement effects and for drivers to buy less polluting vehicles.
- The A46- A36 link road through the Bathampton Meadows should be part of long term regional traffic planning.

General discussion

Signage is requested from the M4 motorway to the north and on the A36 to the south telling HGVs the most suitable routes to take to avoid the Bath CAZ, while also deterring vehicles from rat-running through our small secondary roads.

A dispensation is urgently requested for users of the Royal United Hospital, such as a refund scheme or an ANPR system in the hospital car park, so as not to penalise the sick and vulnerable in our society.

One of the knock-on impacts would be the increased use of local railway stations at Bradford on Avon, Avoncliff and Freshford. There is already insufficient parking in the Station car park in town and similar parking issues will arise in the villages with railway halts.

Doubts were expressed about the stated levels of through-traffic on Bathwick Street and a request was made for access to the raw data to allow independent analysis.

A request was made that the process should include lobbying the automotive industry for retro-fitting of existing vehicles to improve emissions.

Air quality data from diffusion tubes in the town centre and from the real-time monitor on Masons Lane should be collected systematically to measure impacts. A special meeting should be called to agree a monitoring regime.

In conclusion

Whilst we have no wish to deter B&NES Council from improving the air quality in Bath, we feel that the current approach is myopic. Any plan for air quality control in Bath needs to consider the wider area. Traffic from Bristol, from the toll-free Severn Crossings and from the west Wiltshire area cannot be excluded from this study without the effect of displacing the issue onto neighbouring communities.

The implementation of a charging zone in order to deter non-compliant vehicles is effectively a tax on the poor unless there is an effective alternative in the form of park and ride on all sides of the city as well as an effective public transport service. We would request that B&NES Council involves representatives from our community in formulating a strategic plan to enable those living across the border in Wiltshire to effectively access services and employment in Bath.

In order to strengthen the robustness of the data, we would request that B&NES Council allows Wiltshire Council to combine ANPR datasets from both our areas so that we can, together, forecast accurately the likely impact on our combined local area and on the wider strategic network. We would welcome the opportunity to share this information with all the stakeholders across the wider Bath area to facilitate the holistic approach we feel is so important.

We would like to see an evaluation of the impact on air quality objectives of excluding the A36 from the CAZ. We would also prefer the option of trying a Class C CAZ before extending to a Class D CAZ.

The Bradford on Avon community is in favour of having a joint platform to establish a sub-regional strategy involving Highways England for improving traffic-related air quality, rather than piecemeal solutions. However there have also been suggestions that, should the CAZ go ahead without significant engagement with our community, we would be left with no other alternative but to consider similar charging deterrents or weight limit restrictions across our area. This would be a sad spiral of punitive measures and is not our preferred outcome.

Yours sincerely,

Councillor Sarah Gibson,

Wiltshire Councillor and Chairman, Bradford on Avon Community Area Transport Group

On behalf of the parishes of Bradford on Avon, Holt, Limpley Stoke, Monkton Farleigh, South Wraxall, Staverton, Westwood, Wingfield and Winsley



Frequently Asked Questions: Policing Precept Consultation 2019

What is the precept?

The policing precept is a contribution from local residents towards local policing. This is collected with your council tax payment and goes directly to the Police and Crime Commissioner (PCC) to allocate to the police force.

What are you consulting us on?

I want to know whether you would be willing to pay an extra sum per month to enable us to improve policing services in Wiltshire and recruit more police officers.

At the moment this is what you pay:

Council tax bands	Monthly	Annually
Band A	£10.13	£121.51
Band B	£11.81	£141.77
Band C	£13.50	£162.02
Band D	£15.19	£182.27
Band E	£18.56	£222.77
Band F	£21.94	£263.28
Band G	£25.31	£303.78
Band H	£30.38	£364.54

The proposed increase is outlined here:

Council tax bands	Monthly	Annually
Band A	£1.33	£16
Band B	£1.55	£18.66
Band C	£1.78	£21.33
Band D	£2	£24
Band E	£2.45	£29.34
Band F	£2.89	£34.67
Band G	£3.33	£40
Band H	£4	£48

How is this money spent?

This money is spent on policing in Wiltshire, 98% of the PCC's budget is allocated to the Chief Constable and the remaining 2% is spent by the PCC's office on commissioning services which includes supporting victims of crime, crime prevention and restorative justice.

But don't you receive funding from the Government?

Around two thirds of Wiltshire Police funding comes from the Government, the rest is collected locally with your council tax.

Why are you asking us for more money?

I've listened when the public have said they want to see more police, and I want to enhance community policing, prevent crime from happening in the first place and enable Wiltshire to tackle cyber-crime effectively.

It's always a difficult decision to increase the precept, but it is necessary if we want more police officers. I continue to lobby the Government to provide fairer funding for Wiltshire Police, just because we live in a rural county it doesn't mean that we aren't seeing the same threats and demand as more urban forces.

What will change if I agree?

If residents and businesses back my proposal additional funding will be allocated to:

- Recruiting 41 extra police officers and two dedicated cyber-crime staff, with a particular emphasis on response and community policing.
- Two cyber teams (CIET and DIIU) tackling child sexual exploitation and online fraud
- Targeting those at risk of committing crime with diversionary tactics

Where can I have my say?

To give your feedback please visit <https://www.wiltshire-pcc.gov.uk> and click on the link on the homepage, you can also contact the PCC's office directly by emailing pcc@wiltshire.pcc.pnn.gov.uk or calling 01380 734 022.

Wiltshire Council Statutory Notice: Intention to Discontinue the following Special Schools:

- **St Nicholas School (Special), Malmesbury Road, Chippenham, Wiltshire, SN15 1QF**
- **Rowdeford School (Special), Rowde, Devizes, Wiltshire, SN10 2QQ**
- **Larkrise School (Special), Ashton St, Trowbridge, Wiltshire, BA14 7EB**

Notice is hereby given in accordance with section 15(1) of the Education and Inspections Act 2006 (as amended by the Education Act 2011) and Regulation 12(1) of the School Organisation (Establishment and Discontinuance of Schools) Regulations 2013 that Wiltshire Council, County Hall, Trowbridge, Wiltshire, BA14 8JN intends to discontinue the above three schools with effect from 31 August 2023.

It is proposed that the three schools will be closed and replaced by a new special school which will be developed and established in accordance with Department for Education (DfE) Guidance "Opening and closing maintained schools: statutory guidance for proposers and decision-makers" (November 2018). All capital costs will be met by Wiltshire Council.

Reason for Closure

The proposed closures are put forward as part of the council's overall strategy to create new special school places in the north of the County for children with special educational needs. The proposed new school will be established as a centre of excellence, building upon the recognised good practice of the existing three schools and providing high quality support not only for the pupils who attend the school but also for the wider population of pupils with special educational needs in Wiltshire.

This notice provides the requisite statutory notice regarding closure of the above three schools and preliminary notice of the related proposal of the opening of a new special school. A further statutory notice will be published when a proposer has been identified for the new special school.

The full proposal, along with supporting documents and a short consultation reply form may be found on: <http://www.wiltshire.gov.uk/council-democracy-consultations>

Any person or organisation may also respond to the proposals by sending them to Special Schools Project, Education Directorate, Wiltshire Council, County Hall, Trowbridge, BA14 8JN or by sending an email to SpecialSchools@wiltshire.gov.uk

This email address will only be used to collect objections and comments and send out paper copies of the proposal. Questions will be welcomed at the surgeries described below.

Responses to the proposal must be received by the Council by 5pm on the 26th of February 2019.

Further Information

1. Questions can be raised at surgeries being arranged at each of the above schools for parent/carers of pupils and for all parent/carers arranged by Wiltshire Parent Carer Council (WPCC). Details of the meetings will be sent by letter via schools to parent/carers and WPCC will advertise dates on their website:

http://www.wiltshireparentcarercouncil.co.uk/en/Home_Page .

2. Information on the Wiltshire Council website will also include a series of video conversations about the proposals between Councillor Laura Mayes, Cabinet Member for Children's Services, and Stuart Hall, Strategic Director, Wiltshire Parent Care Council. These may be found at: <http://www.wiltshire.gov.uk/council-democracy-consultations> .

Signed:

Ian Gibbons,

Solicitor to the Council
9th January 2019

PROPOSAL FOR SPECIAL SCHOOLS IN NORTH WILTSHIRE PURSUANT TO A STATUTORY NOTICE PUBLISHED ON THE 9TH OF JANUARY 2019

A Statutory Notice in respect of the closure of St Nicholas School, (Special) Malmesbury Road, Chippenham, Wiltshire, SN15 1QF, Rowdeford School, (Special) 2 St Edith's Marsh, Rowde, Wiltshire. SN10 2QQ, and Larkrise School, (Special) Ashton St, Trowbridge, Wiltshire. BA14 7EB and the related pre-statutory notice regarding opening of a new special schools has been published on 9th January 2019.

A copy of the notice is attached at the end of this proposal.

Below are the detailed proposals

Responses to the proposals must be received by the Council by 5pm on the Friday the 1st of March 2019 extended from the 26th of February 2019).

The headings and issues described below are those required by regulations and statutory guidance¹.

Reasons for Closure

The proposed closures are put forward as part of the Council's overall strategy to create new special school places for children with special educational needs by drawing together the expertise that exists across our current special schools and creating a Centre of Excellence to provide high quality support and advice to mainstream schools.

The general reasons for closure, which affect all 3 schools are:

- The numbers of pupils in Wiltshire needing a special school place are growing and there is insufficient space for the number of pupils who need a special school place in the north of the county. Currently over 300 pupils are educated out of county because there are not enough places of the right quality in Wiltshire schools. With housing growth and military re-basing this, number will continue to grow.
- The three schools proposed for closure have a collective in-year deficit which is projected to grow to a shared trajectory of over £1m by the end of 2021-22. There are also wider pressures across the council budgets for provision for children and young people with SEND.
- The opportunity exists to improve provision by closing these schools. This would enable the establishment of a new academy as a SEND Centre of Excellence at a size of operation which could provide economies of scale and a wide range of professional skills and expertise alongside a consistent outreach capacity to support mainstream schools.

However, more specifically, there are individual reasons for each of the proposed closures:

St Nicholas

- The school, which was originally built for 56 pupils, regularly educates more pupils on roll (79) than the current capacity (77). Expansion across the sites is not possible and the best available site in Chippenham is not well-located, being 2.2 miles from the town centre and adjacent to a growing comprehensive school with concomitant transport congestion issues at key times
- The school was judged as Requires Improvement in an Ofsted inspection of November 2017.

Rowdeford

- The school currently has 137 pupils on roll, with a current capacity of only 130. In 2017, we extended the designation to include Severe Learning Difficulties, (SLD) and we expect to go to consultation to extend numbers further during this year as we deliver a short-term plan to increase places in the county.

¹ <https://www.gov.uk/government/publications/school-organisation-maintained-schools>

- Expansion on the site is possible, but DfE guidance states that due to the significant change in size and impact on the other two schools, the proposed education provision should be established as a new school.

Larkrise School

- The school has significantly more pupils on roll (95) than the current agreement (85) and was built originally for 48 pupils. The site would no longer meets DfE guidance² for even 48 pupils as there is insufficient space for both indoor and outdoor learning.
- Expansion on site is not possible. Land close by and further afield in Trowbridge has been considered, but the possible sites are either:
 - not well-located, accessed along residential side-streets with concomitant transport congestion at key times
 - too small, even when combined with the existing site, for the number of pupils
 - not sufficiently central for the north of the county to ensure workable journeys for the maximum number of pupils
 - or a combination of each of these.

Pupil numbers and admissions

Pupil age groups	St Nicholas	Larkrise	Rowdeford
Pre-school	0	0	0
3-16-year olds	66	85	137
16-19-year olds	8	8	0
19-25-year olds	5	2	0
Total	79	95	137

All three schools are coeducation special day schools. Both Larkrise and St Nicholas offer provision for pupils with Physical, Medical and Learning Difficulties (PMLD) and Severe Learning Difficulties (SLD), including pupils who may also have Autistic Spectrum Disorder (ASD). Rowdeford also offers provision to young people with Moderate Learning Disabilities (MLD), but not currently PMLD.

Admissions arrangements for the proposed new school

All pupils currently in the three proposed closing schools will have the opportunity to transition to the new school proposed to be in place from 1 September 2023. Each child will have a transition plan agreed through the annual review process. Following this, all new admissions will be via the Wiltshire Council SEND panel for pupils with an Education, Health and Care Plan (EHCP). This will be a co-educational special school for children and young people aged 3 – 16 with SLD, PMLD, MLD and associated ASD (often called complex needs). There is no expectation that pupils currently placed in schools out of county will go to the new school unless requested by them and their parent/carer. However, the new school will reduce the number of children/young people who will need to be placed out of county in the future.

Ethos and Religious Character

The replacement school is expected to be non-denominational. Its ethos would be the provision of high quality learning which will give pupils the best start for adulthood and being active citizens in their communities. It will provide a Centre of Excellence, supporting pupils and staff of mainstream schools to promote inclusion and local provision where it is most effective.

Balance of denominational provision

As all three existing schools are non-denominational and the proposed replacement school is also non-denominational, there will be no impact on the balance of religious provision or the opportunity for parental choice in this area as a result of the proposed closures.

Displaced pupils

² Area guidelines for SEND and alternative provision; Including special schools, alternative provision, specially resourced provision and units Building bulletin 104; December 2015

Given the nature of the proposals, the closing of 3 existing schools and the opening of a larger and purpose built school, there are unlikely to be displaced pupils needing accommodation as there will be more places in the new provision.

The context for these proposals is a long-standing strategic review of special school places and pupil numbers across the county. Based on analysis of growth due to SEND reforms, housing developments and military rebasing, the projected requirement for additional places is shown in the table below.

By SEN Designation	Placements in Wiltshire Special Schools (5 – 16yrs)		2yrs (2019)			5yrs (2022)			9yrs (2026)		
	Places North	Places South	North	South	All new	North	South	All new	North	South	All new
ASD	111		4	9	13	24	22	46	50	40	90
SEMH³	68		2	3	5	10	9	19	21	17	38
Complex	279	82	4	8	12	23	20	43	49	37	86
Sensory			0	1	1	2	1	3	3	3	6
All	458	82	11	20	31	58	52	111	123	97	220

In addition, while Wiltshire has been able to benefit from school places in neighbouring counties, these schools are also now reaching capacity and need places for pupils from their own Local Authority. Parental choice will be maintained via continued access to all schools within the region which includes Outstanding and Good Special schools in BANES, Somerset and Swindon as well as Exeter House in the south of Wiltshire. There are also additional special schools for children and young people with ASD/SEMH (Autism and Social Emotional and Mental Health) in Devizes, Calne and now Salisbury, all in Wiltshire.

There have been concerns that the new school would be for all pupils with SEND regardless of their particular needs. This will not be the case. We will continue to have schools for children and young people with ASD and SEMH and will also continue to expand the places available in mainstream schools. The Centre of Excellence will be a key development that will enhance integration, inclusion and differentiated support and opportunity across all schools in Wiltshire.

Closures of the three schools are timed for 2023, by which time the proposed new special school would be established in Rowde. The new school would cater for 350 pupils aged 3-16. Post-16 education will be available at Wiltshire College, already a provider of relevant SEND education in several locations across Wiltshire, and other private sector providers already working in partnership with Wiltshire Council.

We recognise that for pupils who will be attending Larkrise, St Nicholas, and to a lesser, but still significant degree, Rowdeford in 5 years' time, any move from the proposed closed schools to the proposed new school will be disruptive and may cause some anxiety for pupils and their families.

However, we hope to minimise this disruption by:

- Ensuring as many children/young people and their parent/carers can engage in the design and creation of the new school
- Considering opening a first phase of the proposed school for 3 and 4-year olds ahead of the main start for all pupils. This would involve phasing the construction of the school. This would reduce the need for transition for these youngest pupils

³ Social Emotional and Mental Health

- A similar arrangement could be offered for 15/16yr olds if it were in their best individual interests, with an early phased transition to college which could reduce transitions for this group also
- Ensuring that every child has an individual transition plan
- Having a 5-year programme during which we will prepare children, young people, their families and staff for the proposed change
- Appointing an academy sponsor early on so that the leadership of the new Centre of Excellence can start making a positive impact as soon as possible
- Creating communication plans, such as newsletters and online engagements, that keep everybody involved and informed
- Learning from other schools that have managed similar changes, such as Three Ways School in Bath.

Impact on the community

None of the three special schools specifically serves a local area due to the rural nature of the county and, therefore, no individual community would be disproportionately adversely impacted by the proposed closures. Each school teaches pupils who are predominantly transported from communities across Wiltshire rather than from their local area. Currently, around 80% of children/young people attending special schools do not live in the town where their school is located.

However, we recognise that the communities around St Nicholas and Larkrise, and indeed Rowdeford, have taken the schools to their hearts. Therefore, we will work with the local communities to explore ways in which they can continue to be involved in the lives of both the children/young people who attend the new school, but also the many children/young people with SEND who attend local mainstream schools and colleges.

Rowde itself has embraced Rowdeford school and has actively supported the continuation of a special school in this rural community close to the busy town of Devizes. It is hoped the proposed new school will support the local economy, bus services, facilities and employment. To date, Rowdeford school has not struggled to recruit staff, and welcomes the opportunity to offer greater local employment to people living in the local and wider area.

The location of the proposed replacement school is central to the north of Wiltshire, matching an equivalent special school covering the south. These two schools will be well placed to ensure access to inclusive special education in all parts of the county and to offer support and outreach to local mainstream schools.

All current staff will be subject to TUPE⁴ regulations.

Rural primary schools

None of the schools proposed for closure are a rural primary school designated as such by regulation. Special educational provision will continue in the rural location of Rowde. The Centre of Excellence will have a wider impact and will be able to support rural schools that often do not have the capacity for specialist SEND provision, allowing greater local inclusion.

Early years provision

Early Years provision at St Nicholas and Larkrise would be replicated and extended in the proposed new school and further supported by the three specialist nursery settings that will benefit from the outreach delivered by the Centre of Excellence. The Centre of Excellence would also be able to support mainstream nursery settings and child minders to ensure that every child with SEND has a good start in life. We will explore the possibilities of offering multi-agency partners, such as health visitors, space in the new provision to offer integrated support from birth onwards.

Sixth form provision

St Nicholas and Larkrise schools currently provide post-16 Education which will be closed or taken on by an alternate provider. Rowdeford does not have post 16 provision. It is proposed that all 16 -19 education will be provided by Wiltshire College and the range of private providers across Wiltshire with whom the

⁴ Transfer of Undertakings (Protection of Employment) Regulations

Council has developed strong relationships. This may involve the current buildings or other community based sites.

The aim is to increase the opportunities for preparation for adulthood in a wider range of locations, expanding on arrangements already in place and judged by Ofsted as effective. For those learners who will have formerly received their post 16 education through one of the special schools, there will be some change involved, however, this should lead to better development of life skills closer to home.

Special educational needs provision

Of the three schools proposed for closure, two are rated by Ofsted as Good and one as Requires Improvement. The proposal will lead to improvements in the standard, quality and range of special education:

- The new 350-place school will replace significantly overcrowded schools which currently do not comply with relevant DfE regulations, and will offer up-to-date facilities in a new build
- The replacement school will provide economies of scale which reduce the financial pressures faced by the existing smaller schools. The ambition of the project will attract national interest and affordably secure the best academy sponsor/provider and the best leadership
- The current schools have limited access to therapies. By bring the schools together all pupils can access good shared resources such as such as theraplay, SEAL (Social and Emotional Aspects of Learning), sensory support, Physiotherapy, Occupational Therapy, Speech and Language Therapy, Paediatricians and community/school nursing
- Currently we are not always able to offer all children and young people a place in our local schools because of lack of space and insufficient specialist support on site. The new school will offer more places and higher levels of support
- Currently pupils have to choose between a specialist or mainstream provision. The new approach will ensure flexibility of choice and a full range of provision to meet the spectrum of need.

Curriculum and special educational needs provision

The proposed new school will deliver a curriculum compliant with the general requirements of Section 78 of Education Act 2002, enabling students to benefit from a broad and balanced curriculum which will allow them to develop their skills and knowledge, preparing them for life after school. As a special school, it will place great emphasis on personalised learning, aiming to ensure that all students develop their expertise in literacy, numeracy and life skills, but in a way best suited to each individual student. There will be separate approaches for different key stages and levels of engagement and ability, including those who will potentially have dual placements with mainstream schools.

Broad curriculum pathways would include;

- A curriculum that covers the broad topics first introduced in the Early Years Foundation Stage
- A Profound Curriculum designed for students with Profound and Multiple Learning Difficulties
- A broad curriculum developing the learning of students with moderate learning difficulties, speech, language and communication needs and autism in all areas whilst focusing on reducing specific barriers to learning that individuals with complex needs may experience.

At every stage of their education, each child's strengths and needs would be considered carefully and the best curriculum pathway for them chosen and reviewed regularly in the context of assessed needs and EHCP targets. The aim would be that challenge is pitched at the right level for each student to make the best progress possible.

Further details will be set out once an academy proposer has been established as noted within the DfE Guidance for opening schools, but, we hope the above gives a feel for the scope of the provision.

Effect on standards and contribution to school improvement

The new school will build upon the recognised good practice of the existing three schools and, therefore, will not have a detrimental impact. This will enable a comprehensive, viable school fit for the future which will support not only the pupils who attend the school but also the wider population of pupils with SEND in Wiltshire as a Centre of Excellence, using curriculum approaches and expertise described above to support pupils and staff in schools across the county.

Travel

It is recognised that, for some pupils, journeys will be longer while, for others, shorter. This change can be a concern, when children/young people have significant medical or behavioural needs. Currently, pupils' journeys average 40 minutes (Rowdeford 43 minutes, St Nicholas 37 minutes and Larkrise 41 minutes), with the shortest being 4 minutes (St Nicholas child) and the longest 119 minutes (St Nicholas child). Initial estimates for the proposed new provision suggest there is likely to be a similar range of journey times, but potentially for different children/young people.

All pupils who attend Special schools can be considered for transport provided by the local authority and the vast majority will be eligible (all current pupils are eligible). For the three schools:

- Rowdeford pupils would continue travelling to the same location on transport provided by the local authority
- For pupils who live in or close to Trowbridge and Chippenham, it is likely that journeys may be longer. Our initial assessment of pupils traveling now (and this will be different in 5 years' time when the new school opens) is that about half of the pupils will have longer and half will have shorter journeys
- There is guidance from the DfE about reasonable journeys. We will try to ensure that every child has a journey within these limits but, as the guidance recognises, this may not be possible for every child in a rural county like Wiltshire
- We hope that by choosing a non-town location we will reduce the amount of time in congested town traffic at peak times and, by having one destination, be able to reduce the number of pick-ups, or time between pick-ups, so that the longer distance is balanced by a more efficient fleet of transport options
- We will be creating transport plans for every child/young person with particular regard for the support they may need for medical, behaviour and/or sensory needs.

We also recognise that this may be a difficulty for staff who will have a longer journey to work and for parent/carers with limited access to transport. Rowde does have good community transport links and, as the local authority also has a role in public and community transport, we will seek to ensure this is continued and, where possible, improved.

Rowde has good access routes, being close to Julia's House and Canon's House respite facilities, quick access from local ambulance stations and onwards to major hospitals if needed. It will also offer Virgin Care (our current community health provider) consulting, office and therapy rooms. This will mean that there can be full time nursing provision as well as other therapeutic support, reducing the need for hospitalisation and parents to travel to the school to support medical concerns.

Location and Costs

The school will serve the northern, middle and western parts of the county of Wiltshire

- The land utilised will include space available in the grounds of Rowdeford School and potentially additional current farm land that will be re-designated, also owned by Wiltshire Council
- The cost is estimated at £20m and will be met Wiltshire Council (agreed 27.11.2018 Cabinet)
- Planning permission will be required; this should be obtained in the summer/autumn of 2019

Pre-consultation raised some concerns that this rural site could segregate and isolate children and young people with SEND. This has not been evidenced by the current school, which has a strong and proactive relationship with the community. The Centre of Excellence will also enable the school to build strong links with all schools across Wiltshire, offering opportunities for both staff and pupils to engage in both in and out reach education.

Summary

As part of these proposals, the local authority has taken forward a series of Equality Impact Assessments. The impact assessment suggests that mitigating actions can reduce, but not eliminate all concerns. There are over 3500 pupils with an EHCP in Wiltshire and many more on SEN support in mainstream schools. It is essential that the proposals support both the individual and majority needs. We recognise the loss of well-loved schools will be difficult, but believe the plan for the Centre of Excellence will provide an

outstanding provision and approach to ensuring every child/young person with SEND has a good education and is able to make good life choices as they grow up.

Overall, the proposals will have an overwhelming positive impact for children and young people with SEND both in the school and supported through the Centre of Excellence in terms of:

- Wellbeing
- Progress
- Attainment
- Health
- Community opportunities
- Inclusion and integration

However, it is recognised that some students:

- Will have longer journeys
- May experience a level of disruption as they move from the old to new school
- May have worries during the development of the project about what school will be like in the future.

We hope this will be mitigated by:

- Many opportunities for engagement in the development of the school and centres of excellence
- Good transition plans and support from staff and families
- Well-arranged transport and transport plans
- Good planning and communication through the progress of the project.

Access to copies of the full proposals

Background papers can be found on the Wiltshire Council website in the meeting agenda for the Cabinet meeting of 27th of November 2018. Paper copies of these proposals can also be obtained upon request by emailing SpecialSchools@wiltshire.gov.uk or by writing to Special School Project, Education Directorate, Wiltshire Council, Bythesea Rd, Trowbridge, Wiltshire, BA1 8JN

Comments on, or objections to, the proposals

Any person or organisation may object to, support or comment on the above related proposals by sending them to Special Schools Project, Education Directorate, Wiltshire Council, County Hall, Trowbridge, BA14 8JN by 5pm on the 26th of February 2019 or by emailing SpecialSchools@wiltshire.gov.uk .

This email will only be used to collect objections and comments and send out paper copies. There is also a short consultation reply form on: <http://www.wiltshire.gov.uk/council-democracy-consultations> along with supporting documents.

There are also surgeries being arranged at the schools for parent/carers of pupils and for all parent/carers arranged by Wiltshire Parent Carer Council (WPCC). Letters will be sent via schools to parent/carers and WPCC will advertise dates on their website http://www.wiltshireparentcarercouncil.co.uk/en/Home_Page .

The Wiltshire Council site will also have a series of videos available where Stuart Hall was able to have a conversation with Cllr Laura Mayes about the proposals. <http://www.wiltshire.gov.uk/council-democracy-consultations> . This may be particularly helpful way to understand a little more about the proposals.

Signed:

Ian Gibbons, Solicitor to the Council

Date: 8.1.2019

Consultation Process

<p>Stage 1</p>	<p>Publication</p>	<ul style="list-style-type: none"> • The proposal will be published on Rowdeford, St Nicholas and Larkrise School's and Wiltshire Council's website from the 9th of January 2019 for 6 term time weeks. • A copy of the proposal will be sent to the Governors of Rowdeford, St Nicholas and Larkrise School and the Head teachers. • Rowdeford, St Nicholas and Larkrise Schools will ensure that the information is released through a circulated update (this may be a paper or electronic newsletter or update) and also sent directly to all parent/Carers of all registered pupils. • Copies of the proposal will be available via the schools, by contacting Wiltshire Council and on the websites. • The proposals will also be shared with all schools in Wiltshire via the RIGHTCHOICE website and via representational meeting for primary, secondary and special school heads. • Comments can be made via E-mail to: SpecialSchools@wiltshire.gov.uk, or letter or Special schools consultation, Education Directorate, Wiltshire Council, Bythesea Rd, Trowbridge, BA14 8JN • Comments must be received by 5pm on the 1st of March 2019 to be considered in the decision making.
<p>Stage 2</p>	<p>Representation (Formal consultation 4 weeks)</p>	<ul style="list-style-type: none"> • The period of consultation will be the 9th of January 2019 to 1st of March 2019. • 2 Surgeries will be arranged in this time, led by the Wiltshire Council Project lead in each of the Schools: <ol style="list-style-type: none"> 1. Staff and Governors 2. Parents, carers • In addition, wider Question and Answer surgeries will be held particularly for parents of children not currently at these special schools by Wiltshire Parent Carer Council (WPCC) in four parts of the County. • Dates will be advertised and invitations sent via the schools and WPCC.
<p>Stage 3</p>	<p>Decision</p>	<ul style="list-style-type: none"> • Following the period of consultation, a decision will be made between the 1st of March and the 1st of May 2019, by the Local Authority with the engagement of the Schools Adjudicator (The Local authority is the decision maker in respect to closing maintained schools. The school's adjudicator is the decision maker for opening new schools. As related proposals, the school's adjudicator, therefore, must be involved and may extend the decision timetable, but will not take a direct role until this stage of consultation is complete) • The proposal can be: <ul style="list-style-type: none"> ○ Approved ○ Rejected ○ Or approved with modifications.

		<ul style="list-style-type: none"> • The decision will be published within one week of the decision and; <ul style="list-style-type: none"> ○ Published on the same sites as the proposal ○ Sent to parent/carers of every registered pupil ○ Sent to the Schools Adjudicator ○ And sent to the Governing bodies. • Following the decision, the Governing bodies may appeal within one week of publication with information that is additional to that which was presented during the consultation.
Stage 4	Implementation	<ul style="list-style-type: none"> • The implementation date is set as the start of the school year 2023 subject to appropriate processes and timetables • The Secretary of State will be informed by updating the departments Register of Educational Establishments • If the proposal is accepted an implementation plan will be agreed with the schools involved and as identified in the Wiltshire cabinet report 27.11.18.

Wiltshire Council Statutory Notice: Intention to Discontinue the following Special Schools:

- **St Nicholas School (Special), Malmesbury Road, Chippenham, Wiltshire, SN15 1QF**
- **Rowdeford School (Special), Rowde, Devizes, Wiltshire, SN10 2QQ**
- **Larkrise School (Special), Ashton St, Trowbridge, Wiltshire, BA14 7EB**

Notice is hereby given in accordance with section 15(1) of the Education and Inspections Act 2006 (as amended by the Education Act 2011) and Regulation 12(1) of the School Organisation (Establishment and Discontinuance of Schools) Regulations 2013 that Wiltshire Council, County Hall, Trowbridge, Wiltshire, BA14 8JN intends to discontinue the above three schools with effect from 31 August 2023.

It is proposed that the three schools will be closed and replaced by a new special school which will be developed and established in accordance with Department for Education (DfE) Guidance "Opening and closing maintained schools: statutory guidance for proposers and decision-makers" (November 2018). All capital costs will be met by Wiltshire Council.

Reason for Closure

The proposed closures are put forward as part of the council's overall strategy to create new special school places in the north of the County for children with special educational needs. The proposed new school will be established as a centre of excellence, building upon the recognised good practice of the existing three schools and providing high quality support not only for the pupils who attend the school but also for the wider population of pupils with special educational needs in Wiltshire.

This notice provides the requisite statutory notice regarding closure of the above three schools and preliminary notice of the related proposal of the opening of a new special school. A further statutory notice will be published when a proposer has been identified for the new special school.

The full proposal, along with supporting documents and a short consultation reply form may be found on: <http://www.wiltshire.gov.uk/council-democracy-consultations>

Any person or organisation may also respond to the proposals by sending them to Special Schools Project, Education Directorate, Wiltshire Council, County Hall, Trowbridge, BA14 8JN or by sending an email to SpecialSchools@wiltshire.gov.uk

This email address will only be used to collect objections and comments and send out paper copies of the proposal. Questions will be welcomed at the surgeries described below.

Responses to the proposal must be received by the Council by 5pm on the 1st of March 2019 (extended from the 26th of February).

Further Information

1. Questions can be raised at surgeries being arranged at each of the above schools for parent/carers of pupils and for all parent/carers arranged by Wiltshire Parent Carer Council (WPCC). Details of the meetings will be sent by letter via schools to parent/carers and WPCC will advertise dates on their website:

http://www.wiltshireparentcarercouncil.co.uk/en/Home_Page .

2. Information on the Wiltshire Council website will also include a series of video conversations about the proposals between Councillor Laura Mayes, Cabinet Member for Children's Services, and Stuart Hall, Strategic Director, Wiltshire Parent Care Council. These may be found at: <http://www.wiltshire.gov.uk/council-democracy-consultations>

Signed:

Ian Gibbons,

Solicitor to the Council
9th January 2019

November 2018

The right healthcare, for you, with you, near you

NHS Wiltshire Clinical Commissioning Group (CCG) is responsible for commissioning a broad range of healthcare for the population of Wiltshire. We are led by experienced local GPs drawn from across the county, who provide clear clinical leadership to the big decisions affecting the future of healthcare provision in Wiltshire, carefully tailored to meet the differing needs of people locally.

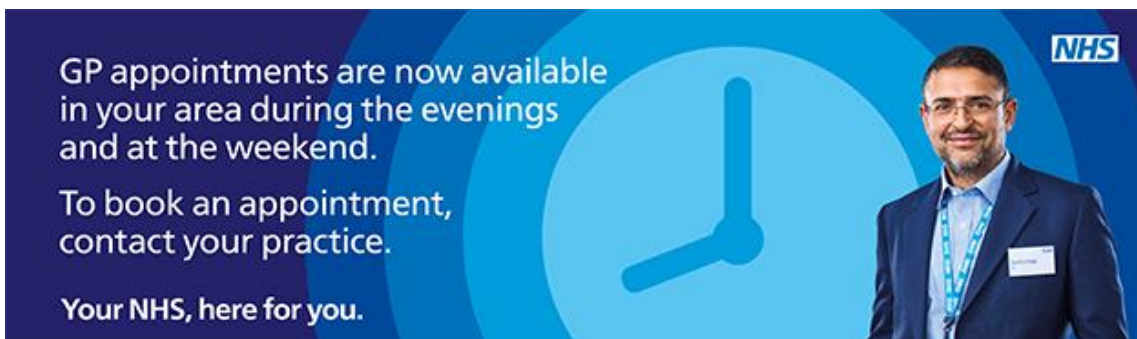
Our vision is to ensure the provision of a health service which is high quality, effective, clinically-led and local. We are committed to delivering healthcare that meets the needs of Wiltshire people, to consult and engage with our population to enable them to be involved in decisions made about health services and to deliver those services to people in their own homes or as close to home as possible.

News

Extended GP access

In December we will be promoting the extended GP opening hours for routine appointments. People can book appointments in the evenings and at weekends to see a GP, practice nurse or other health professional at a surgery in their area.

You won't always be able to see your registered GP and may need to go to a different practice in your area to take up the after-hours and weekend appointments.



GP appointments are now available
in your area during the evenings
and at the weekend.

To book an appointment,
contact your practice.

Your NHS, here for you.



Transforming maternity services together

Consultation on a proposal to transform maternity services across Bath and North East Somerset (BANES), Swindon and Wiltshire was launched on 12 November 2018.

Over the last 18 months, the organisations that commission and buy maternity services in the area have worked with over 2000 women and families, staff and partner organisations to look at ways we can improve the service. We have used the information gathered to put together a proposal that aims to make efficient use of our resources and has the right staff in the right place to deliver the kind of care women want.

We will be attending all the Area Board meetings in Wiltshire during the consultation period, which runs until 24 February 2019, to provide you with more information and answer questions on the proposal.

We are also organising public meetings and engagement opportunities across the county for people to talk to the clinicians and professionals about the proposed changes.

The consultation document, link to the online survey and further information on engagement opportunities is available on the Transforming Maternity Services Together website www.transformingmaternity.org.uk.



BaNES, Swindon and Wiltshire Sustainability and Transformation Partnership

Click on the banner to read the November update from the STP or go to www.bswstp.nhs.uk/news.



Governing Body meeting

Our latest Governing Body meeting was held on 27 November 2018. You can read the papers on our website www.wiltshireccg.nhs.uk/governance/governing-body-meetings-in-public

News archive

Read more news from Wiltshire CCG in our [news archive](http://www.wiltshireccg.nhs.uk/news/news-archive) – www.wiltshireccg.nhs.uk/news/news-archive

Campaigns

Stay Well This Winter – get your flu jab now

The national Help Us Help You campaign continued in November, encouraging people to stay well this winter.

Getting a flu vaccination is the single best way to protect yourself and others against the flu – it's not too late to see your GP practice or pharmacist for your flu jab.

A graphic with a white background and a blue border. It contains the text "HELP US" in large, bold, blue capital letters on the top line, and "HELP YOU" in large, bold, blue capital letters on the bottom line.

A graphic with a white background and a blue border. It contains the text "STAY WELL THIS WINTER" in large, bold, blue capital letters.

Helping each other to stay well this winter

We promoted Self Care Week in November in partnership with Wiltshire Council. This year, the theme was 'Choose Self Care for Life' and we were encouraging people to prepare now for the winter ahead, particularly supporting those who are elderly or vulnerable to stay as well as possible.

Our campaign featured our easy-to-use eight-step guide, to help people know what simple steps they can take to help keep themselves well over the winter months.



To find out more about the campaigns we are supporting visit www.wiltshireccg.nhs.uk/campaigns

Do you follow us? [Back to top](#)

Keep up to date with news and information from Wiltshire CCG on social media.



NHS Wiltshire CCG



@NHSWiltshireCCG

Area Board Update January 2019

Tell us what you think of health and care services

Healthwatch Wiltshire is your local, independent watchdog for health and care in the county.

Our purpose is to understand the needs, experiences and concerns of people who use health and social care services in Wiltshire and to speak out on their behalf.

Have your say

Tell us about your experience of health and social care services in Wiltshire. The more people who share their ideas, experiences and concerns about NHS and social care, the more services can understand what works, what doesn't and what people want from care in the future. If it matters to you, it's likely it matters to someone else too. Call us on 01225 434218 or email info@healthwatchwiltshire.co.uk. We'll also be at a variety of events across Wiltshire this year, so please come and say hello!



Free signposting service

If you have a concern or complaint about an NHS or social care service in Wiltshire, you can get free and confidential advice from our Information and Signposting service using the same contact details, on 01225 434218 or info@healthwatchwiltshire.co.uk.



Find out more

You can find out more about us and what we do at www.healthwatchwiltshire.co.uk – and keep up to date with our latest news on our Facebook, Twitter and Instagram pages.

We're looking forward to a busy 2019!



Report to	Bradford on Avon Area Board
Date of Meeting	16/01/2019
Title of Report	Community Area Grant funding

Purpose of the report:

To consider the applications for funding listed below.

Applicant	Amount requested
Applicant: Zero Waste Group, Climate-Friendly-Bradford On Avon Project Title: Water Fountain Project Bradford-on-Avon View full application	£1500.00
Applicant: Bradford on Avon Community Emergency Volunteers Project Title: BoA Community Emergency Volunteers First Aid Training Programme View full application	£1884.00

1. Background

Area Boards have authority to approve Area Grants under powers delegated to them. Under the Scheme of Delegation Area Boards must adhere to the [Area Board Grants Guidance](#)

[The funding criteria and application forms](#) are available on the council's website.

2. Main Considerations

2.1. Councillors will need to be satisfied that funding awarded in the 2018/2019 year is made to projects that can realistically proceed within a year of it being awarded.

2.2. Councillors must ensure that the distribution of funding is in accordance with the Scheme of Delegation to Area Boards.

2.3. Councillors will need to be satisfied that the applications meet the Community Area Board grants criteria.

3. Environmental & Community Implications

Grant Funding will contribute to the continuance and/or improvement of cultural, social and community activity and wellbeing in the community area, the extent of which will be dependent upon the individual project.

4. Financial Implications

Financial provision had been made to cover this expenditure.

5. Legal Implications

There are no specific legal implications related to this report.

6. Human Resources Implications

There are no specific human resources implications related to this report.

7. Equality and Inclusion Implications

Community Area Boards must fully consider the equality impacts of their decisions in order to meet the Council's Public Sector Equality Duty.

Community Area Grants will give local community and voluntary groups, Town and Parish Council's equal opportunity to receive funding towards community based projects and schemes, where they meet the funding criteria.

8. Safeguarding Implications

The Area Board has ensured that the necessary policies and procedures are in place to safeguard children, young people and vulnerable adults.

9. Applications for consideration

Application ID	Applicant	Project Proposal	Requested
3118	Zero Waste Group, Climate-Friendly-Bradford On Avon	Water Fountain Project Bradford-on-Avon	£1500.00
Project Description: We are planning together with The Town Council and The Preservation Trust to install 3 fountains in Bradford-on-Avon. This is part of BoA's goal of making the town and surrounding areas Plastic Free. We aim to encourage residents and visitors to carry their own reusable water bottles rather than buying single-use plastic ones. We plan to have 3 fountains one in Westbury Gardens one in Culver Close and one within the Sladesbrook Playground area. The local community and visitors will benefit by having a water fountain which has a water-bottle filler integrated into the design from which they can either drink directly or refill their own bottles. This project is environmentally responsible and will reduce single-use plastic. It will also encourage hydration and outdoor activity. We will advertise the fountains once they have been installed to encourage their use and we will do surveys to see who is using them and if those users have cut down on their single-use plastic bottles. This is part of a larger project which is working towards a plastic-free community. Bradford-on-Avon is working towards a Plastic-Free Bradford-on-Avon. Surfers Against Sewage has initiated this nation-wide project. We must meet certain criteria in order to gain this status which entails very much reducing the amount of throw-away plastic in our town and surrounding areas.			
Input from Community Engagement Manager: The requested contribution of £1,500 towards project costs of £ 11,000 represents good leverage. The Town Council is contributing £6,500 and will be responsible for the maintainance of the fountains. Wessex Water and the BoA Preservation Trust are the other funders in this high profile initiative.			
Proposal That the Area Board determines the application.			

Application ID	Applicant	Project Proposal	Requested
3122	Bradford on Avon Community Emergency Volunteers	BoA Community Emergency Volunteers First Aid Training Programme	£1884.00
<p>Project Description: The CEV's propose to organise a programme of 4 First Aid Training courses given by British Red Cross instructors over the period 1-1-2019 to 31-3-2020. The course is First Aid at Work - Working near Water. Topics covered include resuscitation use of Automatic External Defibrillator, AED, shock, bleeding, choking and burns. This course was run for the CEVs and Town Council staff in Feb 2018 and was deemed extremely worthwhile by all who attended. Each course can train up to 15 people and is then approximately half the cost of attending a public Red Cross course. The intention is to give new CEVs and those requiring a refresher basic First Aid training with a recognised qualification. Since the role of the CEVs includes dealing with the public in times of flooding and extreme weather as well as crowd-marshalling local events First Aid knowledge is an important skill to have. We will open the courses up to members of other local voluntary groups e.g. Rangers Guides Clean up Bradford Club, as well as town and parish staff and councillors. Any places not taken by these groups will be offered to members of the public. We may be able to raise a token charge 25 for people not associated with local voluntary groups though we would not propose to charge students OAPs or anyone in receipt of benefits. We aim to make the whole community a bit safer to live in by doing this. At the same time we hope to raise the CEV profile and attract new members. Finally, by linking with other community groups we aim to foster greater community spirit and resilience. We intend to seek joint funding from the Town Council for this and we are encouraged by their initial response however this is not yet confirmed. It might be worth pointing out that whilst the Community Emergency Volunteers are a BoA Town Council affiliated organisation we are not confined to the town. For example, earlier this year we helped out in Winsley lending snow clearing equipment and helping clear paths. Also during the Beast from the East we used the CEV 4X4 truck to transport healthcare workers to vital appointments in outlying villages around in and around Bradford.</p> <p>Input from Community Engagement Manager: The project costs are 50% funded by the Town Council. The Health and Wellbeing Group have discussed and support this application. The live-aboard boater community should be offered the opportunity to join the training.</p> <p>Proposal That the Area Board determines the application.</p>			

No unpublished documents have been relied upon in the preparation of this report.

Report Author:

Peter Dunford, Community Engagement Manager

01225 713060

Peter.Dunford@wiltshire.gov.uk

Grant Applications for Bradford on Avon on 16/01/2019

ID	Grant Type	Project Title	Applicant	Amount Required
3118	Community Area Grant	Water Fountain Project Bradford-on-Avon	Zero Waste Group, Climate-Friendly-Bradford on Avon	£1500.00
3122	Community Area Grant	BoA Community Emergency Volunteers First Aid Training Programme	Bradford on Avon Community Emergency Volunteers	£1884.00

ID	Grant Type	Project Title	Applicant	Amount Required
3118	Community Area Grant	Water Fountain Project Bradford-on-Avon	Zero Waste Group, Climate-Friendly-Bradford on Avon	£1500.00

Submitted: 21/11/2018 13:02:15

ID: 3118

Current Status: Application Appraisal

To be considered at this meeting:

tbc contact Community Area Manager

1. Which type of grant are you applying for?

Community Area Grant

2. Amount of funding required?

£501 - £5000

3. Are you applying on behalf of a Parish Council?

No

4. If yes, please state why this project cannot be funded from the Parish Precept

5. Project title?

Water Fountain Project Bradford-on-Avon

6. Project summary:

We are planning together with The Town Council and The Preservation Trust to install 3 fountains in Bradford-on-Avon. This is part of BoA's goal of making the town and surrounding areas Plastic Free. We aim to encourage residents and visitors to carry their own reusable water bottles rather than buying single-use plastic ones. We plan to have 3 fountains

one in Westbury Gardens one in Culver Close and one within the Sladesbrook Playground area.

7. Which Area Board are you applying to?

Bradford on Avon

Electoral Division

8. What is the Post Code of where the project is taking place?

BA15 1DE

9. Please tell us which theme(s) your project supports:

Countryside, environment and nature

Recycling and green initiatives

If Other (please specify)

10. Finance:

10a. Your Organisation's Finance:

Your latest accounts:

10/2018

Total Income:

£1880.92

Total Expenditure:

£14.99

Surplus/Deficit for the year:

£1865.93

Free reserves currently held:

(money not committed to other projects/operating costs)

£1986.93

Why can't you fund this project from your reserves:

Climate-Friendly-Bradford-on-Avon has a number of groups and because our funds come from the members we must all apply for funding for our projects elsewhere.

We are a small community group and do not have annual accounts or it is our first year:

10b. Project Finance:

Total Project cost		£11000.00		
Total required from Area Board		£1500.00		
Expenditure		Income	Tick if income	
(Itemised	£	(Itemised	confirmed	£
expenditure)		income)		
		BoA		
Fixtures	9114.00	Preservation	yes	1500.00
		Trust		

Fitting and Installation	1886.00	BWCE Grant	1500.00
		BoA Town Council	6500.00
Total	£11000		£9500

11. Have you or do you intend to apply for a grant from another area board within this financial year?

No

12. If so, which Area Boards?

Bradford on Avon

13. Please tell us WHO will benefit and HOW they will benefit from your project benefit your local community?

The local community and visitors will benefit by having a water fountain which has a water-bottle filler integrated into the design from which they can either drink directly or refill their own bottles. This project is environmentally responsible and will reduce single-use plastic. It will also encourage hydration and outdoor activity.

14. How will you monitor this?

We will advertise the fountains once they have been installed to encourage their use and we will do surveys to see who is using them and if those users have cut down on their single-use plastic bottles. This is part of a larger project which is working towards a plastic-free community.

15. If your project will continue after the Wiltshire Council funding runs out, how will you continue to fund it?

There are three groups raising funds for this project, The Town Council, The Preservation Trust and The Zero-Waste Group of Climate-Friendly-Bradford-on-Avon. The Town Council has been granted funds from BOATC Environment Planning Committee, The Preservation Trust is contributing and The Zero Waste Group is applying for a grant from Bath West Community Energy Fund and from BoA's Area Board, which will be The Zero-Waste Groups contribution.

16. Is there anything else you think we should know about the project?

Bradford-on-Avon is working towards a Plastic-Free Bradford-on-Avon. Surfers Against Sewage has initiated this nation-wide project. We must meet certain criteria in order to gain this status which entails very much reducing the amount of throw-away plastic in our town and surrounding areas. We are mostly volunteer involved in this project so the costs are so far unknown. It is likely we will need funding at some point to finance advertising i.e. costs of posters etc.

17. DECLARATION

Supporting information - Please confirm that the following documents will be available to inspect upon request:

Quotes:

yes I will make available on request 1 quote for individual project costs over £500 & 2 quotes for project costs over £1000 (Individual project costs are listed in the expenditure section above)

Accounts:

yes I will make available on request the organisation's **latest accounts**

Constitution:

yes I will make available on request the organisation's Constitution/Terms of Reference etc.

Policies and procedures:

yes I will make available on request the necessary and relevant policies and procedures such as Child Protection, Safeguarding Adults, Public Liability Insurance, Access audit, Health & Safety and Environmental assessments.

Other supporting information (Tick where appropriate, for some project these will not be applicable):

yes I will make available on request evidence of ownership of buildings/land

yes I will make available on request the relevant planning permission for the project.

yes I will make available on request any other form of licence or approval for this project has been received prior to submission of this grant application.

And finally...

yes The information on this form is correct, that any award received will be spent on the activities specified.

3122	Community Area Grant	BoA Community Emergency Volunteers First Aid Training Programme	Bradford on Avon Community Emergency Volunteers	£1884.00
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Submitted: 28/11/2018 15:13:59

ID: 3122

Current Status: Application Appraisal

To be considered at this meeting:

tbc contact Community Area Manager

1. Which type of grant are you applying for?

Community Area Grant

2. Amount of funding required?

£501 - £5000

3. Are you applying on behalf of a Parish Council?

No

4. If yes, please state why this project cannot be funded from the Parish Precept

5. Project title?

BoA Community Emergency Volunteers First Aid Training Programme

6. Project summary:

The CEVs propose to organise a programme of 4 First Aid Training courses given by British Red Cross instructors over the period 1-1-2019 to 31-3-2020. The course is First Aid at Work -Working near Water. Topics covered include resuscitation use of Automatic External Defibrillator, AED, shock, bleeding, choking and burns. This course was run for BoA Community Emergency Volunteers and Town Council staff in Feb 2018 and was deemed extremely worthwhile by all who attended. Each course can train up to 15 people and is then approximately half the cost of attending a public Red Cross course.

7. Which Area Board are you applying to?

Bradford on Avon

Electoral Division

8. What is the Post Code of where the project is taking place?

BA15 1DE

9. Please tell us which theme(s) your project supports:

Health, lifestyle and wellbeing

Heritage, history and architecture

Inclusion, diversity and community spirit

Safer communities

Transport and roads

If Other (please specify)

Volunteering

10. Finance:

10a. Your Organisation's Finance:

Your latest accounts:

03/2018

Total Income:

£663124.00

Total Expenditure:

£552187.00

Surplus/Deficit for the year:

£110937.00

Free reserves currently held:
(money not committed to other projects/operating costs)
 £0.00

Why can't you fund this project from your reserves:
 CEVs are entirely funded by BoA Town Council.

We are a small community group and do not have annual accounts or it is our first year:

10b. Project Finance:

Total Project cost		£3768.00		
Total required from Area Board		£1884.00		
Expenditure		Income	Tick if income	
(Itemised £ expenditure)		(Itemised income)	confirmed	£
Q1 2019 Course	942.00	BoA Town Council		471.00
Q2 2019 Course	942.00	BoA Town Council		471.00
Q3or4 2019 Course	942.00	BoA Town Council		471.00
Q1 2020 Course	942.00	BoA Town Council		471.00
Total	£3768			£1884

11. Have you or do you intend to apply for a grant from another area board within this financial year?

No

12. If so, which Area Boards?

Bradford on Avon

13. Please tell us WHO will benefit and HOW they will benefit from your project benefit your local community?

The intention is to give new CEVs and those requiring a refresher basic First Aid training with a recognised qualification. Since the role of the CEVs includes dealing with the public in times of flooding and extreme weather as well as crowd-marshalling local events First Aid knowledge is an important skill to have. We will open the courses up to members of other local voluntary groups e.g. Rangers Guides Clean up Bradford Club, as well as town and parish staff and councillors. Any places not taken by these groups will be offered to members of the public. We may be able to raise a token charge 25 for people not associated with local voluntary groups though we would not propose to charge students OAPs or anyone in receipt of benefits. We aim to make the whole community a bit safer to live in by doing this. At the same time we hope to raise the CEV profile and attract new members. Finally, by linking with other community groups we aim to foster greater community spirit and resilience. We

intend to seek joint funding from the Town Council for this and we are encouraged by their initial response however this is not yet confirmed. It might be worth pointing out that whilst the Community Emergency Volunteers are a BoA Town Council affiliated organisation we are not confined to the town. For example, earlier this year we helped out in Winsley lending snow clearing equipment and helping clear paths. Also during the Beast from the East we used the CEV 4X4 truck to transport healthcare workers to vital appointments in outlying villages around in and around Bradford.

14. How will you monitor this?

We will give First Aid refresher tips at our monthly meetings and British Red Cross sends out a Safe Hands quarterly refresher note to all participants.

15. If your project will continue after the Wiltshire Council funding runs out, how will you continue to fund it?

Not Applicable.

16. Is there anything else you think we should know about the project?

This First Aid training is part of a comprehensive CEV training programme. All other modules are in-house performed by volunteers Wilts council staff or members of other voluntary groups. The First Aid module is the only one bought in.

17. DECLARATION

Supporting information - Please confirm that the following documents will be available to inspect upon request:

Quotes:

yes I will make available on request 1 quote for individual project costs over £500 & 2 quotes for project costs over £1000 (Individual project costs are listed in the expenditure section above)

Accounts:

yes I will make available on request the organisation's **latest accounts**

Constitution:

yes I will make available on request the organisation's Constitution/Terms of Reference etc.

Policies and procedures:

yes I will make available on request the necessary and relevant policies and procedures such as Child Protection, Safeguarding Adults, Public Liability Insurance, Access audit, Health & Safety and Environmental assessments.

Other supporting information (Tick where appropriate, for some project these will not be applicable):

And finally...

yes The information on this form is correct, that any award received will be spent on the activities specified.

Report to	Bradford on Avon
Date of Meeting	16/01/2019
Title of Report	Community Youth Grants

1. Purpose of the report:

To ask Councillors to consider the following applications seeking funding from the Bradford on Avon Area Board.

Application	Grant Amount	
Applicant: Relate Project Title: Relateen Counselling Project	£5000.00	
Total grant amount requested at this meeting	£5000.00	

2. Main Considerations

Councillors will need to be satisfied that grants awarded in the 2018/19 year are made to projects that can realistically proceed within a year of the award being made.

Area Boards have authority to approve Area Grants under powers delegated to them by the Cabinet member for Communities, Campuses, Area Boards, Leisure, Libraries and Flooding. Under the Scheme of Delegation Area Boards must adhere to the Area Board Grants Guidance 2018/2019.

Community Youth Grants will contribute to the continuance and/or improvement of cultural, social and community activity and wellbeing in the community area, the extent and specifics of which will be dependent upon the individual project.

Community Youth Grants give all local community and voluntary groups, Town and Parish Councils an equal opportunity to receive funding towards community based projects and schemes.

3. The applications

Applicant: Relate Project Title: Relateen Counselling Project	Amount Requested from Area Board: £5000.00	
This application meets grant criteria 2018/19.		

Project Summary: The aim of the project is to provide a bespoke professional counselling service to support young people to recover from or cope with the impact of temporary serious emotional distress so that they can move forward and maximise their potential in life. We offer an opportunity for young people to talk in confidence, release grief and pain, provide strategies to cope communicate and build individual resilience including personal safe support networks. This is an independent service located at St Laurence School in order to maximise access for young people living in and around Bradford on Avon. The importance of good mental health for children and young people is the second highest priority from the JSA local community priorities plan for 2017/2019. We will also show that this work supports educational attainment (third priority) and indirectly positive leisure activities (first priority). During Sept to June 2018 51 young people have voluntarily used Relateen and the current provision of 12 hours per week is oversubscribed with a constant waiting list in place. On average half of these are young people from families where financial hardship is a factor and this year 57 percent were from single parent families. These young people are experiencing serious distress and often do not feel comfortable about others knowing that they are receiving our help, particularly boys. Even after counselling we are ethically bound to allow them to draw a line under their experience and move on in anonymity. However our feedback this year shows that 95 percent said they would recommend counselling to a friend. Any young person can come to Drop In in order to have an informal chat about their difficulties ask questions about Relateen and then make an informed decision about whether to access counselling or not. Often a small group of friends will come in order to support someone they are concerned about or to discuss a collective worry that they have. We are committed to ensuring that every young person can exercise autonomy in looking after their own mental health. We invite voluntary feedback after counselling that is written and anonymous. We use this to improve and develop the service for example if the young person feels the room is not private enough or the location of it is too public we will work with the school to change it. We also have a male counsellor in addition to our female counsellor so that young people have more choice and hopefully more boys may be encouraged to come if only to the Drop-In part of our offer. This year 40 per cent of clients were boys which is encouraging. Use of sessions. The young person directs the sessions in so much as they are there voluntarily it is their private space and they can choose what difficulty they want to explore and what medium they feel most comfortable using to help them. The Counsellor is led by the clients individual needs. They might use the space to cry, shout, be quiet, be a child, then as sessions move forward they can work on ways to understand their problems, build up confidence or work on strategies to manage overpowering feelings such as grief or anger. How many young people to do you expect to benefit? Between 45 and 55 pupils per year and a further 12 per year that come to Drop In only. These are the direct beneficiaries. Approximately 150 friends and family members will benefit from the young persons improved mental health also. The service is delivered on two days per week for a total of 12 hours per week during term time at St Laurence. As identified above, nearly 50 per cent of the young people we see are from disadvantaged backgrounds. Examples: Boy 15 witnessed dad beating mum, dad imprisoned but due for release wants relationship with him and sister. Boy is still traumatised by experience but misses dad, worried about mum's feelings and can't voice his own. Girl 14 new to area due to bullying,

chaotic home life, so goes out a lot and now getting involved in gangs. Young Carers agency helping but rather than activities just wants to talk. Boy 16 gets on better with step dad than own father. Feels deeply disloyal yet understands step dad is better parent. Confused and dislikes self. Recently stopped speaking and now shows signs of depression. Girl 17 convinced she is overweight although size 8. Throwing away packed lunch, recently fainted and at risk of an anorexic mindset. How will you work with other community partner's? We have strong links with other community agencies both statutory and voluntary such as Social Care, Child Adolescent Mental Health Service Victim Support, Splitz and Splash in addition to St Laurence School and its full pastoral offer including peer and adult mentoring programme. In addition to referring on some clients to specialist statutory help we also keep up to date with local amenities in order to inform and signpost clients to what is out there and encourage their own exploration also. The Project Manager attends local MAF Multi-Agency Forums meetings on invitation to update them on Relate services for children young people adults and families. Regular attendance at the Wiltshire Children and Families Voluntary Sector Forum 93 charities registered also keeps us up to date with supportive work going on in West Wiltshire for young people so we can continue to signpost effectively.

Comments of Community Engagement Manager: This project has been running at St Laurence School for some years. The attached appendices show the value of the service and also the severe financial constraints faceb by thr school in delivering it. Of the £18,720 project costs the school picks up £ 11,650 and the Colonel Llewellyn Palmer Trust £2,070. The Health and Wellbeing Group has been discussing childrens mental health issues and has invited the Wiltshire Public Health team to run a workshop later this year aimed at teenage children, subject to headteacher approval.

Report Author:
Peter Dunford, Bradford on Avon Area Board

Grant Applications for Bradford on Avon on 16/01/2019

ID	Grant Type	Project Title	Applicant	Amount Required
639	Youth	Relateen Counselling Project	Relate	£5000.00

Submitted: 27/11/2018 13:54:16

ID: 639

Current Status: Application Appraisal

To be considered at this meeting:

tbc contact Community Area Manager

1. Which type of grant are you applying for?

Youth

2. Amount of funding required?

£501 - £5000

3. Are you applying on behalf of a Parish Council?

No

4. If yes, please state why this project cannot be funded from the Parish Precept

5. Project title?

Relateen Counselling Project

6. Project summary:

To provide a bespoke professional counselling service to support young people to recover from or cope with the impact of temporary serious emotional distress so that they can move forward and maximise their potential in life. We offer an opportunity for young people to talk in confidence release grief and pain provide strategies to cope communicate and build individual resilience including personal safe support networks. This is an independent service located at St Laurence School in order to maximise access for young people living in and around Bradford on Avon.

7. Which Area Board are you applying to?

Bradford on Avon

8. What is the Post Code of where the project is taking place?

BA15 1DZ

9. Please tell us which theme(s) your project supports:

Informal education

Health

Other

If Other (please specify)

Personal development ie. understanding loss communication confidence. Managing understanding anxiety

10. Finance:**10a. Your Organisation's Finance:****Your latest accounts:**

03/2018

Total Income:

£2282000.00

Total Expenditure:

£2358000.00

Surplus/Deficit for the year:

£760000.00

Free reserves currently held:**(money not committed to other projects/operating costs)**

£1718000.00

Why can't you fund this project from your reserves:

We've been unable to input the correct Income and Expenditure due to the need to add pence to the boxes. Therefore, total income is £22820000.00 and total expenditure £23580000.00. Relate is still working on attaining a reserves policy of three months running costs and is currently on 2.6 months. St Laurence is challenged by schools funding levels reducing in recent years together with increased pastoral need. A separate financial statement from the Head teacher is being sent separately to endorse this application.

We are a small community group and do not have annual accounts or it is our first year:

10b. Project Finance:

Total Project cost		£18720.00		
Total required from Area Board		£5000.00		
Expenditure (Itemised expenditure)	£	Income (Itemised income)	Tick if income confirmed	£
Counselling Delivery	10296.00	St. Laurence contributon	yes	11650.00
Clinical supervision	4255.00	Colonel William		2070.00

Mandatory CPD and DBS pro rata	266.00	Llewellen Palmer Charity Bradford on Area Board (this application)	5000.00
Travel and counsellor materials	650.00		
Service management and office support	1200.00		
Evaluation. Data collection and outcomes report	580.00		
Premises pro rata	617.00		
Governance pro rata	856.00		
Total	£18720		£18720

11. Have you or do you intend to apply for a grant from another area board within this financial year?

Yes

12. If so, which Area Boards?

Bradford on Avon
Chippenham

13. About your project

Please tell us about your project (a strong application will address all of the following):
***required field**

- How does your project support local needs and priorities?
- How have young people been involved in your project so far?
- How many young people do you expect to benefit?
- How will your project be accessible and affordable?
- How will you encourage volunteering and community involvement?
- How will you ensure your project is accessible to everyone (Disabled, low incomes, vulnerable, etc.)
- How will you ensure your project is inclusive?
- How will you work with other community partners?

How does your project support local needs and priorities?The importance of good mental health for children and young people is the second highest priority on local community priorities plan for 20172019. We will also show that this work supports educational attainment third priority and indirectly. positive leisure activities. First priority. During Sept

to June 2018 51 young people have voluntarily used Relateen and the current provision of 12 hours per week is oversubscribed with a constant waiting list in place. On average half of these are young people from families where financial hardship is a factor and this year 57 percent were from single parent families. These young people are experiencing serious distress and often do not feel comfortable about others knowing that they are receiving our help particularly boys. Even after counselling we are ethically bound to allow them to draw a line under their experience and move on in anonymity. However, our feedback this year shows that 95 percent said they would recommend counselling to a friend. How have young people been involved in your project so far? Self referral. Any young person can come to Drop In in order to have an informal chat about their difficulties ask questions about Relateen and then make an informed decision about whether to access counselling or not. Often a small group of friends will come in order to support someone they are concerned about or to discuss a collective worry that they have. We are committed to ensuring that every young person can exercise autonomy in looking after their own mental health. We invite voluntary feedback after counselling that is written and anonymous. We use this to improve and develop the service for example if the young person feels the room is not private enough or the location of it is too public we will work with the school to change it this has happened in St Laurence. We also have a male counsellor in addition to our female counsellor so that young people have more choice and hopefully more boys may be encouraged to come if only to the Drop-In part of our offer. This year 40 per cent of clients were boys which is encouraging. Presenting Issues. We use the information clients give us on the nature and depth of their problems to inform and develop counsellor training in order to better support young people. This is done with individual counsellors via supervision and also by group training. Recent subjects are working with autism and anxiety. Use of sessions. The young person directs the sessions in so much as they are there voluntarily it is their private space and they can choose what difficulty they want to explore and what medium they feel most comfortable using to help them. The Counsellor is led by the clients individual needs. They might use the space to cry shout be quiet be a child then as sessions move forward they can work on ways to understand their problems build up confidence or work on strategies to manage overpowering feelings such as grief or anger. Exploring ways to improve feedback. We have introduced YP Core this year which is a measurement tool to monitor progress as counselling continues so not just a feedback at the end of counselling. This is developing and young people are engaging with it in the form of assessing their own mental health progression. How many young people do you expect to benefit? Between 45 and 55 pupils per year and a further 12 per year that come to Drop In only. These are the direct beneficiaries. Approximately 150 friends and family members will benefit from the young persons improved mental health also. The service is delivered on two days per week for a total of 12 hours per week during term time at St Laurence. How will your project be accessible and affordable? By locating this independent service in the urban school environment, we hope to reach any young person that needs help. The work is funded from a mix of grant and school budget in order to make it free of charge which is particularly helpful to vulnerable young people. All clients commence with an Initial Assessment which is designed to allow the Counsellor and client to decide if Relateen is the best place to support the young person's concerns. If it is not the client will be signposted to other services or support. How will you encourage volunteering and community involvement? As a professional agency we have a policy of not using volunteer counsellors but by marketing the service through local agencies and youth clubs where young people go we can encourage community involvement by signposting each other's services. It is particularly important for our Counsellors to be able to encourage other positive activities that their clients can access in the area especially those aimed at or accessible to special vulnerable groups ie Young Carers or transgender young people. How will you ensure your project is accessible to everyone? Disabled low incomes vulnerable etc. We are a universal access service and locate in school to be available to the widest population we can irrespective of financial circumstances. As identified above nearly 50 per cent of the young people we see are from

disadvantaged backgrounds. Examples Boy 15 witnessed dad beating mum dad imprisoned due for release wants relationship with him and sister. Boy is still traumatised by experience but misses dad worried about mum's feelings and can't voice his own. Girl 14 new to area due to bullying chaotic home life so goes out a lot and now getting involved in gangs. Young Carers agency helping but rather than activities just wants to talk. Boy 16 gets on better with step dad than own father. Feels deeply disloyal yet understands step dad is better parent. Confused and dislikes self. Recently stopped speaking and now shows signs of depression. Girl 17 Convinced she is overweight although size 8. Throwing away packed lunch recently fainted and at risk of an anorexic mindset. How will you ensure your project is inclusive? By ensuring that our Equalities and Diversity policy including staff and recruitment and training practice is adhered to. By following the specific guidance recommended by the British Association for Counselling and Psychotherapy around best practice in terms of sensitivity training and guidance to support minority groups. By statistics monitoring of age gender presenting issues and outcomes of client's year on year and identifying if some groups are missed and what the reason might be. By marketing as widely as possible within the school community and in the wider community by word of mouth. We are committed to equality and diversity. We strive to support young people irrespective of gender sexual orientation culture race or disability. How will you work with other community partner's? We have strong links with other community agencies both statutory and voluntary such as Social Care, Child Adolescent Mental Health Service Victim Support, Splitz and Splash in addition to St Laurence School and its full pastoral offer including peer and adult mentoring programme. In addition to referring on some clients to specialist statutory help we also keep up to date with local amenities in order to inform and signpost clients to what is out there and encourage their own exploration also. The Project Manager attends local MAF Multi-Agency Forums meetings on invitation to update them on Relate services for children young people adults and families. Regular attendance at the Wiltshire Children and Families Voluntary Sector Forum 93 charities registered also keeps us up to date with supportive work going on in West Wiltshire for young people so we can continue to signpost effectively.

14. Safeguarding

Please tell us about how you will protect and safeguard young people in your project (You must address all of the following): *required field

- Please evidence your commitment to safeguarding and promoting the welfare of children and young people.
- How do you make sure staff and volunteers understand their safeguarding responsibilities?
- Are staff and volunteers Disclosure and Barring Service (DBS) checked and do you hold a central record of this as well as details of staff references.
- Who in your organisation is ultimately responsible for safeguarding?
- How do you ensure that young people are kept safe online when accessing your services?

Please evidence your commitment to safeguarding and promoting the welfare of young people. Relate works in collaboration with the British Association for Counselling and Psychotherapy BACP which requires stringent adherence to safeguarding and child protection guidelines which all Relate Centres must adhere to to be part of Relate, together with Relate procedures on disclosure and consultation. The Relate Federation reviews our Child Protection and Safeguarding Policy in the light of current legislation social developments and best practice research every 3 years and last reviewed in June 2017. As an organisation committed to healthy relationships we respect the autonomy of young people whilst also doing our very best to ensure their safety and wellbeing. In difficult situations, we take individual advice from our national Relate Senior Practice Consultants via our Practitioners Helpline. This substantial investment whilst expensive is essential and

evidences our commitment not to compromise on this pivotal part of our work. How do you make sure staff and volunteers understand their safeguarding responsibilities. Following Safer Recruitment training, Relate managers follow best practice guidance including asking insightful questions on candidates attitude to the safety and wellbeing of young people and vulnerable adults on application forms scrutinised at interview followed up by double references. Our policies and procedures are introduced at induction via our Staff Handbook and staff sign to say they have read these. In addition, line management and Clinical Supervision where appropriate ensure these are followed. In addition, we deliver in house group training on Child Protection for administrative staff. Counsellors undertake Child Protection training at the appropriate level using the Wiltshire Local Safeguarding Board multi agency courses. Are staff and volunteers Disclosure and Barring Service DBS checked and do you hold a central record of this as well as details of staff references. Yes. We hold a central record and have a flag up system for renewal. All references are written and followed up with verbal communication where appropriate. All counsellors hold enhanced DBS checks. Who in your organisation is ultimately responsible for safeguarding. Our branch has a Designated Safeguarding Lead who has access to our Senior Practice Consultant for the area. She has support from the Head of Service Quality and Clinical Practice Relate. Ultimate responsibility is held by the Relate Chief Executive and Board of Trustees. However, we are in the process of recruiting an additional clinical management role. This will offer more time for individual safeguarding casework and safeguarding strategy. How do you ensure that young people are kept safe online when accessing your services. Our services for young people are currently face to face only. We do not practice lone working in young people's work so operate in premises where someone else is always available. Also, we do not go to individual homes.

15. Monitoring your project

How will you know if your project has been successful?

Feedback from young people - Clients are invited to complete a Relate Young Peoples Counselling Service Evaluation Form at the end of counselling. This shows their personal measure of progression of the problems brought to counselling across 4 bands. None A little Quite a bit or A lot. These bands are also applied to a number of questions relating to what they have achieved or learned and also what their experience was like. We also invite them to tell us the best thing about their sessions and any other comments to improve the service. These forms are anonymous and are reviewed by the Project Manager monthly so that any poor scores can be considered and questioned. Also, any trends can be identified and worked on. In a recent sample of voluntary feedback forms from the Bradford on Avon service. 88 per cent found counselling helped them quite a bit or a lot. 90 per cent said they could cope better at home or school or with friends and 97 percent reported getting practical help and ideas. St Laurence have provided an example sheet of 5 students that have been seen to improve dramatically from the school's perspective and describes the benefit they have seen. Additional written comments on feedback given include. I feel more confident in myself because of the experience. I got to talk about how I felt without fear or judgement. At first he helped me express my feelings and then he gave me solutions I could use to help the situation. Counselling has helped me reduce my negative feelings.

16. DECLARATION

Supporting information - Please confirm that the following documents will be available to inspect upon request:

Quotes:

I will make available on request 1 quote for individual project costs over £500 & 2 quotes for project costs over £1000 (Individual project costs are listed in the expenditure section above)

Other supporting information (Tick where appropriate, for some project these will not be applicable):

And finally...

yes The information on this form is correct, that any award received will be spent on the activities specified.

Supporting Evidence from St Laurence regarding why they need financial help to deliver Professional Counselling (a non statutory service) in school Dec 2018

From: Fergus Stewart <ferste@st-laurence.com>

Sent: 06 December 2018 10:13

To: Pam Woods <Pam.Woods@relate.org.uk>

Cc: Rachel Purnell <racpur@st-laurence.com>; Lorna Lumb <lorlum@st-laurence.com>; Rebecca Overfield <rebove@st-laurence.com>

Subject: RE: Relateen Service

Dear Pam

Our pastoral staff are compiling some background for you to support our need for this. Rachel will forward this to you when ready.

Some updated financial background is below, taken from my submission to the parliamentary enquiry on school funding. You are welcome to use any of this.

Many thanks again

Fergus

We run this school as a very tight ship, as benchmarking data shows, e.g.:

- Pupil : teacher ratio of 20.58 (compare average national figure for academies of 17.38)
- Annualised education cost per pupil: £255 (compare national average £318)
- Deployment of teacher periods to the curriculum: >99% (only 15 surplus periods out of 2,800)

We have deployed numerous cost-cutting measures, including:

- Removal of vocational (BTEC) courses (Level 3 Sport, Business)
- Reduction of pre-16 vocational programmes (Level 2 BTEC Sport, ICT)
- Removal of all desk-top printer facilities
- Withdrawal from professional subscriptions, e.g. PiXL (national organisation to share good practice in raising standards)
- Widespread use of fixed term teaching contracts, to enable future cuts.
- Non-replacement of staff who leave
- Lengthening the replacement cycle of computers
- Ceasing attendance at most external staff training courses
- From 2019 we may have no other choice but to cut the number of classes, thereby increasing class sizes, for GCSE English, Maths and Science – we will be cutting into the bone here, there is no surplus anywhere, and jeopardising academic standards.

We are seeking to do all within our power to supplement our income, including:

- This year, for the first time, asked for parental contributions towards our work experience programme for year 10 students.
- I am about to write to all parents requesting that they make regular donations towards the fundamental running costs of the school (not “extras”).
- We are actively investigating multiple pathways for additional income generation, including increased facilities hire.

- As an oversubscribed school, we have increased our Pupil Admission Number (PAN) in 2017. This will increase our student population by 40 (3%) over the next 5 years. There will be immediate consequences, not just on wear and tear in a busy secondary school, but in library and ICT spaces, circulation spaces, canteen and toilet facilities. If we redirect budget spending to these areas, the gains of only £4k per pupil from PAN, when it does finally follow through, will be eaten into.

What has led to this situation?

1. Since at least 2013, all “cost of living” salary increases for teachers and associate staff, as negotiated and agreed nationally and recommended by the NJC and STRB, have been **unfunded**. This has typically been limited to 1%, but we have had to agree an average 2% increase for associate staff and are expecting 2% for teachers. The cost pressures this imposes have been explained to the DfE repeatedly (e.g. Association of School & College Leaders submission in response to STRB recommendations 2017). In 2018. For the first time, some funding was provided but we still had to find the first 1% of the teachers’ pay increase.
2. All performance based pay increments for teachers since the introduction of statutory performance based pay in 2013 have been **unfunded**. In a successful school, where, by definition, the vast majority of teachers are very good, the impact has been substantial.
3. The removal of the NI rebate has had a significant impact across all salaries, again **unfunded**.
4. We expect an increase in NJC pension rates of 1% every year for the next 3 years. This is, of course, **unfunded**.
5. As an employer, we now pay the apprenticeship levy. We have employed 2 apprentices to admin positions, which has enabled us to recoup some training costs; however we are still net losers and, in any case, we would not have spent the money on training because of our financial situation. This is clearly a nonsense.
6. Wilshire Local Authority’s high needs provision is significantly in deficit and resources are diminishing. As a result, increasing numbers of young people with a wide range of complex needs are arriving in our school. However, even when we receive equivalent top-up funding as a result of the byzantine calculation used, our costs are higher than those incurred in a specialist setting because we do not have the required infrastructure in place.
7. While we have made strenuous and successful efforts to increase the numbers of students entering and remaining in our sixth form, the well-documented national decline in post-16 funding means that our flourishing sixth form still runs at a loss. We cannot afford to recruit the additional staff required to expand the sixth form to the size at which it would pay its way. However the benefits of having a sixth form in a school are incontrovertible, from an educational point of view. Governors have no choice but to support our Sixth Form from K3 and KS4 income.
8. We face steep cost increases in utilities.

National Funding Formula:

As our submissions to the DfE consultation on the NFF in 2017 showed, due to our demographic, and despite our passionate commitment to comprehensive education, we fail to qualify for the vast majority of pupil-led factors for additional funding, such as:

- Deprivation
- Prior attainment
- EAL
- Sparsity

As a result, the increases to our income for 2018-19 as a result of the NFF, amount to £39 000. While we are glad to have this, it is more than cancelled out by the rise in costs such as those outlined above. Furthermore, the formula is still “soft” for the next two years, affording us no certainty, and we have absolutely no information from the DfE about what will happen from 2020 onwards.



The Impact of Counselling at St Laurence School

We face, like all schools, an increasingly high demand for services that offer students one to one support at times of need. We always have a waiting list for the counselling service in school and have to prioritise the resource according to our judgement about need. Even with the resource we have currently, we are not able to meet the high levels of demand. We know that counselling has a positive impact on those students who access the support and have provided some examples of students who have recently completed a series of counselling sessions.

Student 1: Year 11 Girl

This girl was experiencing suicidal thoughts linked to her gender identity and so, after initially meeting with the school nurse, was referred for counselling. Beforehand her attendance was low (below 90%), however, following a number of sessions with the counsellor, I have been pleased to see an improvement in her attendance and consequently her attainment. She now no longer feels the need to see the counsellor, and is successfully managing her own mental health with the strategies she has learnt.

Student 2: Year 8 Boy

S was struggling with behaviour as home life was a little challenging which was affecting his school life, attendance and behaviour, which then resulted in S not reaching his full potential. Initially S was reluctant to meet with the counsellor as believed that it would not be possible for 'talking' to make any difference.

I introduced S to the school counsellor and he was given an initial assessment, which then persuaded S to agree to more sessions. S never missed any sessions and always arrived early for his appointment. It was noticeable that slowly S's behaviour started to improve, as did his attendance. S became less guarded and more confident, able to speak with teachers if he was having difficulties, both academically and socially. Eventually S began to talk about his home life, accepted further support, and agreed for school to contact home to build on relationships etc. This shift in S's behaviour was noticed and acknowledged by his teachers. Positive phone calls were made home, which in turn improved relationships.

I believe that the counsellor helped S in many ways and this has stuck with him as this year he has made a fantastic start. S is currently at 97% (1 day absent and 2 x medical appointments) and still in single figures for behaviour points which is an enormous improvement on last year. These huge improvements are without doubt having a positive effect on his learning. I firmly believe without the counselling S would be a very different student.



Student 3: Year 11 Student

This student suffers with extreme anxiety that affected attendance at school and lessons, used study support and had a time out card. The student was often absent when assessments were planned in lessons. Student had six sessions with our counsellor. Now, they have taken all of their mock examinations, and the student is feeling very positive about school and future plans. Both student and parent have expressed their gratitude for the counselling and advice received. The student feels that they now have coping strategies, which they can use now and in the future.

Student 4: Y11 Student

This student had counselling in the period before a gender transition. It had an impact in identifying his needs and the way forward with regards talking to parents and talking through the issues that he would face. The student has successfully transitioned, is attending well and performing above expectations academically after a very challenging period in his personal life. Without counselling, all of this would have been much more challenging and difficult to overcome.

Student 5: Y11 Boy

This student had counselling earlier on in the year. He has been struggling with a physical health condition and has been recommended for open-heart surgery. This news was having a dramatic impact on his behaviour both in and outside of school. He attended 4 sessions of counselling. Following these sessions, he appears more relaxed, is attending well and is making more positive behaviour choices.

Rachel Purnell
Deputy Headteacher

7th December 2018

Area Board Projects and Councillor Led Initiatives Application Form 2018/2019

To be completed by the Wiltshire Councillor leading on the project

Please ensure that you have read the Funding Criteria before completing this form

PLEASE COMPLETE ALL SECTIONS TO ENSURE THAT YOUR APPLICATION CAN BE CONSIDERED

1. Contact Details

Area Board Name	Bradford on Avon		
Your Name	Councillor Jim Lynch		
Contact number	07906 796398	e-mail	jim.lynch@wiltshire.gov.uk

2. The project

Project Title/Name	Bradford on Avon Schools Cluster - Multi Agency Forum		
Please tell us about the project /activity you want to organise/deliver and why? <i>Important: This section is limited to 900 characters only (inclusive of spaces).</i>	<p>The Bradford on Avon Schools Cluster includes the St Laurence secondary and 5 other primary schools across the Bradford on Avon community area.</p> <p>The cluster hosts a Multi-Agency Forum (MAF) which brings together childcare specialists - such as educational psychologists, education welfare officers, special educational needs and disability experts, social workers, youth workers, drugs and alcohol service etc. – to share information and discuss the needs of children across the town and the villages on a case by case basis.</p> <p>The MAF is under threat as there is no core funding from the schools budget. It originally had an administrator, Karen Butler, who acted as the interface between the schools and the community, but she has moved on and has not been replaced in her part-time role. As well as co-ordinating the MAF, Karen worked with the Community Engagement Manager to put on an annual Youth Forum to help identify youth priorities in the community, and represented the schools on the Local Youth Network Management Group.</p> <p>The schools have agreed to finance a person to co-ordinate MAF plus to provide the space to hold the meetings. The charge for the meeting room will be absorbed by the hosting school and the schools will split the costs for the co-ordinator. The “bare minimum” estimate is 5 days work to run the 3 MAF meetings each year and that this would make the annual staffing costs: £458.65. With resources, the MAF would also be in better position to share good practice as a cluster, for instance in spreading the good work of Westwood-with-Iford Primary School around the radio project and providing counselling support for young people with identified needs.</p> <p>See letter appended form Tracy Dunn on behalf of the Bradford on Avon Cluster Headteachers.</p>		
Where is this project taking place?	Across the Bradford on Avon Community Area		
When will the project take place?	Academic year 2018/19		
What evidence is there that this project/activity needs to take place/be funded by the area board?	The headteachers of the school cluster have approached the Area Board for help, citing the critical role of the MAF and the lack of core funding from the schools budget for this activity. It is proposed that help is offered from the Health and Wellbeing budget.		

How will the local community benefit?	The community will benefit from a co-ordinated approach by the schools towards child welfare and the continued sharing of good practice between them.		
Does this project link to a current Community Issue? (if so, please give reference number as well as a brief description)	This project reflects the ever-tightening school budgets and the need for continued support for added-value activities which are over and above those that are core funded.		
Does this project link to the Community Plan or local priorities? (if so, please provide details)	The Joint Strategic Assessment 2017 identified educational attainment and mental and emotional health as the top priorities for children and young people. This project meets these objectives.		
What is the desired outcome/s of this project?	Resources to continue the MAF, joint working between schools and targeted support for child welfare		
Who will be responsible for managing this project?	Tracey Dunn, Headteacher Fitzmaurice Primary School and Chair, Bradford on Avon Schools Cluster		
3. Funding			
What will be the total cost of the project?	£ 1, 000		
How much funding are you applying for?	£ 500		
If you are expecting to receive any other funding for your project, please give details	Source of Funding	Amount Applied For	Amount Received
	Bradford on Avon Town Council	£ 500	
Please give the name of the organisation and bank account name (but not the number) your grant will be paid in to. (N.B. We cannot pay money into an individual's bank account)	Fitzmaurice Primary School on behalf of the Bradford on Avon School Cluster		
4. Declaration – I confirm that...			
<input checked="" type="checkbox"/> The information on this form is correct and that any grant received will be spent on the activities specified			
<input checked="" type="checkbox"/> Any form of licence, insurance or other approval for this project will be in place before the start of the project outlined in this application			
Name: Councillor Jim Lynch			Date: 16 August 2017
Position in organisation: Chairman, Bradford on Avon Area Board			
Please return your completed application to the appropriate Area Board Locality Team (see section 3)			

14 January 2019

Dear Area Board

We are very grateful to the Area Board for the grant that was made in the academic year 2017-18 as this enable us to continue running the Bradford on Avon Schools Cluster - Multi Agency Forum which was under threat of stopping due to a lack of funding and a new co-ordinator.

The Bradford on Avon Schools Cluster includes the St Laurence secondary and 5 other primary schools across the Bradford on Avon community area.

The cluster hosts a Multi-Agency Forum (MAF) which brings together childcare specialists - such as educational psychologists, education welfare officers, special educational needs and disability experts, social workers, youth workers, drugs and alcohol service etc. – to share information and discuss the needs of children across the town and the villages on a case by case basis.

The MAF is continues to be under threat as there is no core funding for this and it has to come from the schools' budget. The grant in 2017-18 enabled schools to finance a person to co-ordinate MAF plus to provide the space to hold the meetings. The charge for the meeting room will be absorbed by the hosting school and the schools will split the costs for the co-ordinator. The "bare minimum" estimate is 5 days work to run the 3 MAF meetings each year and that this would make the annual staffing costs: £458.65. Total cost to run MAF in reality much more as we are absorbing costs of the venues and catering plus any other costs incurred through any hours that the co-ordinate has needed for each meeting.

MAF is essential to the town and the young people who live in it. It enables the work of the agencies who support the young people to share the thresholds to access their services, educate the attendees about particular issues in the town and that young people are facing; for example the problems with County Lines and drug use in the young people. By sharing good practice, learning what the current issues are and receiving support in approach particular situations the young people are supported and enabled to make appropriate choices. This will impact positively on the town. It also provides agencies with the opportunity to work together on join projects.

Once again we, the headteachers, are approaching the Area Board for help as our budgets have shrunk once again and there is no available funding to meet the running costs. We have tried to run MAF without a dedicated person undertaking the admin however the task is too huge for us as head teachers and we do not have capacity within our admin teams.

If the Area Board are able to continue the funding towards MAF the community will benefit from a co-ordinated approach by the schools towards child welfare and the continued sharing of good practice between them.

We would be very happy to answer any questions that the Area Board have and we are grateful to you for considering our application for funding.

Yours faithfully

J Dunn

Tracey Dunn

On behalf of the Bradford on Avon Cluster Head teachers



St Laurence School



Westwood with Iford
Primary School



Winsley Primary
School



Churchfields
The Village School



Fitzmaurice Primary
School



Christ Church CE VC
Primary School

Community participation in National Armed Forces Day 2019 events

Aim:

The project's aim is to enable communities from around Wiltshire to engage with and participate in the activities around the National Armed Forces Day event in Salisbury in June 2019 and a request for funding from the Bradford on Avon Area Board.

Executive Summary:

The Community Engagement Manager, along with the Library Heritage and Arts Team, will work to deliver three projects that will require community involvement and provide a lasting legacy following the events.

- Social media photograph campaign as part of the event launch
- Community art tapestry project to be displayed at the event in June
- Human poppy world record attempt at the event in June

Funding will be requested from area boards to support each of the three projects as outlined below in this report.

Benefits:

This project directly addresses both Wiltshire Council's and the Bradford on Avon Area Board's local priorities including:

- Combatting loneliness and isolation
- Improve our mental health
- Provide more activities for older people
- Provide positive activities for young people
- Improving affordable access to arts and cultural activities
- Increasing volunteering and providing skills
- Creating a lasting legacy for National Armed Forces Day 2019

Proposal:

- ***Social media photograph campaign as part of the launch of the National Armed Forces Day 2019***

Community members will be encouraged to take pictures that show what the armed forces mean to them within Wiltshire, and to post them on social media sites such as Twitter, Instagram and Facebook using the hashtags #SalisburyNAFD and #BradfordOnAvon

Each Community Engagement Manager will capture 5-10 images in their community area including a NAFD official flag.

As well as promoting the event, the images will be used to create a collage for display at the events in June. The collage design will be something that represents the armed forces and the communities support for them.

- ***Community art tapestry project to be displayed at National Armed Forces Day 2019***

Wiltshire Council will commission an artistic lead to work with community groups in each of the 18 community areas, identified by Community Engagement Managers, to create a tapestry, which will be combined together to form one larger piece to be displayed at the event in June. This will create a lasting legacy for the event which can be displayed around the county at Libraries, Campuses and Hub and future events.

- **Human poppy world record attempt**

Community members will be encouraged to come to Salisbury on the Sunday of the weekend of events to participate in a “human poppy”. This will be created by providing participants with a coloured poncho and arranging them into the shape of a poppy (see image below).

The aim of this will be to break the World Record for the largest ever human poppy which is currently 2,567 people. We aim to get between 3,500 and 4,000 people to take part. This could involve providing transport from around the county by putting on coaches from each community area to ensure the event is inclusive and anyone can take part.

In order to officially break the world record there is a significant amount of impartial monitoring required by Guinness. There will be costs involved in this and other parts of the attempt which are outlined below.



Funding:

Funding is requested from Bradford on Avon Area Board for aspects of the project as outlined in the table below.

Item	Amount
1/18 th of the cost of commissioning artistic lead for the community art project and tapestry	£200.00
1/18 th of the cost of 4,000 ponchos of various colours	£300.00
1/18 th of the cost of equipment, resources and security to support participants of human poppy	£500
Total	£ 1,000

Broad Time scales:

The project will run from now until the weekend of Events around National Armed Forces Day on Saturday 29 June 2019. Below are broad timescales to complete the project

Task Name	Start Date	End Date
Agree funding from Community Area Boards	November 2018	February 2019
Social media photograph campaign		
Community photos taken and posted on SM	February 2019	March 2019
Collage created	April 2019	May 2019
Community Art project		
Commission artistic lead to work with Community Areas to create tapestry	December 2018	February 2019
Artistic lead work with communities to create tapestry	February 2018	May 2019
Human Poppy		
Promotion of event by CEMs/Communications team at Wiltshire Council	November 2018	June 2019
Logistics confirmed and booked – transport, ponchos, security arrangements etc	November 2018	May 2019

Recommendation:

That Bradford on Avon Area Board

- I. Notes the report and supports the Community Participation in National Armed Forces Day 2019 events project as outlined above
- II. Supports the proposal and awards £1,000 towards the costs of the local element of the project

Peter Dunford, Community Engagement Manager

Bradford on Avon Health and Wellbeing Group

Note of meeting on Monday 10 December at Bradford on Avon Library

Present:

Peter Dunford, Community Engagement Manager, Wiltshire Council (Chairman)

Councillor Jim Lynch, Wiltshire Councillor, Local Youth Network lead for Bradford on Avon Area Board

Councillor Jennie Parker, Bradford on Avon Town Council and Chairman Bradford on Avon Dementia Action Alliance

Councillor Dave Garwood, Bradford on Avon Town Council

Ruth Randall, Bradford on Avon and Melksham Health Partnership

Ginnie Heads, Living Well Project Worker, Age UK Wiltshire

Wendy O'Grady, Bradford on Avon Seniors Forum

Anne Baldie, Carers Support Wiltshire

Libby Miles, Wiltshire Heights Care Home/ Porthaven

Liz Newton, Little Nightingales

Karen Spence, Public Health Specialist (Mental Health), Wiltshire Council

1. Apologies:

Councillor Johnny Kidney, Wiltshire Councillor, Health and Wellbeing lead for Bradford on Avon Area Board

Karen Wade, Assistant Commissioner, Adult Care Commissioning, Wiltshire Council

Jo Harris, Librarian, Wiltshire Council

Dave Payne, Health Trainer, Wiltshire Council

2. Minutes from meeting on 10 September and matters arising

Minutes agreed. Matters arising on this agenda.

3. Appointments System at the Surgery

The Town Council has formally met with the Health Partnership to discuss residents concerns regarding the new appointments system. Dr Heffer reports that the practice has lost 3 senior doctors and is having problems recruiting replacements. A new phone consultations service for minor health issues is now provided (on a 3 year contract) but there have been some teething problems with it which are being addressed. Referrals for face-to-face consultations continue for more serious problems.

Due to resourcing issues a proposal has been made to close St Damian's Surgery in Melksham and for the patients to be reallocated between the 2 other surgeries in the town. This proposal is currently awaiting final approval by the CCG. The health partnership proposes to reallocate resources from St Damian's to the Health Centre at Bradford on Avon, including one full-time doctor. The practice boundary will be redrawn more tightly around the town as currently patients can live as far afield as Salisbury which is stretching limited resources. The dental practice at Station Approach is relocating which will free up more space for an expansion of the surgery accommodation.

Partly as a consequence of the large catchment area, 14% patients (representing 405 appointments) did not attend in November alone and there are a number of patients who offend multiple times. Given the scale of the problem, "polite" and "sterner" reminder letters will now be sent out. Where letters are not appropriate, face-to-face discussions will be held, for instance with patients with mental health issues.

The Town Council has agreed to look again at the hire charges it makes for St Margaret's Hall as these are putting the viability of the Leg Club in jeopardy.

ACTION: Dave Garwood

Jennie Parker reported that she had wanted to join the Patient Participation Group at the Health Centre but her application had been refused because she was an elected representative of a political party.

4. Social Prescribing

Jim Lynch described the work of Dr Helen Kingston at the Frome Medical Practice which has received national attention for the success of its programme of "social prescribing" whereby patients are directed to a range of non-medical health and wellbeing activities "in the community" to help alleviate the symptoms of poor physical and/or mental health. In Frome this has cut hospital attendance by one third.

Ruth Randall confirmed that a similar approach has been adopted in Bradford on Avon, sometimes by a different name, as part of the work of the Transforming Care of Older People (TCOP) service. A team of 7, including 2 nurses, provides support to a clientele of older and vulnerable patients with the aim of reducing hospital admissions and re-admissions. Services in the community include the Leg Club,

memory cafes, falls and balance classes, dementia walks, luncheon clubs and the Living Well project through the support of Age UK Wiltshire. Wendy O'Grady reported that one GP practice prescribes membership of the University of the Third Age to combat social isolation. WO has attended Music for the Mind at the Wiltshire Music Centre which she highly recommends for lifting the spirits. JL has been approached to promote a Nordic Walking activity in the town. JP's son is interested in establishing an adult playground within the management plan for Culver Close recreation ground.

Libby Miles has run a successful pilot of 4 dementia-friendly film matinee screenings at St Margaret's Hall for people living with dementia and their carers but also open to others in the community. A further programme of 4 films will now run from January to April 2019.

Liz Newton and LM talked about the inter-generational work of Little Nightingales and the difference that interaction with pre-school children can bring to the lives of old people and those living with dementia. Also to the social isolation suffered by some young mums. Mighty Girls will be running Cyber Tuesdays at Wiltshire Heights Care Home from February to help the residents with their use of IT.

JP and LM gave an update on efforts to establish a Mens Shed for the town. At the invitation of Christ Church Primary School they had visited to look at a vacant piece of garden on the school site with 4 old sheds and a bungalow with toilet facilities. Peter Dunford and JP had already visited the Brunel Shed in Corsham which incorporates a "dementia shed" 2 days per week and benefits from exclusive use of a former community centre at nil rent. Melksham uses a shipping container, these can be bought at a reasonable price. Alternative sites in Bradford could include the pavilion at Victory Field, which is used very infrequently and is often vandalised and also at Sladesbrook where a container could be sited near the allotments.

ACTION: JP and others to visits Mens Sheds at Melksham, Trowbridge and elsewhere

ACTION: Proposal to Town Council Community and Recreation committee for support and resources

JL is talking to Jane Jones at Holy Trinity Church regarding a possible conference in 2019 to highlight the value of compassionate communities with strong social networks and to feature some of the good practice going on locally in the field of social prescribing www.compassionatecommunities.co.uk

ACTION: JL to visit Frome Medical Centre and to bring a conference proposal to the next meeting

5. Proposal for a Childrens' Mental Health Workshop

Karen Spence, a mental health specialist from Public Health, ran an introductory workshop for us in 2016 on mental health issues for older people. This time she outlined a workshop she runs to address mental health issues for children of school age. This can be tailored to the needs of younger children (Years 5/6) as they transition from primary to secondary school or those of older teenagers, depending on the wishes of this group. Issues covered can include stress, body confidence and cyber bullying.

It was suggested that, subject to resources, two separate sessions could be commissioned. Because Karen's time is finite and her team is being restructured at the current time, a sustainable way forward would be for members of the community to be involved and trained up to deliver these sessions going forward.

St Laurence already host an oversubscribed teen counselling service called "Relateen" provided by Relate and so any workshop would need to be planned in consultation with this service and the school.

ACTION: PD to speak to the headteachers of the secondary and primary schools to ascertain interest

6. Seniors Forum update

Wendy O'Grady circulated the findings from a recent survey of members which is helping the committee to put together a programme of activities for the coming year.

7. Living Well Project update

Ginnie Heads gave an update on her work which has included 13 new referrals and engagement with the Cedar Court Day Centre. The service is funded to 31 March 2019 but there is no news what happens after that.

ACTION: PD to speak to Pippa Webster at Age UK Wiltshire regarding the future of the Living Well service

8. Budget position 2018/19

PD reported that there remains unspent monies in the health and wellbeing budget of £ 5,700 in 201918/19.

9. Grant applications:

PD described two grant applications to the Health and Wellbeing budget. The first had been approved by the Area Board at its meeting on 28 November and the second would be considered at the next meeting on 16 January.

(i) Councillor led bid from Sarah Gibson requesting £ 1,000 towards start-up funding for the "Floaty Boat Fund"

(ii) Bradford on Avon Community Emergency Volunteers seeking £ 1,884 towards a programme of "First Aid (Working near Water)" training

ACTION: The group was happy to recommend these health and wellbeing projects to the Area Board for funding approval

10. Any Other Business

Anne Baldie reported that Carers Support Wiltshire has a new Chief Executive. They have won funding to employ a Military Support Worker. They are rolling out a befriending programme called "Make a Friend, Be a Friend".

Mighty Girls will be running cyber Tuesdays

11. Date of Next Meeting:

Monday 25 February 2019, Bradford Library at 10.30am

