

AGENDA

Meeting: BRADFORD ON AVON AREA BOARD
Place: Winsley Village Hall, Winsley BA15 2LU
Date: Wednesday 18 July 2012
Time: 7.00 pm

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

The press and public are invited to attend the meeting

The Area Board welcomes and invites contributions from members of the public

ARRIVE EARLY! Refreshments will be available

Please direct any enquiries on this Agenda to Kevin Fielding on 01249 706612 or email kevin.fielding@wiltshire.gov.uk or Peter Dunford (Bradford on Avon Community Area 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 Rosemary Brown, Bradford on Avon
North (Chairman)
Cllr Malcolm Hewson, Bradford-on-Avon
South (Vice Chairman)

Cllr Trevor Carbin, Holt & Staverton
Cllr Linda Conley, Winsley &
Westwood

Items to be considered

Time

Car parking

It is kindly requested that attendees park at the Dorothy House Hospice. It will be possible for people to be dropped off at the Village Hall, if necessary, but ALL vehicles must be parked at Dorothy House please.

The car parks to use are the MAIN and LOWER car parks, to the right when entering the Dorothy House grounds from the lane, and NOT the limited parking at the front of the building.

1 **Chairman's Welcome and Introduction**

7.00pm

2 **Apologies for Absence**

3 **Minutes (Pages 3 - 14)**

To approve and sign as a correct record the minutes of the meeting held on 16 May 2012.

4 **Declarations of Interest**

Councillors are requested to declare any personal or prejudicial interests or dispensations granted by the Standards Committee.

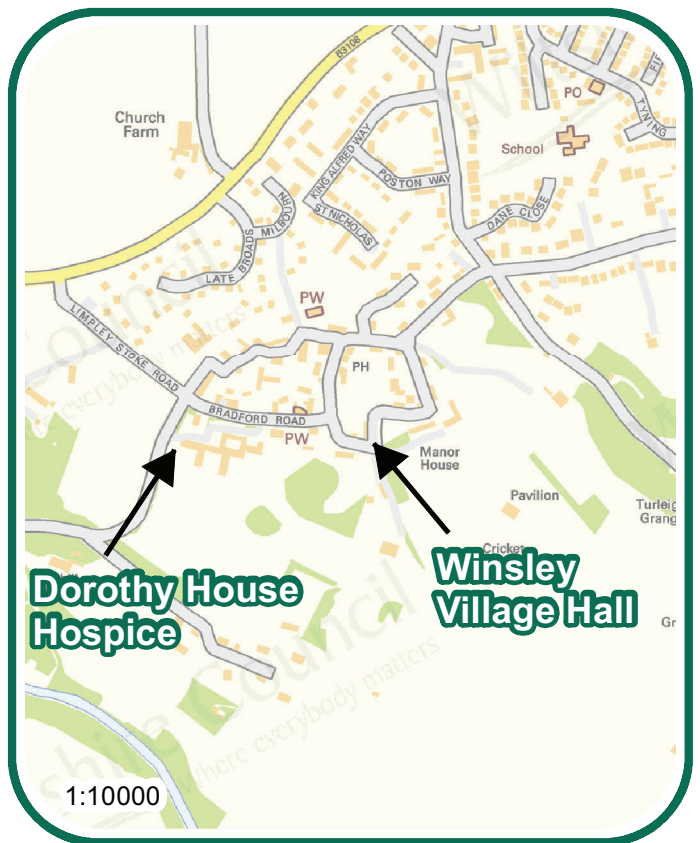
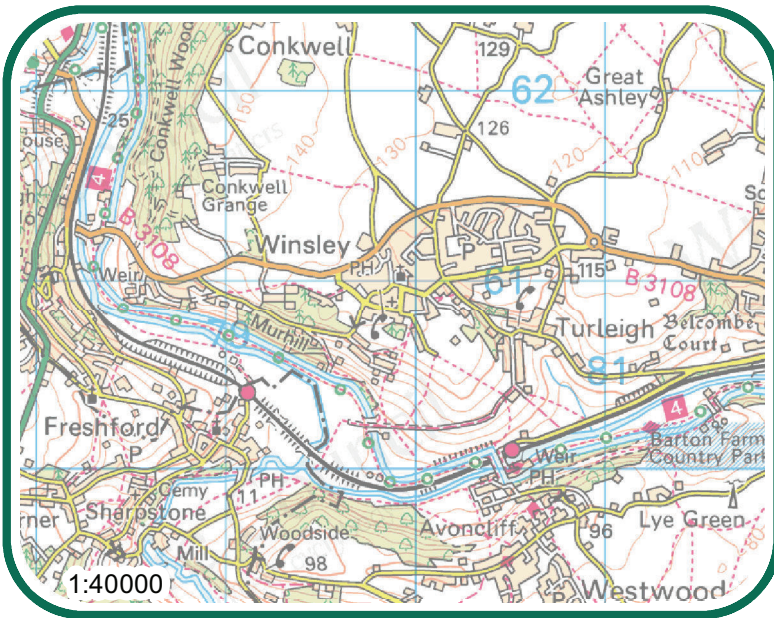
5 **Chairman's Announcements and Updates (Pages 15 - 28)**

- i) Localism Act - detailed briefing
- ii) Helping people to live safely in their own homes
- iii) Paths for Communities

Updates from Wiltshire Police and NHS Wiltshire.

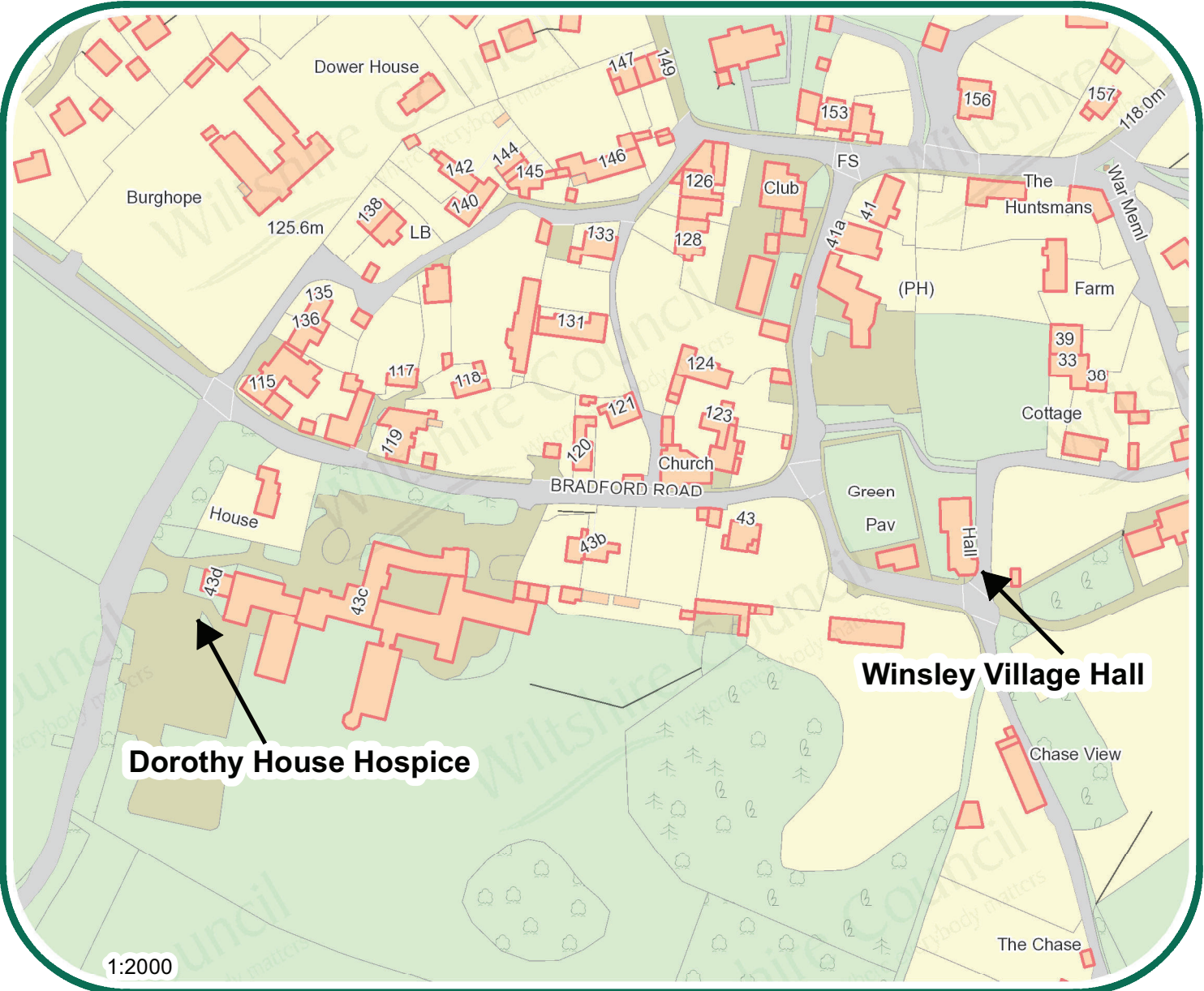
6	Focus on Winsley Pam Bennett, Winsley Parish Council - To hear from the Parish Council and residents about some of the success stories as well as the challenges facing the community.	7.10pm
7	Bath Lorry Ban and proposed new HGV signage (<i>Pages 29 - 50</i>) i)Update on lorry ban. ii)Town Bridge - Advance Weight Limit Signage.	7.40pm
8	Community Area Transport Group (<i>Pages 51 - 56</i>) i)To approve and sign as a correct record the minutes of the Community Area Transport Group held on 25 June iii)Bids to the Substantive Highways Scheme iii) Other project updates	7.55pm
9	Holt Manor - brown tourist signs (<i>Pages 57 - 76</i>) Mr Condon, FMW Consultancy, on behalf of Mr Harris - To consider a request for brown tourist signage at Holt Manor estate.	8.10pm
10	Conigre Hill - Asset Transfer (<i>Pages 77 - 94</i>) David Maude, Hillside Action Group - To request the support of the Area Board for the transfer of the car park at Conigre Hill to a community trust.	8.25pm
11	Wiltshire Online: Digital Literacy in Wiltshire Jenny Wilcockson, Digital Literacy Co-ordinator, Wiltshire Council - To raise awareness of the digital literacy project and to recruit local people as digital champion volunteers to support local people to get online.	8.40pm
12	Campus Project for Bradford on Avon Cllr Rosemary Brown - To agree the membership of the Shadow Community Operations Board and arrangements for the inaugural meeting of the board.	8.55pm

13	<p>Air Quality Action Plan for Bradford on Avon (<i>Pages 95 - 96</i>)</p> <p>Cllr Rosemary Brown - To report on the work of the Task and Finish Group and progress in its task to prepare an Air Quality Action Plan for adoption by the Area Board in September.</p>	9.00pm
14	<p>Bradford on Avon Community Area Network (<i>Pages 97 - 102</i>)</p> <p>Jim Lynch, Project Officer - Application for core funding for 2012/13.</p>	9.05pm
15	<p>Community Area Grants (<i>Pages 103 - 124</i>)</p> <p>Councillors to consider three applications to the Community Area Grant budget in 2012/13:</p> <p>i) Made in Bradford on Avon – requesting £5,000 towards the set up costs of the co-operative enterprise and shop unit.</p> <p>ii) Bradford BarnStorm, July 2013 – requesting £5,000 towards a large scale, community musical event in the historic C14th Tithe Barn involving 400 local school children, members of the West Wiltshire Youth orchestra, a large community choir, all led by professionals, aimed at a local audience of 1,500.</p> <p>iii) Councillor-led bid from Councillor Brown for £10,000 to renew Town Bridge Advance Warning Signage.</p>	9.10pm
16	<p>Future Meeting Dates</p> <p>Wednesday 19 September – St Margaret’s Hall, Bradford on Avon.</p> <p>Wednesday 21 November – Cereal Partners, Staverton.</p>	9.25pm
17	<p>Close</p>	



**Dorothy House Hospice, Winsley,
BA15 2LE and Winsley Village Hall,
BA15 2LU**

Wiltshire Council
Where everybody matters



MINUTES

Meeting: BRADFORD ON AVON AREA BOARD
Place: St Margaret's Hall, St Margaret's St, Bradford on Avon BA15 1DE
Date: 16 May 2012
Start Time: 7.00 pm
Finish Time: 9.35 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 Malcolm Hewson (Chairman), Cllr Rosemary Brown (Vice Chairman) and
Cllr Trevor Carbin

Wiltshire Council Officers

Peter Dunford – Community Area Manager
Kevin Fielding – Democratic Services Officer
Alan Creedy – Head of Sustainable Transport
Lucy Murray-Brown - Campus & Operational Delivery Models Lead

Town and Parish Councillor

Bradford on Avon Town Council – Vicky Landell-Mills & Isabel Martindale
Limpley Stoke Parish Council – Bill Bailey
Wingfield Parish Council – Alan Mines

Partners

Wiltshire Police – Inspector Lisette Harvey & Sargeant Dave Hobman
Wiltshire Fire & Rescue Service – Mike Franklin
Bradford on Avon Community Area Network – Jim Lynch, Tony Haffenden & Kim Samouelle
Bradford on Avon Youth Council – James Davies

Total in attendance: 55



<u>Agenda Item No.</u>	<u>Summary of Issues Discussed and Decision</u>
1	<p><u>Chairman's Welcome and Introduction</u></p> <p>The Chairman welcomed everyone to St Margaret's hall, and introduced the Wiltshire councillors who made up the board, as well as the Community Area Manager and the Democratic Services Officer.</p> <p>The Chairman advised that Cllr John Noeken – Wiltshire Council Cabinet Portfolio Holder for Resources was unable to attend as planned.</p> <p>All town, parish and partner and youth representatives in attendance were welcomed by the Chairman.</p>
2	<p><u>Appointment of Chairman, Vice Chairman and representatives to Outside Bodies 2012/13</u></p> <p>i. Election of the Chairman Cllr Rosemary Brown was elected Chairman for the forthcoming year.</p> <p>ii. Election of the Vice Chairman Cllr Malcolm Hewson was elected Vice Chairman for the forthcoming year.</p> <p>iii. Appointments to Outside Bodies The following appointments to outside bodies were made by the Board for the forthcoming year:</p> <p>Bradford on Avon Community Area Partnership – Cllr Rosemary Brown.</p> <p>Bradford on Avon Historic Core Zone Project Board – Cllr Malcolm Hewson.</p> <p>Bradford on Avon Youth Issues Group – Cllr Rosemary Brown & Cllr Trevor Carbin.</p> <p>Community Area Transport Group – Cllr Rosemary Brown, Cllr Trevor Carbin, Cllr Linda Conley and Cllr Malcolm Hewson.</p>
3	<p><u>Apologies for Absence</u></p> <p>Apologies were received from Cllr Linda Conley, Terry Biles and Simon Coombe.</p>

4	<p><u>Declarations of Interest</u></p> <p>There were no declarations of interest.</p>
5	<p><u>Minutes</u></p> <p>Decision:</p> <ul style="list-style-type: none"> • The minutes of the Area Board meeting held on the 14 March 2012 were approved and signed as the correct record.
6	<p><u>Chairman's Announcements and Updates</u></p> <p>The following announcements contained in the pack were mentioned briefly:</p> <ul style="list-style-type: none"> • Polling Station Review – consultation deadline 25 May • Rural Facilities Survey – being carried out in Spring 2012 • Paths Improvement Grants Scheme – closing date for applications 13 July • National Citizen Service 2012 – being piloted in Bradford on Avon, suitable community projects sought • Review of Mini-Recycling Sites – consultation deadline 28 May • 11-19 Commissioning Strategy – consultation deadline 31 July • Informal Adult Education in Wiltshire – consultation deadline 19 June <p>Partner updates</p> <p>Wiltshire Police - Inspector Lisette Harvey introduced herself to the Area Board as the new sector Inspector, following the retirement of David Cullop. Her report was noted.</p> <p>Wiltshire Fire & Rescue Service - Mike Franklin advised that due to illness, Scott Taylor was unable to attend to present agenda item No.7, Wiltshire Fire & Rescue Service – Integrated Risk Management Plan, 2012-15.</p> <p>Mike Franklin was able to give answers to questions raised at the last meeting:</p> <p>Cross border working – the Limpley Stoke area was covered by both Wiltshire and Bath and North East Somerset Fire Services and so two fire appliances are sent to each incident in Limpley Stoke as a routine.</p>

	<p>Fire Safety Checks – still being offered by Wiltshire Fire & Rescue Service who were looking to better promote this service to the local communities.</p> <p>The future of Retained Fire Fighters – there were proposals to bring in a salaried scheme for retained fire fighters and to form Community Fire Stations, including in Bradford on Avon.</p> <p>Question Raised from the floor</p> <p>Q. Is the Bradford on Avon fire station to move to a new location?</p> <p>A. There are no plans at the present to move its location.</p> <p>NHS Wiltshire - the report was noted.</p> <p>The Chairman thanked everyone for their updates.</p>
7	<p><u>Wiltshire Fire & Rescue Service - Integrated Risk Management Plan for 2012-15</u></p> <p>This item was cancelled, as the speaker was unable to attend due to illness.</p>
8	<p><u>2012 - A Year of Celebration</u></p> <p>Updates were given from the Jubilee and Olympic Torch Working Group on:</p> <p>i) Bradford on Avon Community Sports Festival and Olympic Torch Relay, 13-22 May.</p> <p>Karen Butler reported that the Community Sports Festival 13-22 May was now in full swing with events catering for all ages and abilities. Publicity leaflets were on all tables and everyone was encouraged to join in.</p> <p>Kevin McGuire gave a brief update on preparations for Torch Day. Logistics and security were in place, schools were participating, a programme of entertainments was lined up for the pavilion in Westbury Gardens and afterwards at St Margaret's Hall. It was hoped the town would receive national publicity from the event.</p> <p>ii) Diamond Jubilee celebrations, 2-5 June</p> <p>The Mayor, John Potter, reported that excitement was building in the town with bunting now up, events planned in the pavilion and elsewhere, including a "classic tea party", a 'Big Lunch' at Barton Farm and a "happening" where the Bradford on Avon beacon would be lit.</p>

	<p>The Chairman thanked everyone for their updates.</p>
9	<p><u>Campus Project for Bradford on Avon</u></p> <p>Lucy Murray-Brown, Campus and Operational Delivery Models Lead, Wiltshire Council, introduced the campus concept and sought support to establish a Shadow Community Operations Board for the project.</p> <p>Points made included:</p> <ul style="list-style-type: none"> • A campus is a building, or buildings, in a community area that will provide the services the local community needs in an accessible location. • Local community involvement critical to the success. • Reduces the long term financial, environmental and operational pressures on operating aging, low quality buildings. • Potential to co-locate with partner and voluntary organisations. • Encourages the council to explore wide ranging innovative management and operational arrangements. • Core criteria to all campus buildings include shared reception, community space, accessible IT provision, personal care facilities and catering facilities. <p>Indicative generic sequence of events</p> <ul style="list-style-type: none"> • Initial Area Board meeting – May 2012. • Audit and research work – Summer/Autumn 2012. • Community consultation phase one – Autumn/Winter 2012/13. • Community consultation phase two – Spring 2013. • Area Board consideration – Summer/Autumn 2013. • Wiltshire Council Cabinet consideration – Winter 2013/14.

	<p>Questions raised from the floor included:</p> <p>Q. How do community groups get involved in the process? A. <i>The Community Area Manager will work with community groups and then the Community Operations Board when established will interact with the local community.</i></p> <p>Q. Where will the brief for the project come from? A. <i>Wiltshire Council will be working with the local community to form the brief.</i></p> <p>Q. Can the Community Operations Board membership change as the project evolves? A. <i>Yes, the Area Board can make changes to the membership if required.</i></p> <p>Q. The proposal has to provide something that the community will buy into, we need to look at what buildings and services Bradford on Avon already has and analyse 'need' before a site can be chosen. A. <i>Agreed.</i></p> <p>Decision:</p> <ul style="list-style-type: none"> • That the Bradford on Avon Area Board agrees to form a Shadow Community Operations Board to oversee the campus project. <p>The Chairman thanked Lucy Murray-Brown for her presentation.</p>
10	<p><u>HGV Nuisance</u></p> <p>a.Cleveland Bridge Weight Restriction, Bath</p> <p>Allan Creedy, Head of Sustainable Transport, Wiltshire Council gave an update on the Bath lorry ban which is due to come into force in June 2012 and Wiltshire Council's monitoring of the 'before and after' traffic effects of the scheme.</p> <p>Bath and North East Somerset (B&NES) Council are proposing to implement an experimental weight restriction in Bath between the A36 Bathwick Street and the A36 Beckford Road (commonly known as the Cleveland Bridge restriction). This restriction will effectively prevent a significant proportion of large HGVs (those over 18 tonnes) from travelling through Bath along the A36 and will inevitably have some impact on other routes including some in Wiltshire.</p> <p>The traffic order has been proposed to address road safety issues, intimidation and air pollution within the London Road area of Bath. This 'experimental' order allows B&NES Council to implement the restriction without the usual formal</p>

requirements / consultation of a normal traffic order for a period of 18 months. It also allows B&NES Council to implement the restriction without robust evidence or modelling; instead, B&NES Council will monitor the situation as it occurs. Significantly, the experimental order only allows representations to be made during the first six months of the order period. After the full 18 month period, the order can be made permanent.

Wiltshire Council, other neighbouring authorities, the Highways Agency, various community / parish groups and Area Boards have opposed this restriction on the basis that robust evidence and consultation has not been provided, and that the restriction is being proposed on a route that is part of the primary route network. It is considered that B&NES Councils evidence to support their assessment of the likely redistribution of HGV traffic particularly on Wiltshire roads is unrealistic.

A challenge to the legitimacy of placing a restriction on a Primary Route has been raised against B&NES Council first informally, and then by a Freedom of Information request. As stated Under EU Directive 89/460/EC, the Primary Route Network (of which the A36 forms a part) must provide unrestricted access to 40 tonne vehicles. This was recently re affirmed in the DfT's *Guidance on Road Classification and the Primary Route Network* (March 2012). Therefore placing such a restriction on a Primary Route as intended appears contrary to this directive. The guidance also states that *'Unless the agreement of all affected authorities can be obtained, including the Highways Agency where appropriate, then changes to the primary route should not be made'*. There are clearly still objections and the challenge to this scheme still remains, with B&NES Council withholding information on how the EU Directive can be denied, under legal advice.

Although opposed, B&NES council have decided to continue with this scheme and implementation has recently been delayed until June to allow Wiltshire Council time to purchase and place monitoring equipment within the County's boundary to record the 'before and after' traffic effects of the scheme.

It is understood that B&NES Council intend to produce a report by the end of April on the informal consultations that they have carried out to date. Prior to formally advertising the experimental order in June, B&NES Council propose to carry out a further selective round of informal consultation with those who have made a previous representation.

Wiltshire Council continues to push for round table discussions with B&NES over this issue.

Questions raised from the floor included:

Q. Have Wiltshire Council considered taking enforcement action against B&NES

Council?

A. Yes we have but we do not want to get drawn into protracted legal proceedings at a cost to the public purse.

Q. Could Wiltshire Council be more forceful and take this issue to the European Union?

A. Officers will put this to the Wiltshire Council Cabinet Member, Councillor Tonge.

Q. Are Wiltshire Council pushing our case through our local MPs?

A. Yes, Local MPs have been fighting on our behalf.

Q. Can local communities view the data that is being logged by the monitoring equipment?

A. Yes, Wiltshire Council will make the data available to all.

b.Lorry Watch Bradford on Avon

Shay Parsons, Lorry Watch Volunteer gave a brief outline of “Lorry Watch Bradford on Avon” and a review of the results of the first 6 months of the Lorry Watch scheme.

Points made included:

- Instigated October 2011.
- Fast, positive response to call for help.
- Around 40 volunteers taking shifts every weekday - rain or shine.
- Details of overweight lorries recorded and passed to Trading Standards.
- Once offenders are warned, reoffending rates are very low – there are 4 potential prosecutions pending out of 779 drivers warned.
- We are therefore addressing the issue but only *one lorry at a time* and *too late*.
- A longer term solution must be found – we can't stand out there indefinitely.
- We need to continue monitoring to see the effect of the Cleveland Bridge closure – for how long?

	<ul style="list-style-type: none"> • But we need a proper long term solution. • Who can make this happen? • And what can Lorrywatch do to help? <p>Decision:</p> <ul style="list-style-type: none"> • The Bradford on Avon Area Board requests that Lorry Watch Bradford on Avon continues to collect data and continues to work with Wiltshire Highways Department on this. • That Lorry Watch Bradford on Avon reports back to the Bradford on Avon Area Board during the Autumn of 2012. <p>The Chairman thanked Alan Creedy and Shay Parsons for their updates.</p>
11	<p><u>Community Area Transport Group Updates</u></p> <ul style="list-style-type: none"> i) The minutes of the Community Area Transport Group held on 5 March were signed as a correct record. ii) Cllr Malcolm Hewson briefly outlined the role of the CATG and how it fitted into the Area Board process. <p>The work list for the budgetary period 2011/12 was tabled and noted.</p> <p>To improve the operation and the transparency of the CAT-G process, Cllr Hewson proposed the following points by way of clarification:</p> <ol style="list-style-type: none"> 1. Any citizen can raise a highways issue which will go onto the master list of highways schemes and thereby be debated at meetings 2. Only items that are supported by Highways Officers and the appropriate Wiltshire Councillor and Parish Council can become a CAT-G priority 3. CAT-G will re-determine its priorities from time to time 4. Any member of CAT-G can request an agenda item. The draft agenda will receive the final approval of the CAT-G Chairman, who will rule on any issues of contention. <p>These proposals were agreed.</p> <p>The Chairman thanked Cllr Hewson for his update.</p>

12	<p><u>Informal Adult Education in Wiltshire</u></p> <p>As Cllr Laura Mayes, Portfolio Holder for Childrens' Services was unable to attend the meeting this item was taken under Chairman's announcements.</p>
13	<p><u>Joint Strategic Assessment for Bradford on Avon</u></p> <p>Jim Lynch, Bradford on Avon Community Area Network reported back on outcomes and proposed next steps from the 'Local Knowledge Local Action' event which had been held at St Laurence School on 27 February 2012. A report was tabled and noted.</p> <p>He advised that the BOACAN website would be live from 18 June with full details, and that the summaries of the outcomes of the JSA event would also be distributed with the June edition of the "Local Life" magazine. The actions identified from the event would inform the workplan of BOACAN, BOA2026 and other strategic projects across the community area.</p> <p>A point was made that the report contained few details of spatial planning issues. Jim Lynch advised that these themes would be covered as part of BOA 2026 and the future Neighbourhood Planning process, to which BOACAN was a partner.</p> <p>Jim Lynch thanked Cllr Malcolm Hewson for his past support of BOACAN and welcomed Cllr Rosemary Brown as the new Chairman.</p> <p>The Chairman thanked Jim Lynch for his update.</p>
14	<p><u>Community Area Grants</u></p> <p>a) Summary of Community Area Grants allocated in 2011/12 – noted.</p> <p>b) Councillors considered three applications to the Community Area Grant budget in 2012/13:</p> <p>i) Sukosta Theatre Company awarded £3,900 towards HOW WE MOVE - a series of theatre/ movement workshops in Bradford on Avon.</p> <p>Reason <i>The application demonstrates a link to the Bradford on Avon Community Plan and Wiltshire Local Area Agreement through developing and sustaining culture, developing physical activity through sport and active leisure, and also as a source of education for local people, both young and life-long learners.</i></p>

	<p>ii) Westwood Jubilee Committee awarded £500 towards the Westwood 2012 Jubilee Celebrations in the village.</p> <p>Reason <i>The application demonstrates a link to the Bradford on Avon Community Plan and Wiltshire Local Area Agreement through its support for village communities and for community development and capacity building.</i></p> <p>iii) One Love Community Group awarded a reduced amount of £120 towards a Jubilee Street Party at Towpath House and playing field on Towpath Road/ Foxglove Drive, near Staverton.</p> <p>Reason <i>The application demonstrates a link to the Bradford on Avon Community Plan and Wiltshire Local Area Agreement through its support for village communities and for community development and capacity building.</i></p>
15	<p><u>Any Other Business</u></p> <p>A request was made for the provision for a safe and legal place where banners and signs promoting events in Bradford on Avon could be sited.</p> <p><i>It was agreed that this issue should be taken to the Bradford on Avon Town Council.</i></p>
16	<p><u>Future Meeting Dates</u></p> <p>Wednesday 18 July – Winsley Village Hall.</p> <p>Wednesday 19 September – St Margaret’s Hall, Bradford on Avon.</p>
17	<p><u>Evaluation and Close</u></p> <p>The Chairman thanked everybody for attending the meeting.</p>

Chairman's Announcements

Subject:	Detailed Briefing Document on the Localism Act
Officer Contact Details:	Alissa Davies, Principal Policy Officer – alissa.davies@wiltshire.gov.uk , 01225 713380
Weblink:	http://www.wiltshire.gov.uk/communityandliving/localismact.htm

Summary of announcement:

The Localism Act received Royal Assent on 15 November 2011. **Although the Act contains a number of important measures, not all of the measures are in force. It will not be clear how the measures will work in practice until the government publishes regulations and guidance which are still awaited.**

The council has produced a detailed briefing document on the Localism Act which includes:

- an overview of the main components of the Localism Act
- the estimated timescales for measures to be introduced and regulations to be published - please see the 'Status' section for each measure
- the potential implications of the Localism Act for Wiltshire
- information on next steps for Wiltshire Council (and contact details for the lead officers for each part of the Act)

The briefing document is available online and copies are being made available to Town and Parish Councils via Area Board meetings.

Helping People To Live Safely In Their Own Homes

Following extensive consultation and considerable planning, the care and support service is now in place throughout the county provided by Leonard Cheshire, Aster Living, Enara Complete Care and Somerset Care.

This service is now available to over eight hundred Wiltshire residents and is already delivering some really good outcomes for people, some examples of which include:

- Mrs A, who was able to return home after a period in a care home.
- Mr S, able to manage without support following a period of intensive support from a Help to Live at Home provider.
- Mr P was able to return home from hospital, with an intensive support package from a Help to Live at Home provider rather than take the previously traditional route of a nursing home.
- Mr G was withdrawn and uncommunicative, with the implementation of a flexible care package from a Help to Live at Home provider, within two weeks Mr G started referring to his carers by name and holding short conversations. He has now requested to go shopping with a carer once a week, and is able to manage some personal care.

All services are available to everyone in Wiltshire, not just those eligible for support from the Council and contact details for each Help to Live at Home providers below:

Leonard Cheshire Disability

North and east Wiltshire
Tel: 01225 781126

Aster Care Services

East and south Wiltshire
Tel: 01380 829000

Somerset Care at Home

West and north Wiltshire
Tel: 01225 792925

Enara Complete Care Services

West Wiltshire
01225 791015

Wiltshire Medical Services

Tel: 01249 45400

Medequip UK

Tel: 01249 815052

Further service improvements:

- ✓ The **Help to Live at Home telecare response and community equipment services** are being provided by Wiltshire Medical Services (WMS), Medequip UK and Aster Living. These services have already been implemented in West Wiltshire, as part of the Help to Live at Home pilot test and will be introduced across the county in April.

Medequip UK is now the provider for all community equipment aimed at assisting customers to remain independent in their own homes. Community equipment ranges from the more traditional aids such as chair raisers, continence products, hoists etc. to more specialist technology including pendant alarms, fall sensors and pressure relief mattresses.

With an aim to make equipment more accessible Medequip is working closely with the Independent Living Centre in Semington to equip a demonstration suite for customers to visit and will be opening a number of retail units across Wiltshire. In addition Medequip will implement a mobile demonstration and assessment unit, able to visit the whole of Wiltshire.

Telecare customers have specialist equipment in their homes which, in an emergency, triggers an alarm at the Wiltshire Medical Service call centre in Chippenham. This can be responded to in a number of ways; a conversation with the customer via the Telecare equipment, contacting a key holder, or a WMS responder visiting the customer.

A telecare service without the ability to visit customers has restrictions. When an alert is triggered, a standard call centre may be able to do little else, except call an ambulance and which can lead to an inappropriate hospital admission. The benefit of the new telecare response service is that it allows customers to receive the most appropriate response, when they need it.

- ✓ **Specialist financial advice** to people seeking assistance with paying for their care is now available.

Around 40 percent of individuals, who go into residential and nursing care in the county have to finance care themselves as they have savings and assets (including their home) worth more than £23,250. Unfortunately up to 25 percent of these individuals run out of funds, leaving little or no inheritance for loved ones. This may be avoidable in some cases.

Paying for care can be an expensive and open-ended commitment so the council would strongly recommend that customers seek specialist information and advice before making any commitments.

If a customer is currently in receipt of care it is still advisable to seek specialist information and advice as there may be options available to you to protect your interests.

To support people who pay for their own care, Wiltshire Council is working with two independent care fees specialists to help customers make informed choices about their long term care and specifically how they can fund it.

Both of these Specialists are accredited by SOLLA, (Society of Later Life Advisers) through the Later Life Accreditation Scheme:

Ashton Rowan

Telephone: 01225 475359

Email: wilts@ashcourtrowan.com
wilts@carefeesinvestment.co.uk

Web: www.ashcourtrowan.com/financial-planning Web:
www.carefeesinvestment.co.uk

Care Fee Investments Limited

Telephone: 0845 077 5655

Email:

- ✓ The **Customer Reference Group** now has 40 members, 20 of whom have received training and are shortly to hold two coffee mornings for Help to Live at Home customers to hear their views on the service.
- ✓ A **dedicated customer helpline** has been set up for Help to Live at Home issues, this number is staffed 9am-5pm, Monday to Friday on 01225 712553.

Subject:	Paths for Communities – Grant Opportunity for Parishes
Officer Contact Details:	Michael Crook, Countryside Access Development Officer 01225 713349
Weblink:	http://www.naturalengland.org.uk/ourwork/access/rightsofway/p4c.aspx
Further details available:	DavidAndrews@visitwiltshire.co.uk Tel: 01722 341941

Summary of Announcement:

Natural England has launched a new Paths For Communities Grant scheme enabling community groups and partnerships to improve their local public rights of way network. The fund totals £2 million, to be spent before May 2014.

Paths For Communities grant is designed to improve the rights of way network and must include a new right of way either in the form of a new physical path or higher rights such as upgrading a footpath to a bridleway or restricted byway. Funding has come from the Rural Development Programme for England and any scheme must be able to demonstrate benefit to the rural economy and rural populations.

Applications for funding from £5,000 to £150,000 can be submitted by local communities or broader partnerships. Landowner support, in agreeing a voluntary path creation, is essential at the outset. The Fund is open NOW and all application agreements have to be made by the end of December 2013. The process is competitive so it's important to ensure your project secures as many benefits as possible.

As with all grants no work on the project can start before the application is approved. Natural England's Local Grants Officer will discuss any potential projects with the applicant following submission of an initial "Expression of Interest". This form is available on the website above.

Normally 75% of the project will be funded and no additional public funding is allowed for the remaining 25% and this includes National Lottery money. However, there is some flexibility to allow up to 100% funding.

PATHS FOR COMMUNITIES

GRANT OPPORTUNITY FOR PARISHES

Natural England has launched a new Paths For Communities Grant scheme enabling community groups and partnerships to improve their local public rights of way network. The fund totals £2 million, to be spent before May 2014. Full details at

<http://www.naturalengland.org.uk/ourwork/access/rightsofway/p4c.aspx>



Horses welcome, cars are not

Paths For Communities grant is designed to improve the rights of way network and must include a new right of way either in the form of a new physical path or higher rights such as upgrading a footpath to a bridleway or restricted byway. Funding has come from the Rural Development Programme for England and any scheme must be able to demonstrate benefit to the rural economy and rural populations. This is a good opportunity to look around your parish to see whether a new right of way scheme could be created which would benefit local businesses, local people and visitors; for example a route that leads to the local shop, pub, school, and cycle hire or visitor attraction.

Routes cannot be permissive and must include an element of public right of way creation to permit cycle and horse use. The application handbook states that applicants should also

consider use by a wider range of people such as the elderly, wheelchair and pushchair users, path furniture and how there might be integration with public transport and links to popular destinations.

Applications for funding from £5,000 to £150,000 can be submitted by local communities or broader partnerships. Landowner support, in agreeing a voluntary path creation, is essential at the outset. The Fund is open NOW and all application agreements have to be made by the end of December 2013. The process is competitive so it's important to ensure your project secures as many benefits as possible.

As with all grants no work on the project can start before the application is approved. Natural England's Local Grants Officer will discuss any potential projects with the applicant following submission of an initial "Expression of Interest". This form is available on the website above.

The application handbook outlines areas of work that cannot be funded:

- Land acquisition
- Sections of route that are subject to claims for higher rights. Please ask the County Council Highway Authority if you require more information. Tel: 01225 713349
- Contributions towards salaried staff
- Applicants' own labour
- Elements already funded such as Higher Level Stewardship Schemes that have several years to run although consideration can be given to those HLS schemes that have or will expire by end 2013.
- Elements which should be undertaken as a "statutory duty."

Normally 75% of the project will be funded and no additional public funding is allowed for the remaining 25% and this includes National Lottery money. However, there is some flexibility to allow up to 100% funding.

Applicants should seek advice from their local tourism partnership or destination manager:

DavidAndrews@visitwiltshire.co.uk Tel: 01722 341941

Projects should also be discussed with the highway authority and the local access forum:

Wiltshire County Council HA: Michael.Crook@wiltshire.gov.uk Tel: 01225 713349

Wiltshire and Swindon Local Access Forum: Alison.Stewart@wiltshire.gov.uk

Tel: 01225 756178



Bradford on Avon Community Area Board July 2012

1. Neighbourhood Policing

Current Priorities:

Up-to-date details of the current news about Neighbourhood Policing Teams including profiles, priorities and forthcoming community consultation events can be found on the Wiltshire Police Website.

📄 Visit the website at: www.wiltshire.police.uk

Team News:

PC Jamie Darvill remains at Bradford-on-Avon at this time as PS Chris Hams is on restricted duties within the Sector.

From 23 July 2012, PCSO Laura Humphreys will be moving to Trowbridge and PCSO Joe Leeds will be joining the Bradford-on-Avon team. Laura has contributed greatly to the Bradford-on-Avon community and will surely be missed.

Joe is an experienced member of the team at Trowbridge. Joe will bring a different dynamic to Bradford-on-Avon to build upon Laura's successes.

Cllr. Paul Sample is Member of the Wiltshire Police Authority and has the responsibility for overseeing policing matters in the Community Area.

Cllr Sample can be contacted via Wiltshire Police Authority:

☎ 01380 734022

📄 <http://www.wiltshire-pa.gov.uk/feedback.asp>

2. Performance

Vehicle crime remains an issue across the area. The most common offence is theft from cars where sadly the owner has left the vehicle insecure, even if the car is parked on a driveway!

Property stolen and favoured by the thief include Sat Navs, sunglasses, briefcases and cash. All these items are either in full view or in the glovebox.

A number of people have been arrested for thefts, but cars are still being broken into. Residents are urged to lock their cars, to be vigilant and to report (at the time) any suspicious activity.

The local team is aware of those who are committing such crime and will continue to stop them by lawful and proportionate tactics. Additional staff are being deployed, some in plain clothes, to catch those responsible. Theft from motor vehicles will not be tolerated!

Violence Against the Person (VAP) is another crime that, unfortunately, is happening mostly within the town area. These are not normally random assaults but are between those who know each other and are sometimes in a relationship. This is a concerning issue for police and one that increases fear and uncertainty amongst the community. The problems are not directly linked to the 'night time economy' but do impact on those who are law abiding and enjoying a night out.

The focus on reducing violent crime will remain. However, it requires a partnership approach between the police and the community, sending a clear message to perpetrators that violence will not be tolerated.

Anyone subject to or a witness to assaults (physical or non-physical) need to report what's happening as this is unacceptable behaviour and will be addressed either by the police or by, and with, other agencies.

Anti Social Behaviour (ASB) is reducing (as indicated in the table below). It does however remain as a NPT priority.

The local NPT is working with partners to target with those who make other people lives difficult and open to abuse. This work is continuing.

Previously a 12 month comparison was given, however the force cannot currently rely on ASB data prior to April 2011. The ASB data below has been amended and is now a Year to Date comparison with the previous year (April 12 – May 12 compared to April 11 to May 11).

**Lisette Harvey
Sector Commander
5 July 2012**

EA11 Bradford on Avon Town	Crime				Detections*	
	June 2010 - May 2011	June 2011 - May 2012	Volume Change	% Change	June 2010 - May 2011	June 2011 - May 2012
Victim Based Crime	294	400	106	36%	16%	9%
Domestic Burglary	14	13	-1	-7%	14%	15%
Non Domestic Burglary	45	39	-6	-13%	0%	0%
Vehicle Crime	15	56	41	273%	13%	0%
Criminal Damage & Arson	35	23	-12	-34%	26%	22%
Violence Against The Person	23	30	7	30%	113%	53%
ASB Incidents	51	46	-5	-10%		
EA12 Bradford on Avon Rural	Crime				Detections*	
	June 2010 - May 2011	June 2011 - May 2012	Volume Change	% Change	June 2010 - May 2011	June 2011 - May 2012
Victim Based Crime	192	210	18	9%	14%	8%
Domestic Burglary	14	13	-1	-7%	21%	0%
Non Domestic Burglary	45	39	-6	-13%	2%	8%
Vehicle Crime	15	56	41	273%	7%	0%
Criminal Damage & Arson	35	23	-12	-34%	20%	0%
Violence Against The Person	23	30	7	30%	30%	33%
ASB Incidents	26	25	-1	-4%		

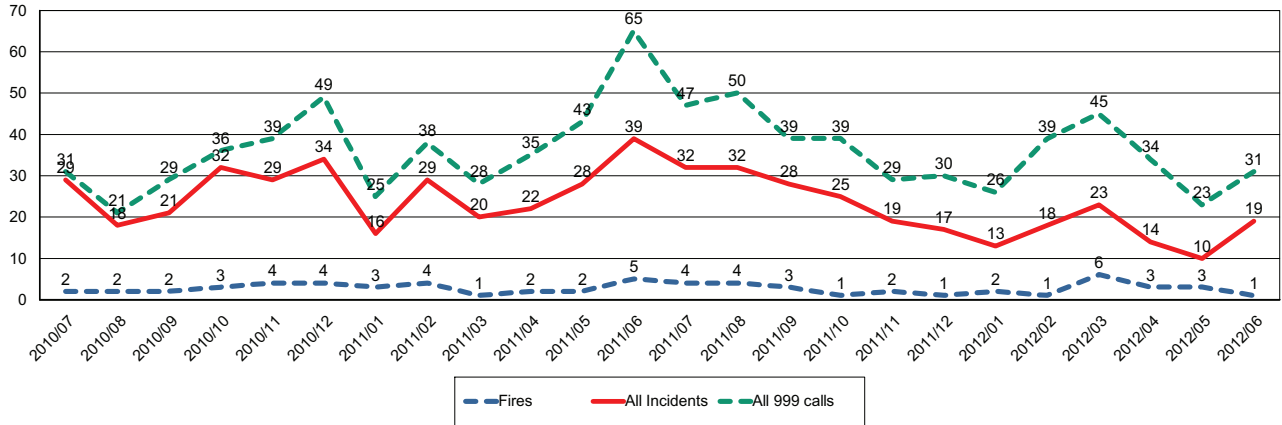
* Detections include both Sanction Detections and Local Resolution



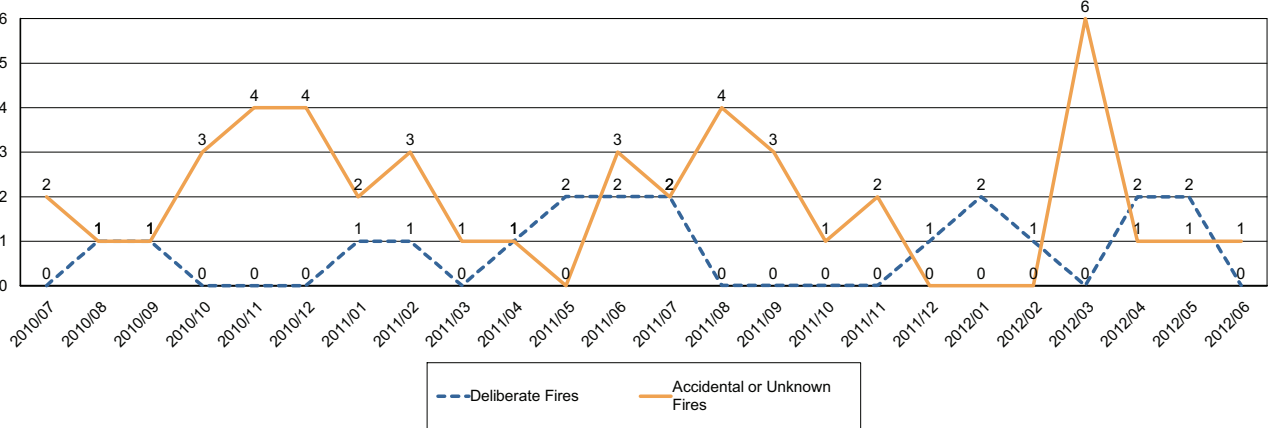
Report for Bradford on Avon Area Board

The following is an update of Fire and Rescue Service activity up to and including June. It has been prepared using the latest information and is subject to change.

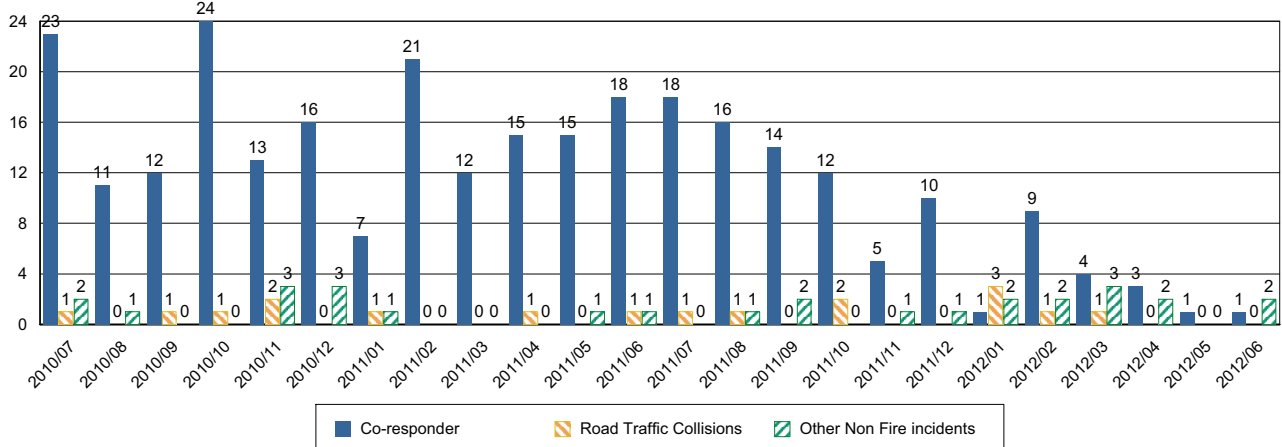
Incidents and Calls



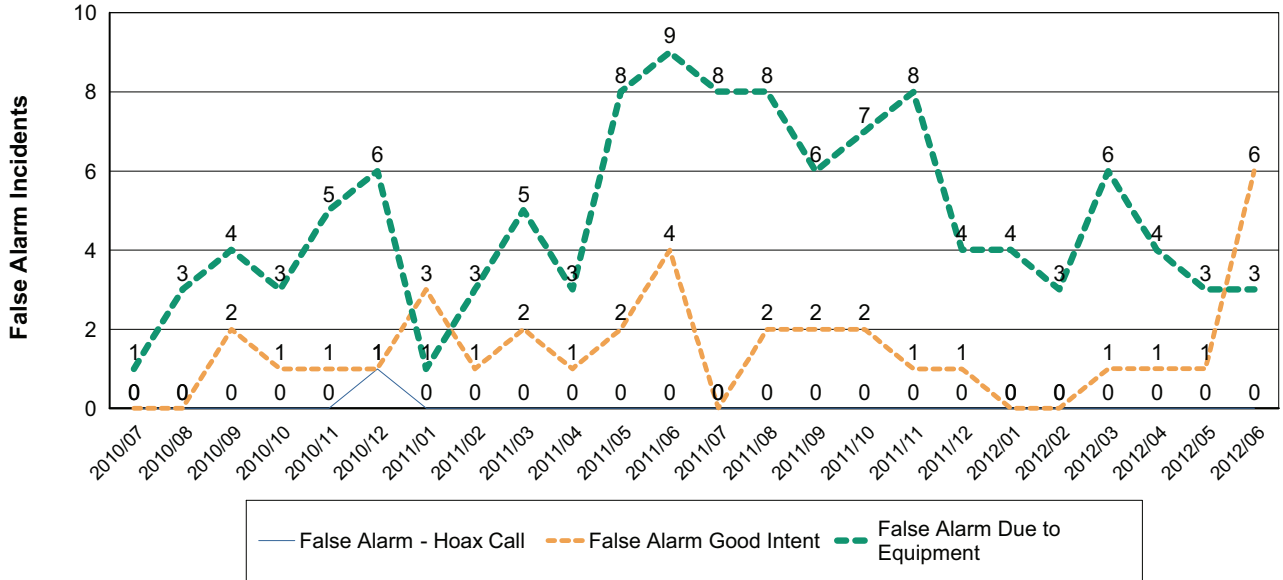
Fires by Cause



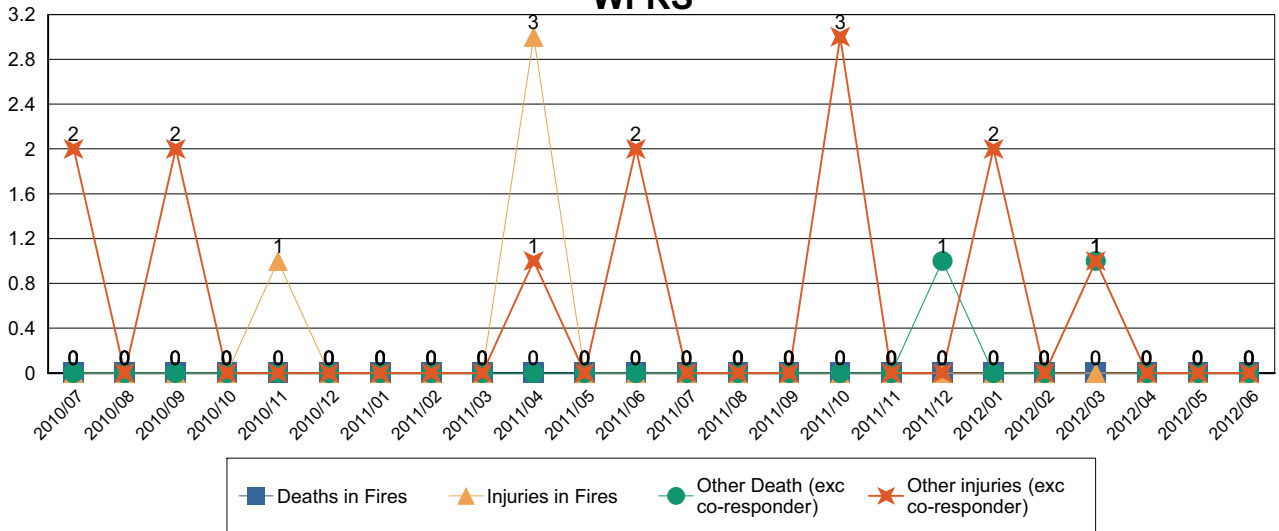
Non-Fire incidents attended by WFRS



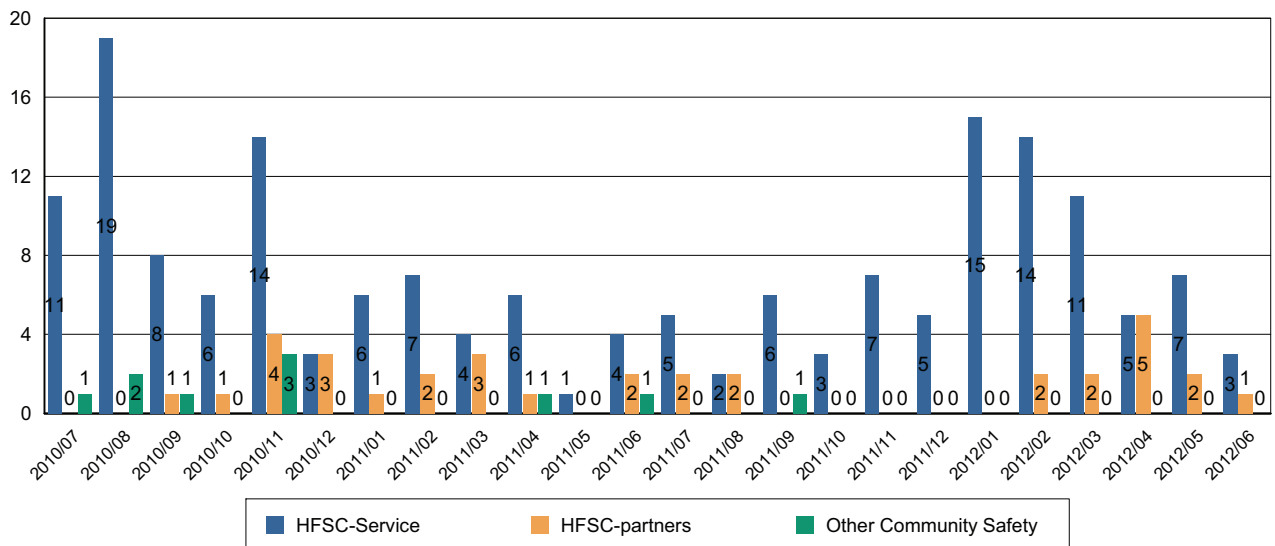
Number of False Alarm Incidents



Death & Injuries in incidents attended by WFRS



Home Fire Safety Checks and other domestic safety



Comments and Interventions overleaf

June update

New Salisbury health facility gets planning permission

Proposals for a new, state-of-the-art GP practice on part the site of the former Old Manor Hospital, on Wilton Road, Salisbury have been granted planning permission. The new, GP-led development will be the new home for Grove House and New Street practices, and the building will be paid for and developed by the practices, who have recently merged to become Salisbury Medical Practice.

Notice of the planning permission is available on Wiltshire Council's website at: <http://www.wiltshire.gov.uk/planninganddevelopment/2012/0017/applicationdocument.htm>

NHS Wiltshire launches consultation on Wiltshire Falls and Bones Health Strategy 2012-14

The Wiltshire Falls and Bones Health Strategy 2012-14 was launched for public consultation on Thursday 21 June. The main aim of the strategy is to reduce the number of falls which result in injury.

NHS Wiltshire is seeking the views of local people, service users and carers, who's input into discussions about the future shape of the services will allow us to gain as wide a view as possible as to how Wiltshire tackles falls and bone health over the next two years.

The strategy focuses on five priority areas:

- Falls and osteoporosis care pathways
- Multi-disciplinary falls assessment and interventions
- Osteoporosis assessment and treatment
- Best practice management of people after a hip fracture
- Raising awareness of falls and bone health, and the importance of a healthy lifestyle

Maggie Rae, Corporate Director of Public Health and Public Protection, says

"Falls can be very serious for older people but there are many simple steps you can take to reduce your chance of falls and fractures. The aims of the Falls and Bone Health Strategy are to: improve falls and fracture services used by Wiltshire residents and make sure that services respond to the needs of older people; halt the rising number of falls and related injuries experienced by older people each year; and support older people to access a wide range of community resources."

Your views on the draft falls and bone health strategy will help us to ensure we have got the priorities for Wiltshire right and we look forward to hearing from you. **All comments on the draft strategy must be received by 13th September 2012.** The draft strategy and

consultation document can be found on the NHS Wiltshire website here: <http://www.wiltshire.nhs.uk/Clinicians/For-healthcare-professionals/For-healthcare-professionals.htm> which also includes a questionnaire that you can complete for letting us know your views/comments.

NHS 111 – Award of contract for call-handling

The contract for the call handling and clinical assessment elements of the new NHS 111 service in Wiltshire and Bath and North East Somerset has been awarded to Harmoni, subject to contract finalisation.

Clinical Commissioning Groups and Harmoni will be working with other local stakeholders to deliver a high quality service for patients in Wiltshire and Bath and North East Somerset with urgent care needs, from April 2013.

Ed Macalister-Smith, Chief Executive of the NHS B&NES and Wiltshire PCT cluster said: "We know people can be confused about which NHS service to use when they need help quickly, and too often they use the wrong service. NHS 111 is an important step in our journey towards improving the way that patients use urgent healthcare services. We look forward to working with Harmoni to implement the call-handling and triage elements of the wider NHS 111 service".

The next PCT cluster Board Meeting will be held on Wednesday 25 July at 10am at Bath & North East Somerset PCT headquarters, St Martin's Hospital, Clara Cross Lane, Bath. Members of the public are welcome to attend. Papers are published a week before the meeting on www.wiltshire.nhs.uk or on request from Stacey Saunders, NHS Wiltshire (tel: 01380 733839, email: stacey.saunders@wiltshire.nhs.uk).

Bradford on Avon – Town Bridge 18 tonne weight limit signs

Route 1 - A363 travelling southbound (Bath to Bradford on Avon)

A4 Batheaston bypass

Existing sign



Proposed sign



A363 Bath Road (Ashley bends)- no replacement required

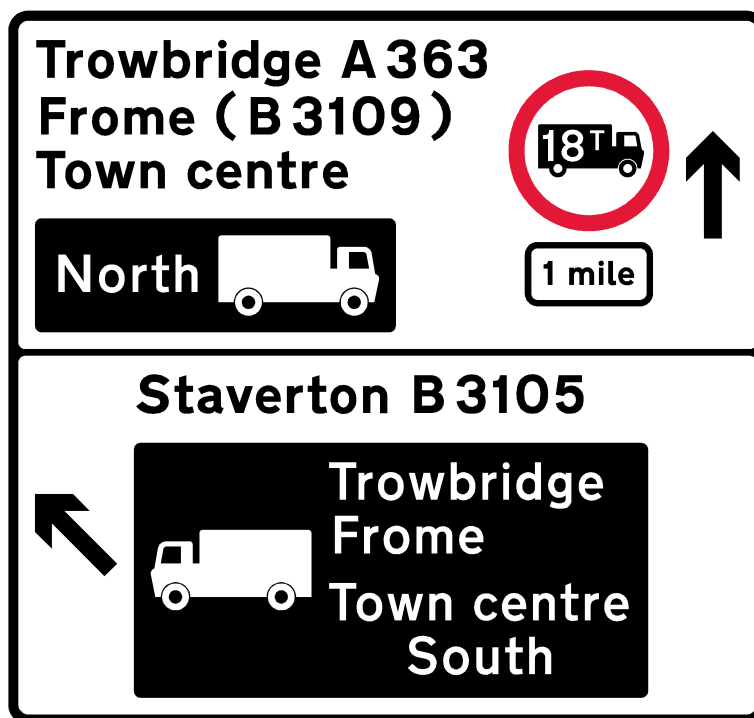


A363 Bath Road (advance of B3105 junction)

Existing sign



Proposed sign

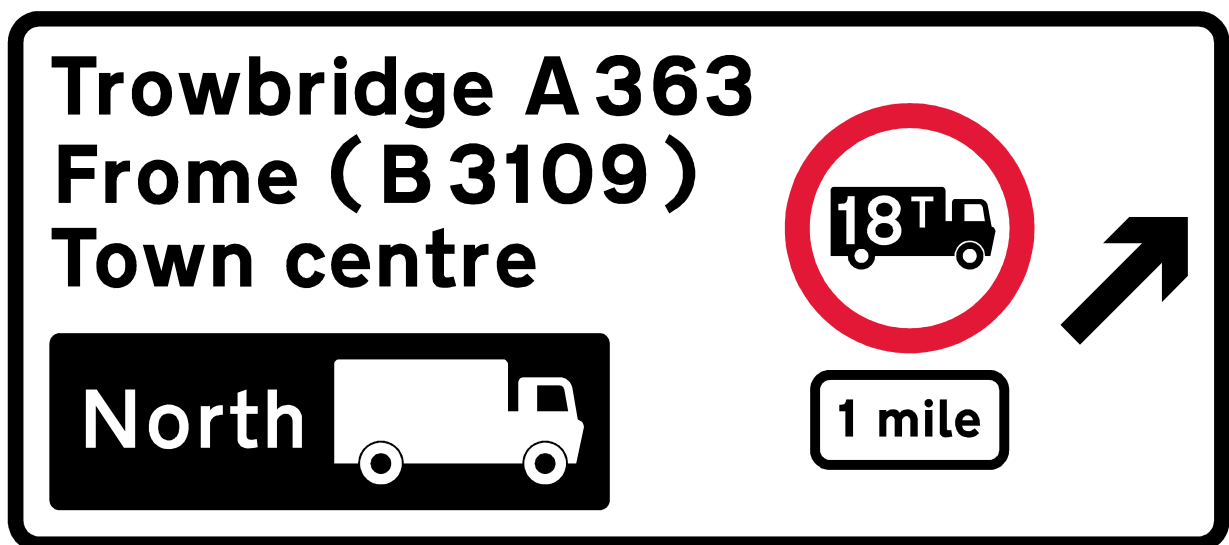


Junction of A363 with B3109

Existing signs



Proposed sign



Masons Lane (adjacent to Christ Church)

Existing sign



Proposed sign



Top of Masons Lane

Existing sign



Proposed sign



Route 2 - Travelling southbound (Corsham to Bradford on Avon)

Leigh Road

Existing sign



Proposed sign



Leigh Crossroads - Sladesbrook / Leigh Road

Existing sign



Proposed sign



Route 3 - Travelling westbound (Holt/Staverton to Bradford on Avon)

B3107 Bradford Road (between junctions B3107 and B3105)

Existing sign



Proposed sign



New Terrace junction with B3107 Bradford Road

Existing sign



Proposed sign



B3107 Holt Road (in advance of Springfield turning)

Proposed sign



Springfield junction with B3107 Holt Road

Existing sign



Proposed sign



Route 4 - Travelling northbound A363 (Trowbridge to Bradford on Avon)

Bythesea Road, Trowbridge – No replacement required



A363 Bradford Road/Trinity Church Roundabout, Trowbridge

Existing sign



Proposed sign



A363 Trowbridge Road (Widbrook canal bridge)

Existing sign



Proposed signs



Junction Road (Fitzmaurice House) - no replacement required



Bradford on Avon train station roundabout - no replacement required



Route 5 - Travelling northbound B3109 (Frome to Bradford on Avon)

A361 Rode, Somerset

Proposed sign – subject to approval by Somerset County Council



B3109 Bradford Road/Rode Hill

Existing sign



Proposed sign



B3109 Frome Road (Wingfield crossroads)

Existing sign



Proposed sign



B3109 Frome Road (Moulton Drive roundabout)

Existing sign



Proposed sign



A363 Frome Road (adjacent to cricket ground)

Existing sign



Proposed sign



Bradford on Avon Community Area Transport Group

Note of meeting held on Monday 25 June 2012

Present:

Councillor Rosemary Brown, Wiltshire Council (Chairman)
Councillor Malcolm Hewson, Wiltshire Council (Vice Chairman)
Councillor Trevor Carbin, Wiltshire Council
Councillor Linda Conley, Wiltshire Council
Councillor Gwen Allison, Bradford on Avon Town Council
Councillor Janet Repton, Bradford on Avon Town Council
Andrew Pearce, Holt Parish Council
Keith Brendish, Wingfield Parish Council
Bob Broadhead, Limpley Stoke Parish Council
Matthew Midlane, Monkton Farleigh Parish Council
Linda Ladner, Winsley Parish Council
PC Martin Annetts, Wiltshire Police
Andy Cadwallader, Wiltshire Highways
Dave Thomas, Wiltshire Highways
Peter Dunford, Community Area Manager

Apologies:

Bill Parker, South Wraxall Parish Council
Ian Richardson, Westwood Parish Council
Martin Moyes, Holt Parish Council

3. Minutes of Meeting of 5 March 2012

Notes agreed.

Matters arising: Bollards at Newtown - costs have increased due to road closure order needed for 4 days – £ 3,600 engineering works, £ 472 bollard, £ 4,000 road closure.

AGREED: Refer back to Town Council for views. Leave £ 3,400 in budget, seek cheaper alternative solution such as by piggy-backing off works by statutory undertakers.

4. Budget for 2012/13 and Substantive Highways Scheme

Dave Thomas presented the budget position. The CAT-G has an allocation of £ 10, 062 in 2012/13 and a total unallocated budget of £ 39, 223 (which includes monies carried forward from last year).

The SHS has a countywide budget of £250, 000 in 2012. Suggested short list of options from BOA CAT-G:

Mythern Meadow footpath resurfacing £ 25,000 - supported by Town Council.

Wingfield Footways Phase 4

Other Schemes:

The Midlands, Holt – Parish Council to consider joint funding

South Wraxall gateways – **funding AGREED**

Signs in Winsley: at junction of Avon Park – **funding AGREED** – Parish Council to contribute £1,000? Street name plate replacement – **funding AGREED from AC budget.**

5. Bath Lorry Ban update

Legal challenge has been made by Wiltshire Council, Somerset County Council and the Highways Agency; no signs of implementation as yet by B&NES.

Lorry count using new recording equipment at Staverton and elsewhere. **AGREED: records to be provided by Allan Creedy to Cllr Carbin.**

6. Lorry Watch

A sustainable solution needs to be found – 1400 man hours expended and over 1000 lorries recorded but NO prosecutions made as yet. Some cases waiting with legal department - important for morale that action is taken. Police can prosecute under separate legislation. A Working Group has been established to look at future options – Councillor Jonathan Brown, PC Annetts, Shay Parsons, other volunteers. New signage is part of the solution.

7. Town Bridge – Advance Warning Signage

Proposal to replace 18 signs on approaches to the town and town bridge.

AGREED: CAT-G to support and to refer to Area Board for funding – with final consultations with parishes and other stakeholders by end July.

8. Air Quality Action Plan for Bradford on Avon

Time- limited exercise to prepare an action plan by September. First meeting to be held on 27 June at Fat Fowl with presentation from Environmental Health Officers. Subsequent meetings to be held at end July and end August. The solutions are likely to be mostly highway related.

9. Conigre Hill Car Park

Asset transfer application coming to Area Board in July. David Maude outlined the project which will achieve a better car park layout. Insurance and maintenance liabilities will be taken on through a sinking fund of £ 3 per week per resident. The Government Asset Transfer Unit is broadly supportive.

AGREED: CAT-G to support application to Area Board

10. Light at Priory Close

Janet Repton outlined the issue of poor lighting and community safety concerns at Priory Close – the Town Council is match funding £ 2,000

AGREED: CAT-G agreed to match fund the balance of £ 2,000

11. Update on CAT-G priorities

Dropped Kerb programme - now completed

Holt Zebra Crossing – now completed - Andrew Pearce expressed thanks to all concerned on behalf of Holt Parish Council.

Wingfield Footways Phase 2 and 3 complete

Westwood on-carriageway footways complete

12. Other Urgent Highways and Transport Matters

Historic Core Zone – meeting this week to talk about consultation on plans for the junction to Church Street/ Market Street and the involvement of disability groups.

Budbury Place Car Park – Brenda Samuel reported that the situation is being monitored – no enforcement of regulations happening - site visit with Councillor Hewson still outstanding.

Woolley Street – residents parking zone requested – deputation received by Town Council – some residents in favour, others not.

AGREED: Refer to Jo Heal and to Town Council for annual waiting restriction review.

Woolley Terrace – receipt of barrage of complaints at rat-running of through traffic - **AGREED to pursue a metrocount to measure the scale of the problem** – the solution may come with the development of the new housing at Kingston Farm and the remodelling of the junction at Springfield/ Holt Road.

Crossing needed on Bath Road for children to Christchurch School – school travel plan needs revising urgently – parking by parents in the estate ‘shocking’ PC Annetts. D Thomas commented that double yellow lines will not solve the problem. **AGREED: A letter to be written to the school to expedite the School Travel Plan – to be supported by the Town Council.**

Bollards at Coppice Hill – cost £ 200 each. **AGREED Mrs Seward to pay £ 400 for 2 bollards and AC with Russell Brown (Conservation Officer) to agree design, approvals, installation.** This action was supported by Town Council and Police.

Frome Road – petition re effects of traffic calming – some want less, some want more. **AGREED: refer to Town Council to decide course of action.**

Greenland Mills – petition re speed humps – built to correct standards – no funding for alterations from Council – management company may have funds. **AGREED: refer to Town Council.**

20 mph pilots – resident questionnaire survey ongoing - data and report by end August – final report to Cabinet by Xmas.

Turleigh request for ‘20 is Plenty’ – DT advised that these are advisory notices only - eg on wheelie bins - no legal standing.

Wingfield – repeater signs and roundles completed. Survey of double white lines this week.

Other Signs at Winsley – DT to follow up.

13. Any Other Business

Holt Manor – issue for Area Board – removal of illegal bollards and signs by enforcement team.

Limpley Stoke – No 94 bus Trowbridge - Bath blocked by badly parked cars – want to put down ‘white bar lines’

Kingston Mill – parking in access area. **AGREED: Refer to Stakeholder Meeting.**

Wingfield – B&NES Council implementing blanket 20 mph zones in villages. **AGREED: KB to find out more.**

Church Lane/ Barton Orchard – alterations to barriers. Order for work placed. **AGREED: AC to check progress.**

14. Date of Next Meeting – Monday 1st October at 4pm, venue TBC.

CDM/FMW0647

10 April 2012



Mr David M. Thomas
Traffic Engineering Manager
Traffic and Network Management
Wiltshire Council
Shurnhold
Bath Road
Melksham
Wiltshire
SN12 8DQ

Trym Lodge
1 Henbury Road
Westbury-on-Trym
Bristol BS9 3HQ
T 0117 959 6464 F 0117 959 6465
E enquiries@fmwconsultancy.co.uk

Dear Mr Thomas

HOLT MANOR ESTATE – ROUTE BETWEEN LEIGH ROAD AND SUMMER LANE

Many thanks for meeting myself and Mr Harris, owner of Holt Manor, on site on Wednesday 4th April to discuss the above highway through the Holt Manor Estate. This letter seeks to summarise the matters discussed and to make suggestions for changes to local signage directing visitors to the nearby Great Chalfield Manor National Trust property. This issue is not related to the current application to divert the route of Public Footpath No 8.

Existing Situation

When departing Holt village via Leigh Road, Great Chalfield is signed through the Holt Manor Estate. Similarly, when heading in the opposite direction from Summer Lane, Holt and Trowbridge are signed through the Estate. The use of the signed route gives rise to a number of road safety issues as follows:

- Visibility in both directions when pulling out of the road through the Estate on to Leigh Road is poor. This leads to the risk of conflicts with straight ahead traffic travelling along Leigh Road;
- The route through the Estate is restricted in width such that only one car travelling in one direction or the other can use it at a time. There are very few opportunities for vehicles to pass without over running the well maintained verges which leads to long reversing distances and the associated safety risks when vehicles do meet;
- The need to reverse is greater at peak times for visitors to Great Chalfield Manor particularly when there are special events. The snowdrop charity open day on 12th of February this year for instance gave rise to numerous occasions when four or five vehicles at a time needed to reverse long distances. The lack of suitable passing places compounded the difficulties that arose with drivers at one stage attempting to force the locked gate to the old cricket pavilion area in order to create an additional passing place;

- The section between The Dower House and Summer Lane is particularly narrow with little or no verge and very poor forward visibility. The safety risks when opposing vehicles meet on this section are self-explanatory particularly given the traffic speeds used by some drivers when not anticipating oncoming vehicles;
- Visibility in both directions when pulling out of the road through the Estate on to Summer Lane is again poor particularly when looking towards Great Chalfield. The risks of conflicts at this junction are therefore high. Observations on site also show that drivers turning right on to Summer Lane frequently 'cut the corner' at the junction such that they are effectively on the wrong side of the road and could therefore come in to conflict with drivers turning left from Summer Lane;
- The route through the Estate is well used by walkers, cyclists and horse riders. The narrow road width and occasional high traffic speeds along the route leads to safety concerns for these road users. This is particularly the case on the section between The Dower House and Summer Lane where the road is very narrow and there are limited opportunities to step out of the carriageway when a vehicle approaches.

Drivers aiming to visit Great Chalfield Manor are also frequently confused when driving through the Estate and often mistake Holt Manor for Great Chalfield Manor. A driver departing Holt via Leigh Road is signed towards Great Chalfield through the Estate and having turned right is immediately faced by the Lodge House and large Estate gates. Beyond these the road narrows and clearly takes on the feel of a driveway through a parkland setting leading to a large Country House, i.e., a sense of arrival. It is obvious how the signage and these highway features can confuse visitors from outside the local area into thinking they have arrived at Great Chalfield Manor whereas in reality they need to continue on past Holt Manor. This confusion is evidenced by:

- The occupiers of The Lodge (Mr Harris himself for a number of months in late 2011) frequently experience disruption by people stopping, trying to turn around in the limited space available and knocking on the door for directions. When asked, they often say that they followed the road signs towards Great Chalfield but then got confused by the presence of The Lodge and the pillars/gates and thought they were on a private road;
- There are regular occurrences where people push the buzzer on the access panel to Holt Manor to ask/complain about why the gates aren't open in the false assumption that they are at Great Chalfield Manor;
- The main gates to Holt Manor itself used to be left open however drivers would enter, park outside the house, knock at the door and start wandering around the gardens in the mistaken belief that they were at Great Chalfield Manor. The previous occupiers of the house even had a car and caravan start setting up to stay directly in front of the house. The gates are now kept closed; and
- The occupiers of The Dower House, Mr Harris's daughter and family, have also encountered people walking around their gardens and opening the door to the house. When challenged, the 'intruders' have consistently stated surprise as they had assumed they were at Great Chalfield Manor. All gates and doors to The Dower House are also now kept locked although this shouldn't be necessary.

It is clear from the above that there are a number of significant safety, privacy and security issues associated with the current signing of Great Chalfield via the route through the Holt Manor Estate.

Great Chalfield Manor currently attracts approximately 20,000 visitors over its seven month annual opening period many of whom are first time visitors and unaware of the safety issues associated with the route. Many of these visitors arrive from the Holt direction and even if only a small proportion confuse Holt Manor with Great Chalfield Manor, it is clear that the number of such incidents is relatively high. It is understood that the National Trust is also looking to improve parking and other facilities at Great Chalfield Manor with the aim of increasing visitor numbers so if nothing is done the existing problems are likely to increase over time. There is no objection in principle to the National Trust's proposals however it is believed that changes to the road signage is now required to help offset the additional safety, privacy and security issues that are likely to arise.

Proposed Signage Alterations

Local residents and frequent visitors to Great Chalfield Manor will be aware of the limitations of the route and its associated safety issues and will be able to keep using the route in an appropriate way. These frequent users are also aware that Holt Manor is not Great Chalfield Manor and hence do not and will not cause the privacy and security issues.

The proposals are therefore aimed at drivers who are likely to be first time or occasional users of the route who will be unaware of the safety issues and could confuse Holt Manor with Great Chalfield Manor. Such drivers are likely to be primarily visitors to Great Chalfield Manor and hence their route choice could be influenced best through the introduction of additional brown tourist signs.

It is suggested that the existing 'Great Chalfield' directional sign at the Leigh Road junction near the Lodge and main entrance gates be removed. Local residents will be aware that they can turn right and use the route through Holt Manor to reach Great Chalfield however removal of the sign would likely result in first time and occasional users continuing along Leigh Road. This could be further encouraged through the introduction of an appropriate brown tourist sign guiding them towards Great Chalfield Manor via Leigh Road.

At the junction of Leigh Road and Summer Lane it is suggested that additional brown tourist signage could be introduced to guide Great Chalfield Manor visitors to turn right from Leigh Road to Summer Lane. A further brown tourist sign where Summer Lane passes the other end of the route through the Holt Manor Estate would complete the guidance signage.

For return journeys, it is suggested that the existing Holt and Trowbridge signage at the Summer Lane junction with the route through the Holt Manor Estate be removed and replaced with an 'All Routes' sign directing use of Summer Lane. Again, local residents and frequent users could continue to use the route past Holt Manor while first time and occasional users would be more likely to use Summer Lane and Leigh Road. New directional signage towards Holt and Trowbridge would also be required at the Summer Lane / Leigh Road junction.

It is believed that the above simple changes to signage would reduce the volume of traffic on the route through the Holt Manor Estate thereby reducing the safety risks to all road users. More appropriate guidance to Great Chalfield Manor would also assist in reducing the confusion that can occur thereby helping to address the current privacy and security issues. In doing so, local residents and frequent users of the route through the Holt Manor Estate would not be inconvenienced; indeed the safety of their journeys, whether by car, cycle or on foot, would also be enhanced.

Improvements to Leigh Road and Summer Lane

The standard of Leigh Road and Summer Lane, while for the most part better than the route through the Holt Manor Estate, also has a number of existing constraints. Increasing the volume of traffic using these alternative routes may therefore simply relocate the problems that currently arise unless improvements can be made.

The attached plans FMW0647-SK01A to SK04A identify locations where improvements to existing passing places and visibility will appropriately mitigate for the increased traffic flows on Leigh Road and Summer Lane. At present Summer Lane is narrow with limited forward visibility however, by improving and formalising the passing opportunities along this route, it will be possible to ensure inter-visibility between opposing vehicle movements which will be a significant improvement over the existing situation.

The land required to undertake the above is all either within the highway boundary or in the control of Mr Harris. It is suggested that Wiltshire Council implement the improved passing places to an appropriate standard and amend the signage as discussed above. Mr Harris would be willing to make a contribution towards the costs of the necessary works required.

I trust the above fully explains the justification for changes to the existing directional signage in the vicinity of Holt Manor. Your consideration of the above suggestions would be appreciated as soon as possible. In the short term, should you have any questions or require any additional information please feel free to call me on the numbers shown.

Yours sincerely



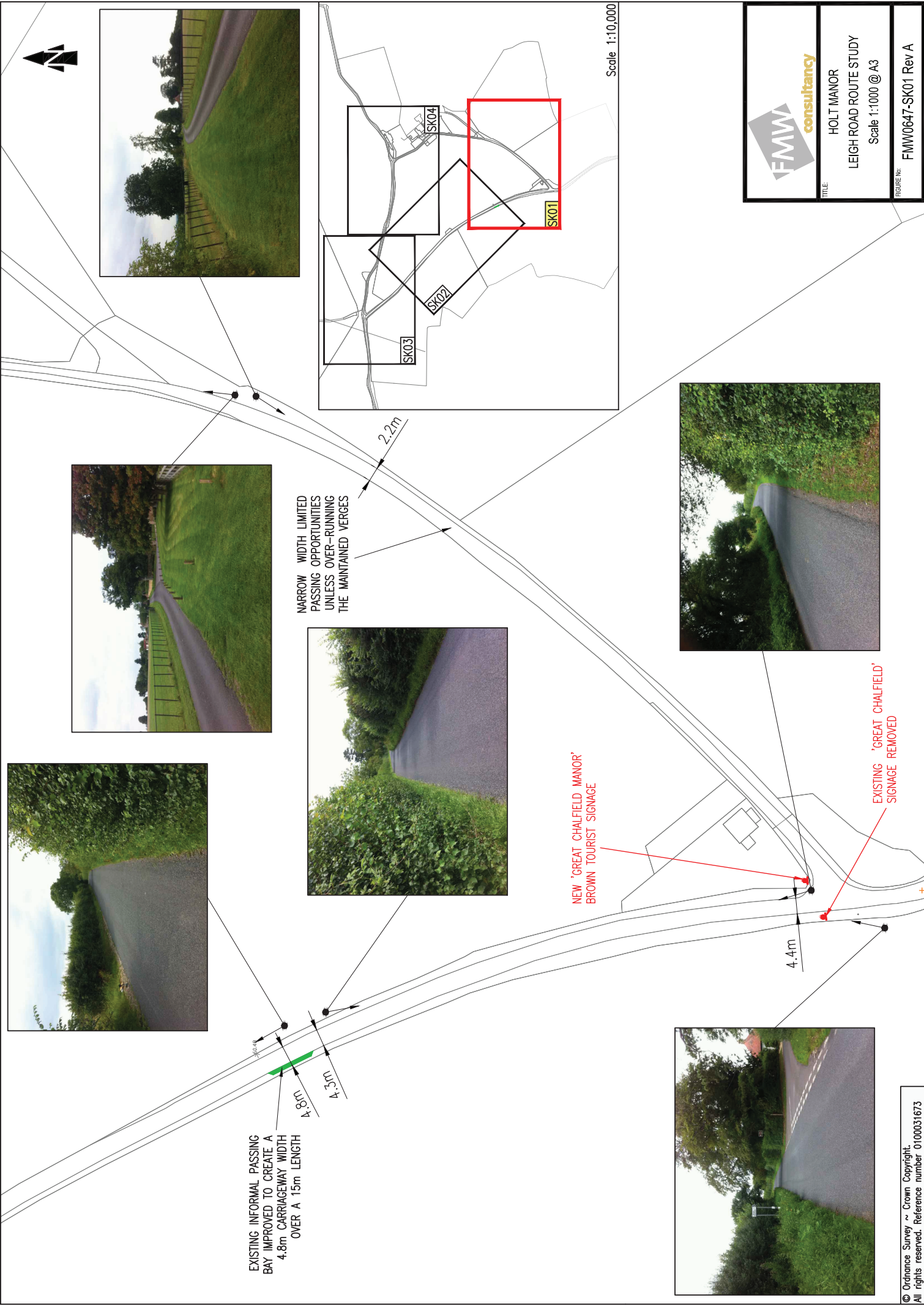
Chris Miles
Director

Mobile: 07912 444460

Email: chris.miles@fmwconsultancy.com

cc Mr P Harris Holt Manor
Ms K Howe Clarke Willmott

Enc: FMW0647-SK01A to SK04A



EXISTING INFORMAL PASSING BAY IMPROVED TO CREATE A 4.8m CARRIAGEWAY WIDTH OVER A 15m LENGTH

NARROW WIDTH LIMITED PASSING OPPORTUNITIES UNLESS OVER-RUNNING THE MAINTAINED VERGES

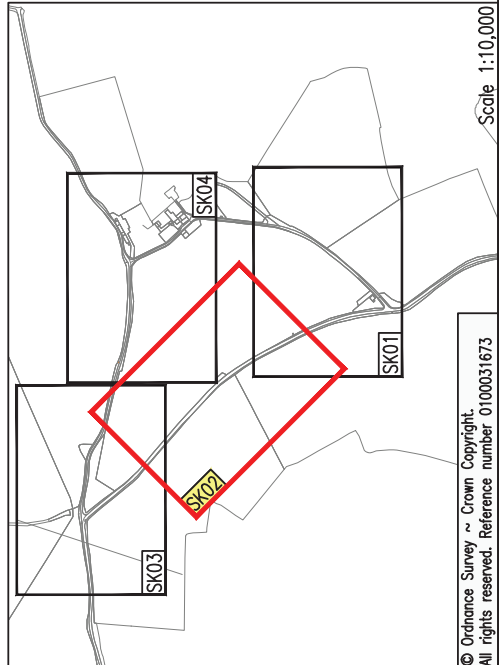
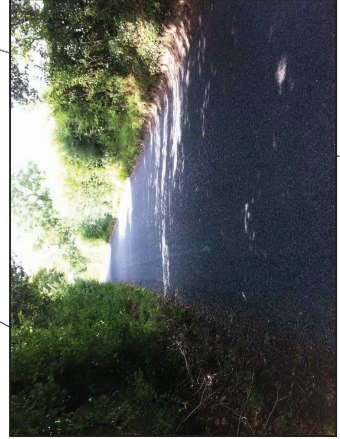
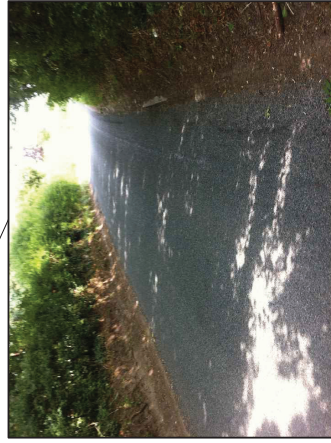
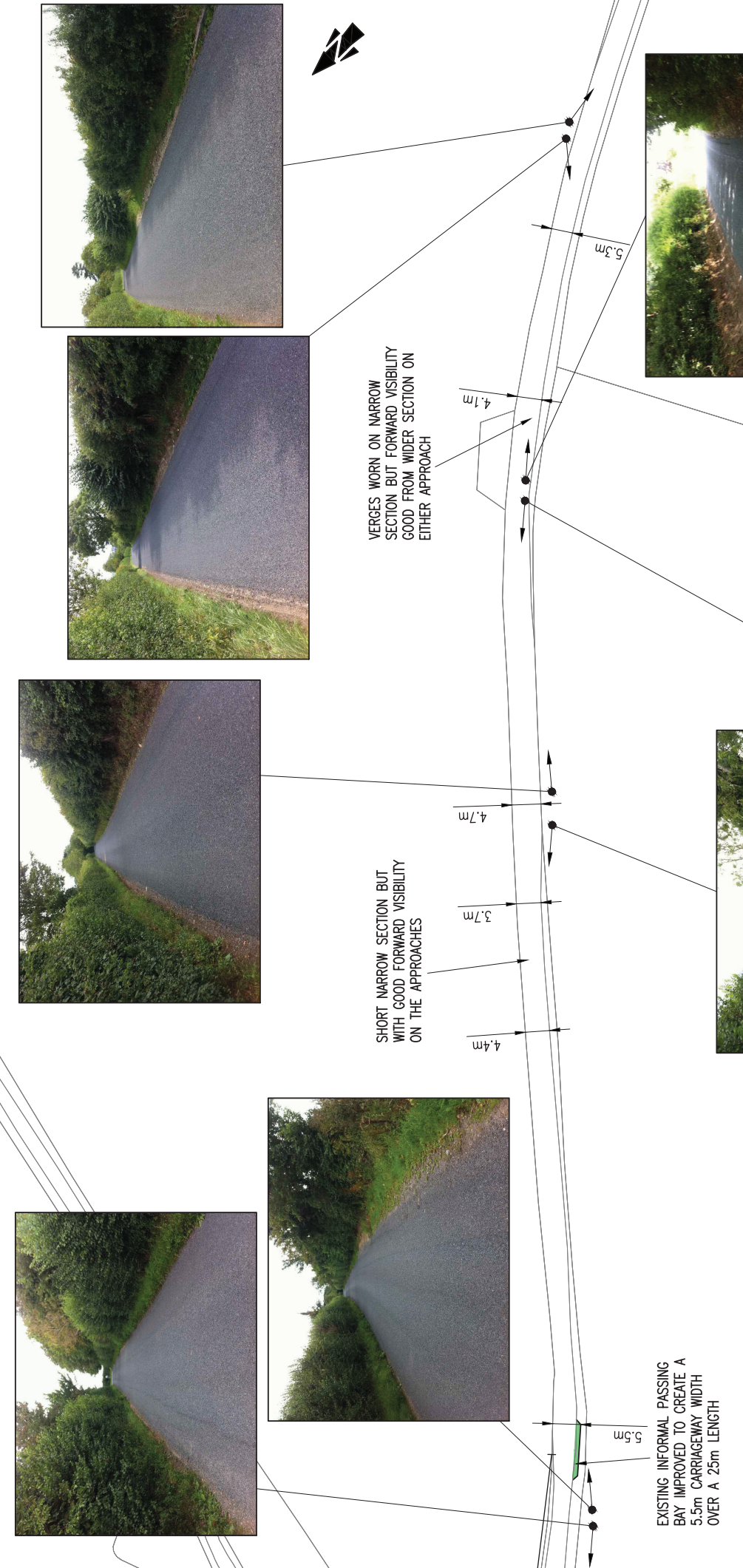
NEW 'GREAT CHALFIELD MANOR' BROWN TOURIST SIGNAGE

EXISTING 'GREAT CHALFIELD' SIGNAGE REMOVED

Scale 1:10,000



	TITLE	HOLT MANOR LEIGH ROAD ROUTE STUDY Scale 1:1000 @ A3
	FIGURE NO.	FMW0647-SK01 Rev A



FAMW consultancy

HOLT MANOR
LEIGH ROAD ROUTE STUDY
Scale 1:1000 @ A3

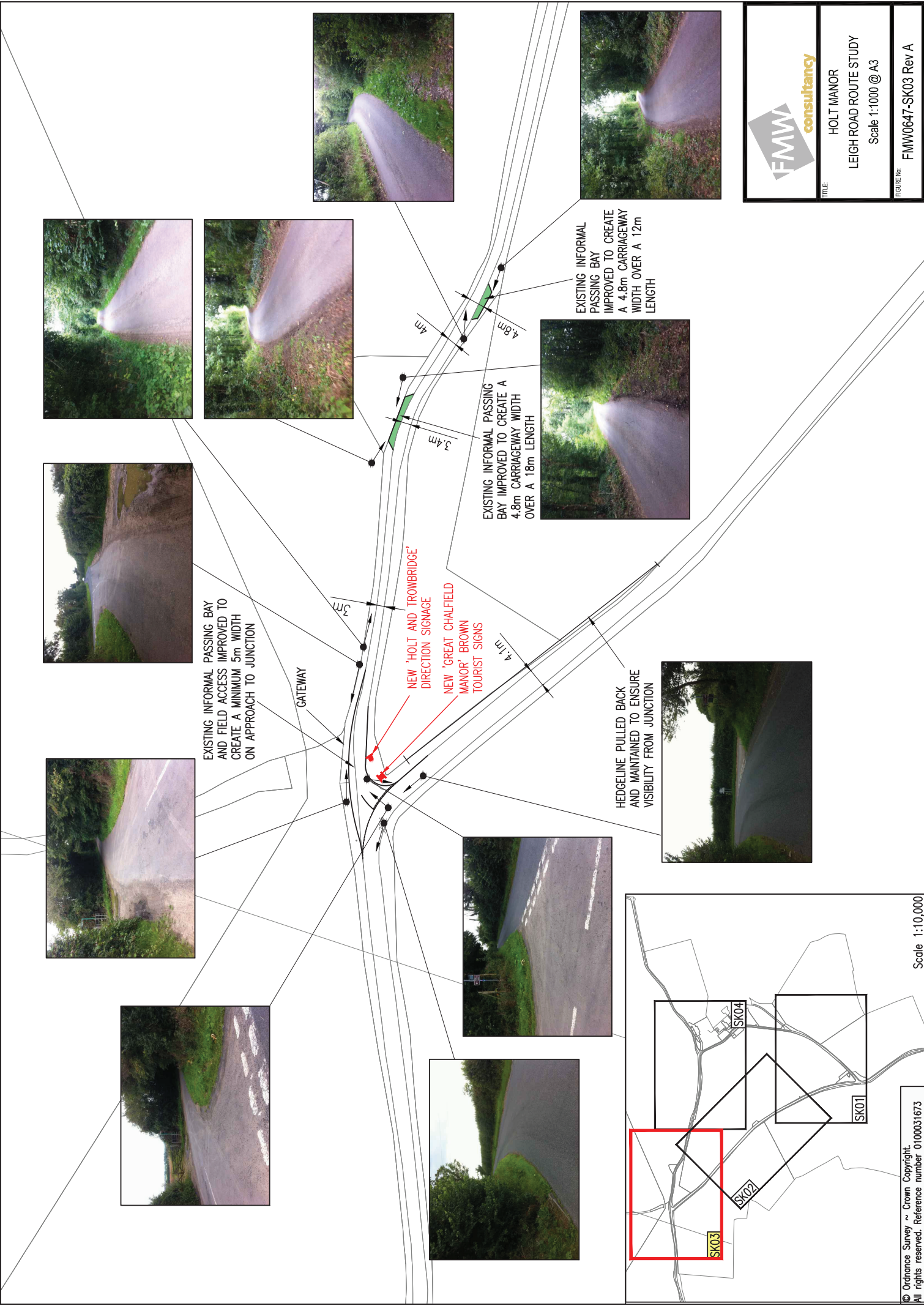
TITLE

FIGURE NO: FMW0647-SK02

EXISTING INFORMAL PASSING BAY IMPROVED TO CREATE A 5.5m CARRIAGEWAY WIDTH OVER A 25m LENGTH

VERGES WORN ON NARROW SECTION BUT FORWARD VISIBILITY GOOD FROM WIDER SECTION ON EITHER APPROACH

SHORT NARROW SECTION BUT WITH GOOD FORWARD VISIBILITY ON THE APPROACHES



EXISTING INFORMAL PASSING BAY AND FIELD ACCESS IMPROVED TO CREATE A MINIMUM 5m WIDTH ON APPROACH TO JUNCTION

GATEWAY

NEW 'HOLT AND TROWBRIDGE' DIRECTION SIGNAGE
 NEW 'GREAT CHALFIELD MANOR' BROWN TOURIST SIGNS

EXISTING INFORMAL PASSING BAY IMPROVED TO CREATE A 4.8m CARRIAGEWAY WIDTH OVER A 18m LENGTH

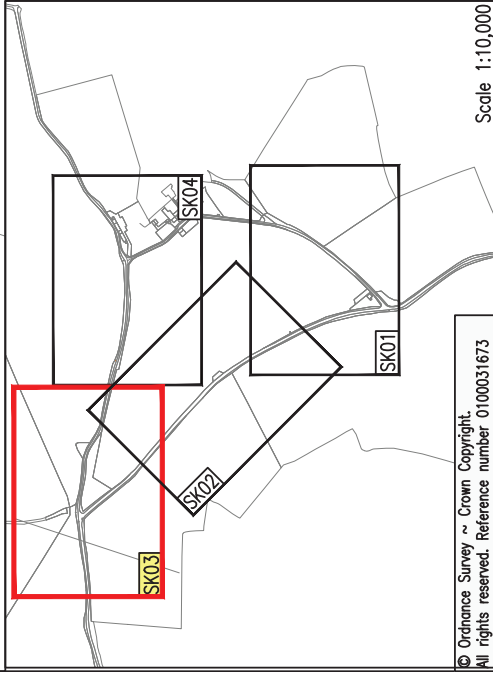
EXISTING INFORMAL PASSING BAY IMPROVED TO CREATE A 4.8m CARRIAGEWAY WIDTH OVER A 12m LENGTH

HEDGELINE PULLED BACK AND MAINTAINED TO ENSURE VISIBILITY FROM JUNCTION

FAMW consultancy

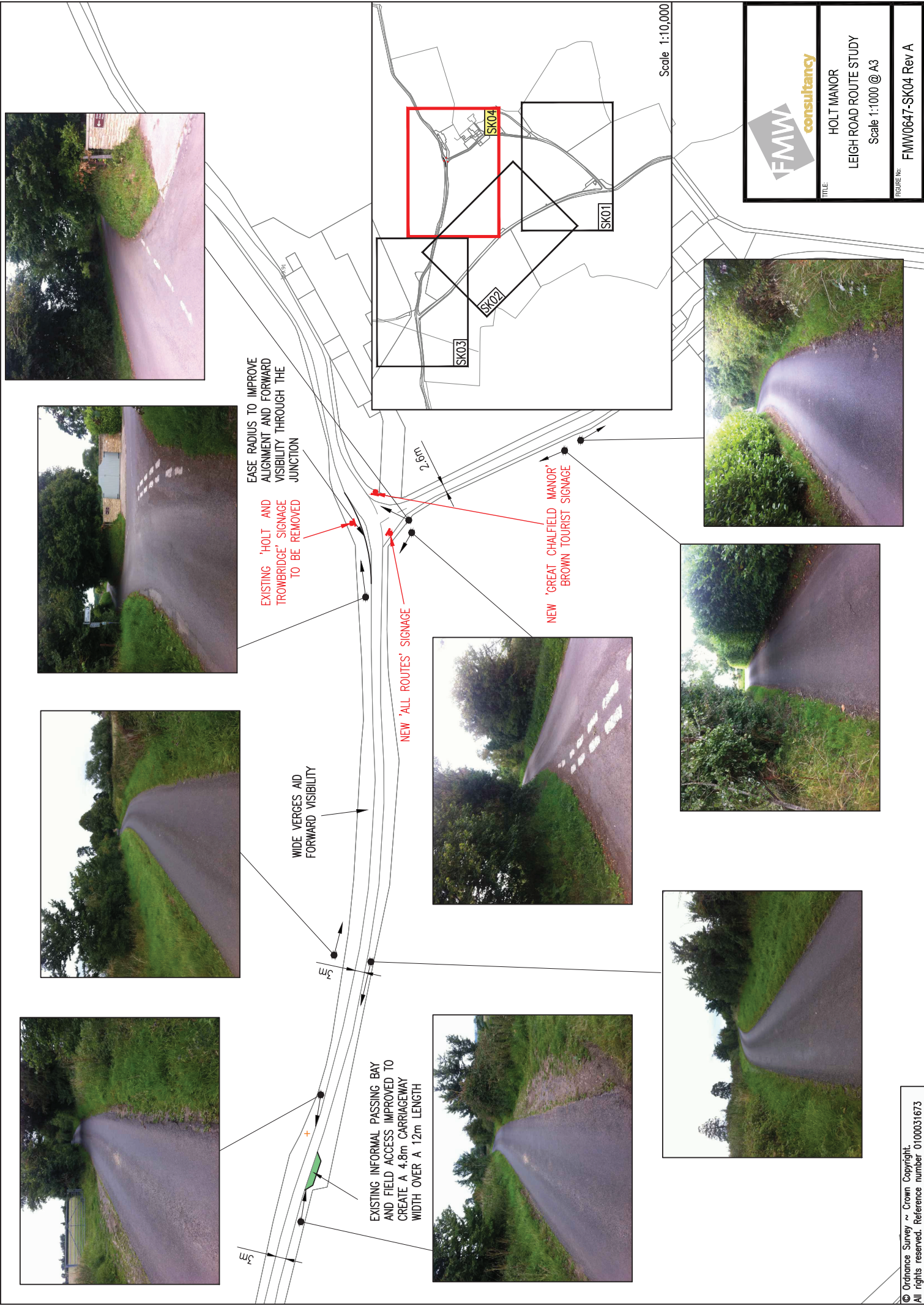
HOLT MANOR
 LEIGH ROAD ROUTE STUDY
 Scale 1:1000 @ A3

FIGURE NO: FMMW0647-SK03 Rev A



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Scale 1:10,000



	TITLE
	HOLT MANOR LEIGH ROAD ROUTE STUDY Scale 1:1000 @ A3
FIGURE NO.	FMW0647-SK04 Rev A















CONIGRE HILL CAR PARK

COMMUNITY ASSET TRANSFER APPLICATION



BoA Area Board, July 2012

History & Current Concerns

1.1 History of the hillside

There are some 70 households on the hillside terraces of Middle Rank, Tory, Tory Place and Wine Street Terrace in Bradford on Avon. Most residents live in cottages built for workers in the weaving industry in the late 17th and early 18th centuries.

By the late 1950s, many of these cottages had fallen into disrepair, but a national campaign saved them from demolition. The then Bradford Urban District Council secured funding to regenerate the area. Much of the housing was compulsorily purchased, upgraded and rented to council tenants.

At the same time, the Council acquired Conigre Hill car park as "a most important part" of the regeneration scheme. It was seen as a vital resource for residents. In April 1959, the council clerk wrote, "it is essential to have some vehicular access to the hillside area as otherwise it will not attract people to live there".

That, we believe, remains true today. Our surveys suggest that around 30 households on the terraces regularly use Conigre Hill as their nearest vehicular access point and parking facility.

In the 1970s, council-housing stock in the terraces was transferred to the new West Wiltshire District Council (WWDC). Some homes were later purchased by tenants under the "right to buy" policy.

In 2001, WWDC sold the remaining affordable housing to West Wiltshire Housing Society (WWHS). WWHS passed some of this on to private buyers, a practice continued by its successor association Selwood Housing.

1.2 History of the car-park site

The parcel of land now known as Conigre Hill car park has, we believe, been in community use for the best part of two centuries – as a place of worship, a source of building material for postwar reconstruction and, for the last 52 years, a vital transport hub for residents of the hillside terraces.



Then and now: Tory, Middle Rank and Newtown before their regeneration in the 1950s (top), Tory today (above)

It started this period of its life as the Zion Baptist Chapel, built in 1793. Services were moved to the current but older church, formerly the Grove Meeting House, in 1939.

The chapel fell into disrepair after the war and was demolished, apparently by a local builder, Bert Doel, who bought it from the chapel trustees in 1954. It appears to have been sold on fairly rapidly, and in 1959 – after the Reconstructed Bath Stone Company had stripped the site of all usable building materials – Bradford UDC bought it, along with 25 houses in Tory and Middle Rank.

It is subject to a 1920 covenant about allowing rights to light and air, although it is not clear who might benefit from that. The 1959 deed prohibits gaming and the sale of intoxicating liquor. According to Wiltshire County Council, it is covered by conservation area policy C17 and town policy limit H1.

In 1976 there was an application to change the use from vacant site to temporary car park, but this was withdrawn. In 1985 an application to erect one dwelling was withdrawn – as was a 2006 plan to build two as part of an affordable housing scheme.

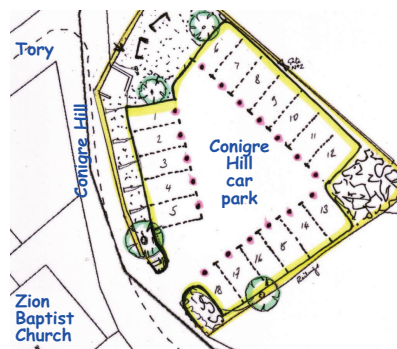
The plot – number 250 in the 1837 drawing below – is shown alongside a contemporary location map and a 2007 proposal from West Wiltshire District Council for how the car park could be laid out.



Location of the Zion Baptist Chapel, 1837



The car park site today



A West Wiltshire council layout proposal

1.3 Current concerns

Space in the car park has come under increasing pressure of late following changes to the charging regime elsewhere in Bradford. People who work in the town have begun using it during the day, squeezing out hillside residents returning from shopping trips or their own jobs.

In addition, the Communities Secretary's map of publicly owned assets – sometimes referred to as Eric Pickles' Domesday list – has revived concerns about possible sale for redevelopment. Councillors may remember the strength of local feeling when this was mooted five years ago.

The purpose of this business plan is to propose a mechanism for securing the long-term future of the car park for the benefit of the community, and to set out the detail of how this could be carried out.

Life on the hillside

2.1 The community

For the purposes of this application, the community is defined as those households who rely on use of the car park, primarily because their dwellings do not adjoin a public highway where on-street parking could be available.

A total of around 70 homes in the hillside area (in Middle Rank, Tory, Tory Place, Wine Street Terrace and a few properties off Conigre Hill) are reached via footpaths. Some 30 residents use the car park daily and more need it for unloading purposes. Worshippers at Zion Baptist Church use approximately four spaces during Sunday and other services.

2.2 Community need

The Hillside Action Group consulted the community in May 2007 about their need and aspirations for Conigre Hill car park. These themes were most common:

- a) The predominant use should be for car parking
- b) No matter how it is laid out, there is likely to be insufficient space for all hillsiders
- c) Ability to pay should not determine right to park – some residents are elderly, some have young families, some are tenants
- d) Provision should be made for worshippers of Zion Baptist Church
- e) A service bay should be made available for deliveries and ambulances
- f) Some attempt should be made to deter town-centre shoppers and workers from using the car park. They do so merely because it is free, not because they need access to the hillside
- g) The car park could be arranged more effectively to meet the community's needs and reflect patterns of use. This could be done by clearing the site and drawing up a set of agreed usage rules including double parking
- h) It could be a community resource for other activities, such as a community garden and area for recycling collection.



Middle Rank: a popular tourist stroll

2.3 Community commitment

The hillside area community shares the daily challenges of living along a network of footpaths set on steep slopes. It is passionate about the people, the hillside and its heritage.

The community has already shown its initiative and commitment. Residents:

- invested time and money improving Conigre Hill car park
- cleared rubbish on the site
- hired a skip to remove a fridge and other accumulated junk
- painted iron railings
- trimmed overhanging trees
- planted a green area
- keep the green area tidy (with churchgoers)
- ensure the grit bin is kept full.



Recycling: sometimes a bit of a challenge for hillsiders

In 2006, the community worked together very effectively when the viability of hillside life was threatened by proposals to remove car parking spaces. It continues to do so in an attempt to ensure the car park remains a resource for:

- residents & their visitors
- churchgoers
- health & emergency services
- other services such as postal deliveries and refuse collection/recycling
- tradesmen for the upkeep of hillside homes.

The community plays a key role in the tourist economy of the town. Its members maintain the historic houses at their own expense and through their own efforts.

Tourists enjoy looking at our well-tended homes and gardens, and talking to residents about the history of the area as they trail up the footpaths to St Mary Tory. They appreciate the fact that the picturesque footpaths – publicised both by the council and the "walkers are welcome" scheme – house a living community going about its daily life.

Looking to the future

3.1 Policy background

We believe our application is fully in line with current national and local government policies on community empowerment and transport management.

A lead objective of the Localism Act, which received Royal Assent last November, was to "make it easier for local people to take over amenities and keep them part of local life". This echoed existing Wiltshire Council policy to "promote the transfer of assets it owns to community groups".

One of the key aims of the county's local transport plan is "to meet residents' needs for car parking near their homes". Our application would help meet those needs, by facilitating an actual increase in available parking spaces while reducing both the council's liabilities and potential future calls on council tax.

3.2 Support

Wiltshire councillors who have expressed interest in and support for our application in principle are: Malcolm Hewson, Rosemary Brown and Trevor Carbin.

Bradford on Avon town council recognises the vital need for vehicular access to sustain a viable hillside community. As a body, it has said "the area is in dire need of extra parking and new garages to rent"¹.

Individual town councillors who support our application in principle are: John Potter, Peter Leach, Isabel Martindale, Vicky Landell-Mills and Gwen Allison.

Our plan has been received backing in principle from Jim Lynch, chairman of the Community Area Network; Gerald Milward-Oliver, chairman of the Development Trust; and David Moss, chairman of the Preservation Trust.



Community values: our aim is to sustain and strengthen them

Bradford Tourist Association has also expressed support for the hillside community's fight to secure car-parking spaces.

3.3 Options

In its efforts to come up with a realistic solution to its current concerns, the community has in the past considered a range of alternatives. These are set out in Appendix A.

3.3.1 Our preferred solution – a CIC

After reconsidering all those options, the community's overwhelming response was to seek to transfer the freehold of the site to a Community Interest Company (CIC). Community members have pooled their skills to formulate the basis for such a solution according to the headings below.

3.3.2 Purpose

The main objective of the CIC would be to provide vehicle parking spaces for residents of the hillside terraces. The right to park in such spaces would be determined by an annual licence issued by the CIC.

¹ There is currently a waiting list for rented garages in the Budbury area.

Hillside Action Group, BoA

Community Asset Transfer application, Conigre Hill car park

The CIC would be operated on a not-for-profit basis, with any revenues being re-invested for the benefit of the community. It would have the power to hold land, raise funds and, where necessary, let contracts. The sole purpose of these powers would be to:

- a) sustain the hillside terraces as a viable community
- b) promote community strength and cohesion
- c) strengthen the role that this community plays in preserving the town's heritage and maintaining its attractiveness as a tourist destination.

3.3.3 Parking scheme

The CIC will set up a parking scheme for the Conigre Hill site. The principles of this scheme would be:

- a) Membership will be open to those living in Middle Rank, Tory, Tory Place, Wine Street Terrace and those properties at the lower end of Conigre Hill who do not have vehicular access to their premises, and to worshippers at Zion Baptist Church.



Keeping costs down: a CIC could call on voluntary labour

- b) Membership is available for all residents, regardless of their gender, age, ethnicity, sexual orientation or tenure of occupation (i.e. owner-occupiers, or affordable (Selwood) or private tenants).
- c) Membership is not limited to those with private cars – even those without vehicles of their own have visitors and deliveries.
- d) There will be no charge for membership, but a fee will be levied to cover
 - i) ongoing maintenance of the car park surface and equipment
 - ii) public liability insurance
 - iii) a sinking fund designed to accumulate for the replacement of equipment at the end of its useful life and long-term maintenance items, such as the retaining wall adjoining the property.
- e) The rules of the scheme will be governed by these principles:
 - i) No member will be paid for their involvement
 - ii) The scheme will be managed by a committee nominated by eligible scheme members
 - iii) Committee elections will be held every three years
 - iv) Scheme members will be entitled to attend committee meetings and make proposals
 - v) The committee will consider proposals and provide a written response to members
 - vi) Changes in the purpose of the scheme will not be made if, following a written consultation, over 25% of the members of the scheme vote against the committee's proposals.

3.3.4 Operation

The CIC will lay out the car park to maximise the available spaces but still give access for emergency vehicles, refuse and recycling collections and deliveries.

In the short term, we will use clear signage to discourage parking by others who do not hold an annual licence. In the long term, the CIC will consider installing a rising kerb or similar system to prevent unlicensed use of the car park.

The latter option, however, would cost about £20,000 for equipment and a power supply. Ongoing maintenance would have to be budgeted for (in the region of £750 a year). So any decision to install such equipment will be taken only in light of the CIC's experience in its early years of operation.²

Fundraising will be undertaken to provide for the initial costs of setting up the equipment, layout and surfacing. By arrangement the car park, or parts of the site around its edge, could be used for other community activities.

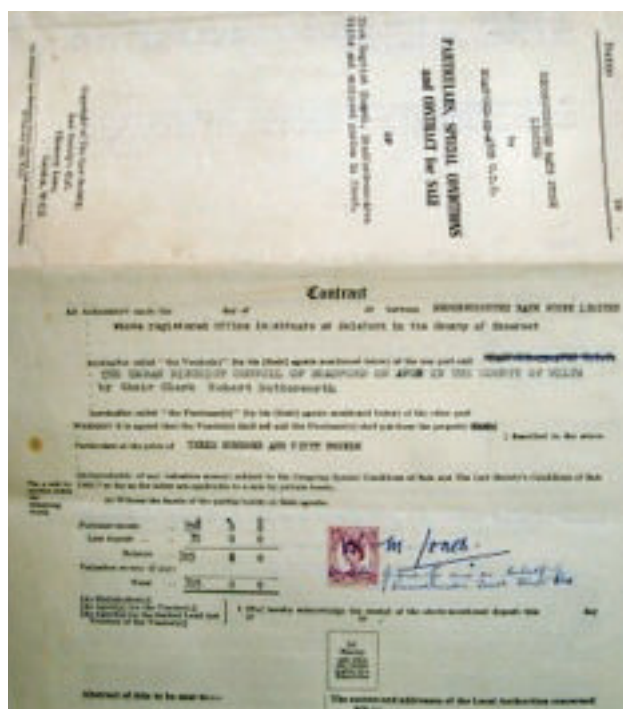
Costs & constraints

4.1 Title constraints

An investigation of the title has been made using a common title route of an adjoining owner. There appear to be two restrictive covenants in existence in respect of this land:

By virtue of a deed dated 2 June 1920 made between John Edward Stanley Saunders and Herbert William Bryant, there are restrictions on the rights of light and air in favour of H J Saunders and his successors in title. The dominant hereditament is not clear from the title deeds, but there are no adjoining properties capable of benefiting from the covenant. In any event, the CIC would not engage in any activities likely to breach this covenant

In a deed dated 8 February 1954 and made between The Wilts and East Somerset Baptist Association and Herbert Randolph Doel there is a prohibition on the conveyed property being used for the sale of intoxicating liquor, as a dance hall, as a cinema or as a place of public worship.



Changing hands: the UDC's 1959 purchase contract

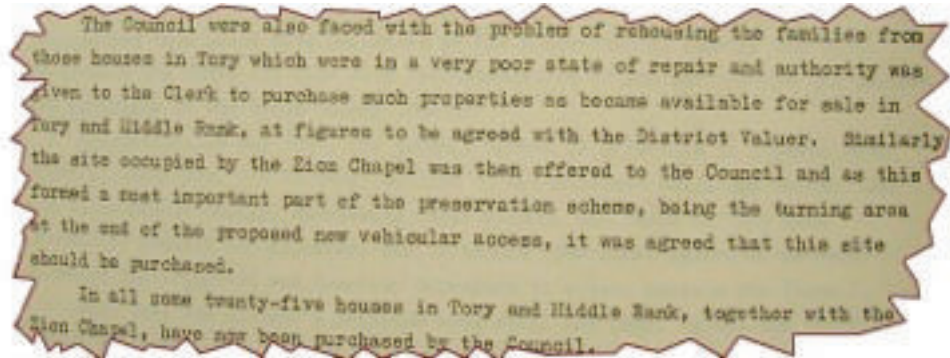
² It will, in any case, require a realistic assessment of how to site it so that emergency, service and other vehicles will still be able to turn around safely.

These covenants are contained in the title deed under which the site was originally sold to the Bradford Urban District Council. No potential breach of either covenant is likely. In any event, the beneficiary of the latter covenant, Zion Baptist Church, proposes to be a member of the parking scheme.

4.2 Revenue costs

A survey has been undertaken of the car park to establish the initial liabilities that will be adopted by the CIC so that a full assessment can be made as to their condition, and the cost and likely timing of their replacement.

The main physical liability likely to be passed over by WC relates to the retaining wall to the south of the car park. The wall to the north falls to the adjoining owner, who also proposes to be a member of the scheme. The walls adjoining Conigre Hill have been maintained by WC and are thought to be its responsibility as the local highway authority.



Access point: why the council bought the car park site

The general condition of the south and west walls is believed to be good. The south wall ranges from 1.5 to 2.5 metres high and retains the car park, topped by iron railings. Best estimates indicate that it is not likely to need replacement in the foreseeable future if properly maintained. Maintenance and bi-annual inspections will have minimal cost as these skills are available within the hillside community. The replacement cost for the south wall at Q4 2011 prices is £25,000 and the western wall is in the region of £15,000.

Public liability insurance has been costed at £300 per annum for £1 million. Zion Baptist Church is investigating how much it will cost to extend their existing public liability insurance to cover the car park.

4.3 Capital costs

These will largely depend on the final details proposed, which are subject to further consultation, and will be undertaken in phases.

Some of the capital costs will be raised from members of the scheme directly as cash or labour. The CIC will undertake specific fund-raising activities. These are already being planned and would commence in the summer. Other sources of grant funding will also be approached where their criteria are in line with the objectives of the CIC.

Initially the car park will be cleared and the painting of the railings completed.

Until very recent moves by Wiltshire Council to lay a surface on the car park, it had been our intention to upgrade it either with stone-coloured tarmac, gravel or grasscrete. It was generally felt the best option for durability and suitability for the conservation area would be grasscrete. However, we had planned to

undertake further research and consultation on this issue. The cost of surfacing the car park and identifying parking bays in grasscrete had been estimated at £7,000 plus the cost of laying the appropriate 150mm type 1 sub-base and the necessary statutory permissions.

The possible installation of a security system with keypad entry has already been discussed in 3.3.4 above. This is not considered to be an immediate requirement.

4.4 Service charge/cashflow

The above information has been incorporated into capital and revenue budgets for the CIC and a cashflow produced over a 25-year period. The latter is attached at Appendix B and indicates that the annual charge to cover costs would need to be £4,680 per annum. Assuming maximum membership, this equates to £154 per member per annum.

4.5 Steering group

After an initial meeting of all the households on Middle Rank, plus representatives from adjoining properties on Newtown and Conigre Hill, proposals for the CIC and car-park scheme have been drawn up on their behalf by a steering group.

The steering group has been able to draw on a wide span of professional expertise amongst residents of the hillside area. Professions represented include solicitor, architect, surveyor, financial management, IT consultant, media consultant, landscape gardening and, in a voluntary capacity, running a Charitable Trust.³

It is, perhaps, also worth mentioning that most residents in the hillside area cheerfully lend a hand with manual tasks.

Our proposal

5.1 Transfer terms

We propose that WCC transfers the freehold of Conigre Hill car park to the CIC on the following terms:

- a) A consideration of £1
- b) The title to encompass the existing liability for the retaining wall to the south, and any others which may become apparent after detailed title investigations and searches
- c) The CIC would accept an absolute covenant against development of the site beyond that necessary for community purposes (e.g. a recycling shed)⁴.

5.2 Advantages for WCC

The car park was originally bought for use by residents of Tory and Middle Rank. Transfer to a CIC would keep faith with that original intention and ensure its long-term use for local residents.

³ While paid-for professional services will be needed, it is felt that – with this level of available expertise – such services as are required can be deployed explicitly and efficiently.

⁴ It is accepted that WCC would not wish to convey land for £1 with the possibility that a future owner could sell at a price which reflects another, more valuable use.

A transfer would be in accordance with the council's own policy on community asset transfers, and would be a good example of how this policy is being made to work in practice.

The formation of a CIC is in keeping with the government's agenda for stronger communities and social cohesion. WC support for it would send a strong message that it is committed in practice to preserving and maintaining sustainable communities.

Transfer of the site to a CIC would facilitate an expansion of parking provision in the area, at no cost to the council. This would enable it more fully to meet its transport-plan aim to provide adequate parking for residents.

A transfer would release WC from management and maintenance costs, thus freeing up scarce resources for other services.

The retaining south wall is an ongoing liability that at some stage will need costly repairs or replacement. It retains the car park against the adjoining private land and cannot be allowed to fall into disrepair because of the consequent liabilities to the adjoining owner.



As it was: the Zion Baptist Chapel in 1910

Bradford is one of the principal destinations for tourists in West Wiltshire. As such, it contributes to the county's economy. Parking is generally difficult in Bradford, so besides the benefits described in 2.3 above an expansion of parking provision on Conigre Hill should help free up short-stay parking for visitors on adjoining streets.

Appendix A: Alternatives considered

Council operated parking

In the past, the parking project manager for West Wiltshire District Council on several occasions met representatives of the hillside residents. They appreciated his thoughtful, professional approach and keen desire to work with them. He produced a plan for Conigre Hill car park that indicated a potential for 18 spaces.

WWDC's initial proposal was to rent 18 spaces with residents entering into a short-term licence arrangement on an individual basis. Each space would be chained for exclusive use at a cost of £360 per annum per space.

The Hillside Action Group consulted local residents on this proposal. The general feeling was that it failed to meet the needs of the community for several reasons:

It would exclude some residents, either because they are unable to secure one of the limited spaces or because they are unable to pay the fee set

A licence could be terminated and the licensees would have no security of tenure

If spaces are taken by owners of second homes, of which there are several on Middle Rank and Tory, they would remain unused while others are unable to park

Using normal car parking standards, the site would accommodate less than could be arranged with, for example, pre-agreed double parking.

Lease to community group

The second proposal made by WWDC was that the county should lease the whole site to HAG to manage for the community. This proposal involved:

- a) A rental charge to HAG of £8,000 per annum
- b) Management costs to be borne by HAG
- c) HAG to provide public liability insurance of £2 million
- d) A potential liability for business rates
- e) Lease terminable on six months' notice
- f) Initial period of lease for three years and then subject to rent review
- g) Possibility of initial period of 10 years but still terminable as above.

This second proposal would have been very costly to residents. The rental for each of the 18 spaces identified by WWDC would have been £466.66 (i.e. an increase of around 25% on the rental in the first proposal, even though the Hillside would have incurred additional management costs).

If the 30 regular users had opted for that scheme, their rental per annum would have been over £260 – before operational and management costs are added in. That figure was well above the charge then being made for a residents' parking permit on Newtown.

It was felt that members of a HAG parking scheme would have less chance of parking in Conigre Hill car park than members of the Newtown residents' parking scheme had of parking in Newtown. The disproportionately high charges being sought for Conigre Hill car park and the lack of security were major concerns to HAG and the hillside community.

The responsibilities to be taken on, the potential insecurity and the very high costs to car park users was felt far to outweigh any potential benefits of this second proposal.

Appendix B: CIC cashflow over 25 years

	Cost at Q4 2011-2012	Year 1	Year 2	Year 3	Year 4	Year 5	Year 10	Year 15	Year 20	Year 25	Total
No of permits	-	30	30	30	30	30	30	30	30	30	
Annual cost (inc'd by RPI 3%)	£3 per wk	156	160	165	170	175	203	236	273	316	
Total annual inc	-	4,671	4,811	4,955	5,104	5,257	6,094	7,065	8,190	9,495	170,297
<i>Sinking fund at start</i>	-	-	4,171	8,627	13,327	18,382	35,297	54,231	75,885	100,086	
Plus interest on invested SF at 2.5% pa net	-	-	104	216	333	460	882	1,356	1,897	2,502	28,797
Capital costs & inc											
Clear site, including dig out peripheral areas, paint railings	Nil	By residents									
Desirable improvements*	- 30,331	-	- 7,178	-	-	- 23,153	- 608	- 776	- 990	- 1,263	(46,864)
Fundraising for improvements	30,331	-	7,178	-	-	23,153	-	-	-	-	30,331
Replace sth retaining wall after 25yrs (5%pa)	- 25,000	-	-	-	-	-	-	-	-	- 84,659	(84,659)
Replace wst retaining wall after 25yrs (5%pa)	- 7,500	-	-	-	-	-	-	-	-	- 25,398	(25,398)
Annual costs											0
Public liability insurance	-	- 300	- 309	- 318	- 328	- 338	- 391	- 454	- 526	- 610	(10,938)
Signage	-	- 100	- 100	- 100	-	-	-	-	-	-	(300)
Repoint walls/remove ivy. Materials only, labour/training done by residents (5%pa)	-	- 100	- 50	- 53	- 55	- 58	- 74	- 94	- 120	- 154	(2,325)
Re-surface 5yrlly (5%pa)	-	7,000	-	-	-	-	-	-	-	-	(58,942)
<i>Sinking fund at end</i>	-	4,171	8,627	13,327	18,382	23,703	41,200	61,328	84,336	-	0

* Could include a formal layout and some form of entry system to ensure only members can park. Capital costs to be met by fundraising and only work done when achieved

Protect Conigre Hill car park



There's always somewhere to park on Conigre Hill – no problem. That's what estate agents now tell new home buyers or renters on the hillside terraces, Newtown and Market Street.

Well, maybe that advice used to be true. But we hillsideers haven't been able to rely on it since free parking was scrapped elsewhere in the town. So perhaps it's time to do something about it.

What residents could do is ask Wiltshire Council to transfer control to a community-interest company we run ourselves. This would not only help us stop spaces being blocked by non-residents but also stop the council selling off the site for redevelopment.

Although the council says it doesn't intend to sell Conigre Hill car park, there have been two attempts to build houses on it over the last few years. And the government has asked all councils to draw up lists of assets they might be able to sell off.

At the same time, part of the government's localism agenda is to "make it easier for local people to take over amenities and keep them part of local life". The

county council, too, aims to "promote the transfer of assets it owns to community groups".

We believe we have a draft plan that would fit in well with these policies. We reckon that – for £3 per member per week – we could both finance the transfer and maintain the car park better than now.

As you know, households on Middle Rank, Tory and other parts of the hillside have no direct vehicle access to their homes. Conigre Hill has been our lifeline for the last half-century. Our plan, we feel, would help keep it that way.

Overleaf we've tried to answer frequently asked questions. To see the full draft transfer plan, visit our website* or call 07927 305590 to ask for a print copy. To tell us what you think, click the survey link on the website, fill in the tear-off slip below or email us at hillsideaction@gmail.com.

Or come to our **open house** at Zion Baptist Church, from **12.30-2.30pm next Sunday (20 May)**, where we'll try explain the plan and gather your views.

* <http://hillsideaction.wordpress.com>

What do you think?

If you don't want to email, fill in our survey or visit the open house, tell us here. Or if you'd like to see a printed transfer plan.

Name: _____
Please return to 4 or 13 Middle Rank

Address: _____

The community car park scheme – frequently asked questions

Here are some of the issues that have been raised and our current understanding of how the scheme would work. This isn't cast in stone and we need everyone's views to make it work. It's your community and, if the council agrees, it will be your car park.

Why do anything? Conigre Hill car park has been there for many years. Why do we need a change?

The car park is owned by Wiltshire Council and so outside the control of residents. Over the last 10 years there have been several attempts to change the way it operates and, indeed, one attempt by the council to build houses on it. On another occasion it sought to bring in parking charges.

We fought off these changes, but there always remains a threat we will lose the car park entirely. With the population ageing, access to transport becomes more important and, having considered other options, a transfer of ownership seems to be the best way to ensure we keep it for the benefit of hillside residents. Whatever assurances the council may give us, both councillors and council officers change over time and the car park's future will always be under threat of review.

What will it cost each year?

The intention is it should be as low as possible. But we obviously need to manage and maintain the car park. Annual costs would be quite small, but we must provide for work that might not need to be done for some years.

We can certainly do this for less than it would cost the council, using our own labour and resources. Also better than the council, which hasn't done any significant maintenance for many years. Our current projections are that it would cost no more than £3 per week. This is based on 30 members. If there are more, the cost would be lower, but there would also be more vehicles seeking to park in the same number of spaces.

Why should I pay for parking when others who work or shop in town also use the car park?

In an ideal world we would have a mechanism for restricting access to those who live on the hillside. In practice this is likely to take some time and would need fundraising to cover the capital costs involved. However, this is no worse than the situation at present. In the first few years of community ownership, more detailed discussions will take place to agree what type of barrier or other means of access control we might need.

What will happen to my parking if I move house?

It is intended that membership of the scheme would be available to everyone living on the hillside who does not have access to parking on a public highway on which to park. If you move, the new occupants — be they tenants or freeholders — could join the scheme.

Major decisions about running the car park will be

taken by the members — they will all be directors of the company. This will include electing a small executive committee (if someone on that resigns or moves away there will be another election).

How will I arrange for tradesmen/delivery vans to be able to park?

There should be no change from what happens at present. If we know someone is coming to do work on our properties, we tell them to use the car park and move our own cars, if necessary, to let them do so. So we would continue to act as good neighbours. We all have the same issue with parking and mustn't lose sight of the need to continue cooperating with each other.

How will our rubbish be collected? What about emergency vehicles?

There should be no change to current arrangements. Access would continue to be available to refuse collection vehicles and there should be an area for an ambulance in the event of an emergency. This would have to be taken into account if any barrier system is introduced.

Will I be guaranteed a parking space?

There are no guaranteed spaces at the moment, and it's likely there would still be more users than available spaces. However, all council proposals have involved a layout with "normal" dimensions for each space. This would mean less spaces.

If we lay the car park out ourselves, we could facilitate double parking and provide more spaces than the current haphazard arrangement. The council proposed 19 spaces. We believe we could achieve 25. The £3 per week cost of running the car park has been based on 30 users. So there would be an 83% chance of finding a space, as against a 63% chance under the council's previous proposals.

Who will pay for work to improve the car park, such as providing a barrier system?

It would seem fairest if only those who join the scheme could park in Conigre Hill. We all know how often vehicles are parked there while their owners go shopping in the town, or even go to work. The car park was originally provided for hillside residents, because we don't have access to a public highway. But we don't have a barrier at present and we may just have to live with the existing situation for a time.

There are grant-making trusts that help community projects and we will approach them to fund such work. It should be cheaper for the hillside community to undertake it because, as we do now, many of us would invest our own time and labour. So we would only need to raise the cost of any materials or equipment.

This decision doesn't need to be made now. We can decide later whether, when and how to install any equipment. And we would only do the work when all the funds had been raised.

Air Quality Action Plan for Bradford on Avon

Note of Meeting 27 June 2012 at the Fat Fowl

Present

Councillor Rosemary Brown, Wiltshire Council
Councillor Simon Fisher, Bradford on Avon Town Council
Councillor Jonathan Brown, Bradford on Avon Town Council
John Carter, Bradford on Avon Preservation Trust
Shay Parsons, Bradford on Avon Lorry Watch
Bryan Harris, resident
Don Hinde, Historic Core Zone Working Group
Hazel Yates Jones, Bradford on Avon Senior Citizens Forum
Heather Knight, Bradford on Avon Senior Citizens Forum
Jerry Smith, Climate Friendly Bradford on Avon
Francis Chinemana, Wiltshire Primary Care Trust
Martin Valatin, resident
Peter Dunford, Community Area Manager for Bradford on Avon
Gary Tomsett, Wiltshire Public Protection
Rachel Kent, Wiltshire Public Protection

Gary Tomsett introduced the workshop. There is a requirement on the Council to prepare an Air Quality Action Plan to improve air quality in Bradford on Avon and this is the first of 3 workshops to develop a community-led approach to developing the action plan. The group will submit its proposals to the Bradford on Avon Area Board for approval in September and, following a round of public consultation, the final action plan will be submitted to DEFRA by December 2012.

Gary explained that this is the first opportunity to bring together air quality strategies and action plans since the formation of Wiltshire Council. It is hoped that having a single council will help to join up professional approaches and that the area boards can act as a single focus for community action and consultation. The Government has issued a white paper linked with the Localism Act which would potentially allow Government to pass down EU fines to a local level. Further information and clarification on this is awaited.

Data was shared which demonstrated the air quality problem in Bradford on Avon. Diffusion tubes are located at several sites throughout the town and a new NO2 and particulates monitor is to be sited on Masons Lane where nitrogen dioxide levels are way above UK and EU targets.

The presentation included discussion of innovative solutions to air quality issues from elsewhere. Also of the data and support available from the Public Protection team at the Council. The powerpoint slides are attached.

Comments made in response included:

- we know the issue here, it is clearly the volume and heavy nature of the traffic
- unless serious action is taken to reduce through-traffic and HGVs there can be no improvement in air quality
- if a bypass is a non-starter in cost-benefit terms then the alternative must be for HGVs to be re-routed – although this will impact on neighbouring communities such as Staverton
- Lorry Watch cannot continue indefinitely – what the town needs is a London-style ‘low emissions zone’ and number plate recognition system to crack down on breaches of the 18 tonne weight limit on Town Bridge
- the new HGV ‘advance warning’ signage planned for the approaches and outskirts of the town is a positive move
- any one-way system using the circuit of Masons Lane, Market Street, Silver Street, Springfield, New Road would require in-bound traffic to go DOWN Masons Lane in order to reduce vehicle emissions; the disadvantage is that out-bound traffic would then need to accelerate up Silver Street thereby affecting a larger number of residents in that location
- ‘origin and destination’ traffic data is required to effectively plan any new road management system
- buses are also polluters, we need greener buses
- the previous action plan was adopted in 2005 following much preparation and consultation but the findings of this went nowhere – we should at least start with this as a baseline – or are we just wasting our time?
- developer contributions through the Community Infrastructure Levy may be a way to secure funding for future improvements through the planning system
- Councillor Rosemary Brown and others are looking at the health effects of poor air quality in the town, supported by NHS Wiltshire.

Next Steps:

The Public Protection team explained that, having kicked off the process, they would now like to take let the community take forward the detail of the action planning. 2 further meetings are planned between now and September, to be co-ordinated under the auspices of the Area Board, to be held on Monday 23 July at the Bradford on Avon Town Council offices and on Thursday 23 August (venue to be confirmed).

Peter Dunford agreed to send a note of the meeting to all present.

WILTSHIRE COUNCIL

BRADFORD ON AVON AREA BOARD 18 July, 2012

Bradford on Avon Community Area Network (BoACAN) Claim for Core Funding 2012/2013

1. Purpose of the Report

- 1.1. To seek the Board's approval of core funding to BoACAN covering the financial year 2012/13 to be agreed at this meeting, 18 July, 2012 so that it can be paid into BoACAN's bank account immediately.

2. Background

- 2.1. Officers are required to provide recommendations in a report, however the decision to support the community partnership and to what level, is made by Wiltshire Councillors on this Area Board.
- 2.2. There will be 2 tranches of funding to community partnerships during 2012/13 (up to 50% of their total projected costs in each tranche). The first is contained within this report, and the Partnership Development Officer will advise BoACAN that the second tranche can be requested at the January, 2013 Board when evidence is received of how the first tranche has been spent.
- 2.3. Bradford on Avon Area Board has been allocated a 2012/2013 budget of £47,075 for community grants, community partnership core funding and councillor led initiatives.
- 2.4. Community Area Partnerships have been invited to apply for up to 20% of the area board budget. 20% of the Bradford on Avon Area Board budget 2012/13 is £9,415.

3. Main Considerations

- 3.1. Councillors will need to be satisfied that core costs awarded in the 2012/13 year are made to projects that can realistically proceed within a year of the award being made.
- 3.2. BoACAN were awarded £9,403 in 2011/2012. The balance of BoACAN funds as at March, 2012 was £5,403. BoACAN will be rolling forward all of this £5,403 into 2012/13 to be spent on activities in this coming financial year.

Rolling forward this figure to be spent in this financial year with leave BoACAN without an operational reserve.

- 3.3. All partnerships funded by Area Boards are required to sign a Community Area Partnership Agreement (CAPA), which will be countersigned by the Chair of the Area Board. The CAPA is to be signed by both parties at this meeting if BoACAN's core funding is awarded.
- 3.4. In order to show how the community area partnership aims to meet the commitments set out in the CAPA, BoACAN are required to complete a work plan. This work plan has been reviewed and endorsed by Wiltshire Council's Partnership Development Officer as a workable document.
- 3.5. BoACAP submitted a 2012/13 claim for £9,403 total core costs. 50% of this can be considered in the 1st tranche. The area board can therefore award up to £4,702 at this meeting to be paid immediately.
- 3.6. It should be noted that this year, BoACAN's staffing costs alone come to almost the limit of funding available from the area board. In future years when BoACAN no longer has reserves of funding that can be used to bolster their running costs, they will have to be more careful in budgeting for the year.

4. Implications

4.1. Environmental Impact of the Proposals

- 4.1.2 The community partnership contributes to the continuance and improvement of cultural, social and community activity and wellbeing in the community area, the extent and specifics of which will be dependent upon individual projects.

4.2. Financial Implications

- 4.2.1 Core costs awarded to the community partnership must fall within the Area Boards budget allocated to the Bradford on Avon Area Board.

4.3. Legal Implications

- 4.3.1 There are no specific Legal implications related to this report.

4.4. HR Implications

- 4.4.1 There are no specific HR implications related to this report.

4.5. Equality and Diversity Implications

- 4.5.1 Community partnerships have agreed to the terms of the Community Area Partnership Agreement, which requires them to be fully inclusive. Membership of BoACAN is open to anyone with an interest in the community area.

5. Recommendation

The Partnership Development Officer recommends that the area board:

- approve the whole year's core funding of £9,403 with an agreement to release the 1st tranche of £4,702 immediately
- agree to the release of the 2nd tranche in early 2013 as long as conditions set by the Partnership Development Officer and agreed by the Board, have been met

Report Author: Andrew Jack, Partnership Development Officer
Tel No: 01225 713109
E-Mail: andrew.jack@wiltshire.gov.uk

Appendices:
Appendix 1 BoACAN Annual Workplan, 2012/13
Appendix 2 BoACAN Budget Form, 2012/13

Community Area Partnership Agreement 2012/13:

Budget details for CAP running costs

Your Details:

Name:	D G Gregory
Partnership:	Bradford on Avon Community Area Network (BoACAN)
Address:	c/o 45 Woolley Terrace Bradford on Avon BA15 1AZ
Phone:	07730 939 892 (alternative: 01225 309 341)
Email:	david@dg29hb.plus.com (alternative: kim@samouelle.com)

Bank Account Details:

Account name:	Bradford on Avon Community Area Partnership
Sort code:	
Account no.	
Balance of funds at beginning of year:	£5403

Details of Budget:

	Cost:
Administrator / Project Officer (inc travel) costs: <ul style="list-style-type: none">Development OfficerAdministration Officer	a £ 9000
Consultation activities, public events, analysis, etc: <ul style="list-style-type: none">Regular meeting venues - £30 per monthPublic meetings involving Hall booking – £180 x 3AGM - £151	b £ 1051
Advertising & promotion (inc websites): <ul style="list-style-type: none">Web site maintenance, design, development - £300 per monthWeb site hosting - £55.00provision for banner/s, leaflets, etc - £400	c £ 4055
Plans, questionnaires, other printing costs: <ul style="list-style-type: none">Provision for design & printing plans, questionnaire, etc - £400	d £ 400
Office expenses, consumables, etc.: <ul style="list-style-type: none">basic stationery, printing, photocopying, etc - £10 per monthtravelling eg. WFCAP/Wiltshire Council Meetings - £15 per month	e £ 300
Other costs: <ul style="list-style-type: none">	f
Amount of funding rolled forward from 2011/12 to be spent in 2012/13:	g £ 5403
Total running costs applied for:	h £ 9403

(costs a+b+c+d+e+f - g must equal h)

I confirm that the costs detailed here will be incurred by the [insert] Community Area Partnership in accordance with the commitments agreed within the Community Area Partnership Agreement, 2012/13.

Please post your Annual Workplan and Budget Form for running costs to:
Andrew Jack, Communities, Libraries, Heritage & Arts, Wiltshire Council, County Hall, Trowbridge BA14 8JN

Community Area Partnership Agreement 2012/13:

Budget details for CAP running costs

I understand that a first tranche payment of 50% of the funding will be released following Area Board approval. This will be followed by a second tranche of the remaining 50% at a date to be agreed in approx. six months time.

Signed: David G.Gregory.....

Date: 05/07/2012.....

Please post your Annual Workplan and Budget Form for running costs to:
Andrew Jack, Communities, Libraries, Heritage & Arts, Wiltshire Council, County Hall, Trowbridge BA14 8JN

Report to	Bradford on Avon Area Board
Date of Meeting	18 July 2012
Title of Report	Community Area Grants

Purpose of Report

To ask Councillors to consider three applications seeking Community Area Grant funding:

i) Made in Bradford on Avon requesting £ 5,000 towards the Made in Bradford on Avon retail shop and social enterprise

Officers recommend that £ 5, 000 is awarded to Made in Bradford on Avon towards the retail shop and social enterprise.

ii) Bradford BarnStorm requesting £ 5, 000 towards Noyes Fludde event in July 2013

Officers recommend that £ 5, 000 is awarded towards the Noyes Fludde event in July 2013.

iii)Councillor-led grant from Councillor Brown requesting £ 10, 250 for new Town Bridge Advance Weight Limit Signs

Officers recommend that £11, 748 is awarded for new Town Bridge Advance Weight Limit Signage

1. Background

- 1.1 Area Boards have authority to approve Community Area Grants under powers delegated to them by the Deputy Leader and Cabinet member for Community Services (27 February 2010). Under the Scheme of Delegation Area Boards must adhere to the Area Board Grants Guidance for funding.
- 1.2 In accordance with the Scheme of Delegation, any decision of an Area Board that is contrary to the funding criteria and/or the officer's recommendation would need to demonstrate that the application in question has a wider community benefit, and give specific reasons as to why this should justify an exception to the criteria.
- 1.3 In accordance with the Area Board Grants Guidance, officers are required to provide recommendations in their report, however the decision to support applications and to what level is made by Wiltshire Councillors on this Area Board.
- 1.4 Bradford on Avon Area Board has been allocated a budget in 2012/2013 of £47,110 for community grants, community partnership core funding and councillor led initiatives.
- 1.5 It has been decided that paper copies of funding applications will no longer appear as part of the agenda in an attempt to reduce the volume of paper used. However, the application forms will be available on the Wiltshire Council website and hard copies will be available upon request.
- 1.6 The 2011/2012 funding criteria and application forms are available on the Council's website (www.wiltshire.gov.uk/areaboards) and paper versions are available from the Community Area Manager.

Background documents used in the preparation of this Report	<ul style="list-style-type: none">• Community Area Grant Application Pack 2011/12• Bradford on Avon Community Area Plan• Wiltshire Local Area Agreement
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2 Main Considerations

- 2.1 Councillors will need to be satisfied that grants awarded in the 2012/13 year are made to projects that can realistically proceed within a year of the award being made.
- 2.2 There will be 6 rounds of funding during 2012/13, this being the second.

3 Environmental & Community Implications

- 3.1 Community Area 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.

4 Financial Implications

4.1 Awards must fall within the Area Boards budget allocated to the Bradford on Avon Area Board.

4.2 If grants are awarded in line with recommendations, Bradford on Avon Area Board will have a balance of approximately £ 16,500 remaining in the grants budget for the 2012/13 financial year.

5 Legal Implications

5.1 There are no specific legal implications related to this report.

6 HR Implications

6.1 There are no specific HR implications related to this report.

7 Equality and Inclusion Implications

7.1 Community Area Grants give all local community and voluntary groups an equal opportunity to receive funding towards community based projects and schemes.

7.2 Implications relating to individual grant applications are outlined within section 8 – “Officer Recommendations”.

8 Officer Recommendations

Ref	Applicant	Project proposal	Funding requested
8.1	Made in Bradford on Avon	Fit out retail shop unit and establish social enterprise	£ 5, 000

8.1.1 This application meets the community area grant criteria for 2011/12.

8.1.2 The application demonstrates a link to the Bradford on Avon Community Plan and Wiltshire Local Area Agreement through its support for the local economy and the tourism potential of the area. The product will help to market the town for investment and will contribute to community life and to social networks.

8.1.3 Made in Bradford on Avon retail shop and social enterprise offers a platform for local artists, jewellery makers, ceramics, wood crafters and food producers to sell their products. Through sharing costs, ideas and expertise it allows all participants to move forward with individual projects and offers 'Made in Bradford on Avon' branded merchandise to market and promote the town to a wider audience. The shop unit will contribute to increased visitor flows in Lamb Yard and the development of a hub of community activity.

8.1.4 Positive feedback was received from local events on 3rd March 2012 at St Margaret's Hall and 1st May Jubilee celebrations in Salisbury where there was excellent participation from local artisans and producers and extremely positive comments from the general public. Discussions with a Business Adviser have confirmed the suitability of the plan to set up a social enterprise and to invite membership subscriptions from local artisans.

8.1.5 The applicant has put together a funding package which includes income from sales commissions, grants, donations, in-kind support from Linden Homes and from volunteers. The shop unit is a make-shift space at the moment without proper lighting and other essentials; this grant will help to fit it out to a professional standard.

8.1.6 An officer from the Council's Economic Development team has visited the applicants and has commented: I think the Made in Bradford model is a real success, and it is phenomenal what has been achieved with the shop in such a short space of time. It is interesting to explore how far this is down to an idea or model that might be applied elsewhere or whether the success is a lot to do with the individuals involved, and perhaps other features specific to Bradford on Avon. Something that everyone echoed was the importance of these being community led initiatives. The fact that the applicant knows much of the art and artisan community personally, and perhaps more importantly is known by them, is an important component of why the shop is a success. The model of the shop is dependent on people donating their produce, shop fit items and their time - willingness to do this can depend heavily on personal relationships, as well as a personal identification with the importance/ righteousness of the project. The fact that the brand is very clear is another great asset. It is clear already that there is a coherence in what sort of things are being sold and how they are being presented. Everything is of a very high quality, while being craft produce. It also has a clear ethical alignment, as with the recycling of school uniforms. The branding of the bags and baby grows with the logo, is inspired, and is a strong marketing tool which will encourage loyalty among existing customers as well as acting as advertising. In general the impression I got was commitment to the success of the project - not worrying about things like electricity or having everything in place at the beginning. In general the attitude of focusing on the possibilities, rather than obstacles and difficulties, is very admirable. I hope that I will be able to create opportunities where you can pass this on to other towns. It was interesting to me that because BoACAN took responsibility for securing the site, it was possible for the applicant to focus on the running of the shop without having to think about the logistical and legal difficulties of securing a space. Indeed without having the space presented to her, the applicant would probably not have pursued the project. I think this is a role which Wiltshire Council could explore adopting, either by acting as a responsible authority so that individuals have some backing in securing space, through creating some sort of checklist or framework for those interested in securing space, educating agents and landlords, or indeed by securing space to gift to these sort of initiatives. I think there is the potential for this sort of venue

happening in other towns in Wiltshire. Much of what Wiltshire Council is keen to do for potential business, giving advice on marketing, branding and business models, are already happening instinctively in Made in Bradford on Avon and this speaks to the power of these sort of initiatives. Not all communities are lucky enough to have such self motivated individuals living there, though I think there are local producers everywhere who would benefit from similar business opportunities.

Officers recommend that £ 5, 000 is awarded to Made in Bradford on Avon to fit out the retail shop unit and establish the social enterprise.

Ref	Applicant	Project proposal	Funding requested
8.2	Bradford BarnStorm	Noyes Fludde	£ 5, 000

8.2.1 This application meets the community area grant criteria for 2011/12.

8.2.2 The application demonstrates a link to the Bradford on Avon Community Plan and Wiltshire Local Area Agreement through its support for local arts and leisure activities, through its development of educational links with schools and for its support to the community use of the Tithe Barn.

8.2.3 The project, to mark the Centenary of Benjamin Britten, will take place in July 2013 and will be a large scale, community musical event in the historic C14 Tithe Barn involving 400 local school children, members of the West Wiltshire Youth orchestra, a large community choir, all led by professionals, aimed at a local audience of 1,500. This will be a collaboration between Iford Arts, Wiltshire Music Centre, the St Laurence school cluster, Wiltshire County Music Service, Salisbury Playhouse, the Bradford on Avon Festival with support expected from the Town Council. The organisers have first-hand experience of the popularity of the Barn in use for community musical events. The immediate effect of the project will be its impact on 400 children and their attitudes to music making. Most of these children will be in immediate pre- and post-transition stages in the school system and will benefit socially from the integrated activity. The longer term effect will be to encourage a greater degree of integration of the Tithe Barn into the cultural and social life of the community. The legacy of the project will be three-fold. We will negotiate with English Heritage permission to install certain physical elements which might be left in place, or stored nearby , to facilitate future use of the Barn for a variety of cultural and social purposes. These elements might include a removable safe covering for the hazardous threshing floor; lighting bars to avoid having to install lighting towers for every use. This landmark large scale production will be a high calibre performance combining the amateur community with high quality professionalism from outside. The immediate objective is to inspire the regenerated town Arts Festival 2013 for which Noye's Fludde will be the culminating event.

8.2.4 The Councils' Arts Development Officer comments: The project is aimed at

involving large numbers of the community and there are a number of different partners to help them deliver this vision. There will be opportunities for the community to take part in a number of different ways, through schools, choirs etc. It is an opportunity to celebrate, bring the community together, and demonstrate how the Tithe Barn can be used by the local community for events – a real asset to the community. A great effort has been made to identify all the costs in developing such a large scale project. In general terms, I think they are realistic and identifies areas of in kind support. I suggest you discuss the budget with them in detail to clarify some of the detail (e.g. the stage manager role seems to suggest that there it should cost £130, but it does not appear in the final expenditure list). Ticket prices seem to be acceptable, although I am not sure whether the £8.20 is the actual cost for each ticket or an average cost of ticket for full and concessionary prices (the latter are not specifically mentioned in the application). There is some way to go to fundraise for the project, but as the event takes place next July, it does give some time to do this. Increased participation in arts activity would be seen as a high priority for the arts service. The individuals leading this project are enthusiastic and committed to delivering arts work in the community and I have no reason to suggest that they would not be in a position to deliver this project. The event is not until July 2013 and it is good to see that the group has been actively engaging with partners and planning already. It is good to see that the group is working in partnership with others such as the Wiltshire Music centre, County Music Service, Salisbury Playhouse. I understand that there have been positive discussions with English Heritage about future use of the Tithe Barn for future events and with the production support from Salisbury Playhouse, it predicts to be a high quality event and experience for all those involved. It is good that the project will link to the Bradford on Avon's 2013 Arts Festival and that it appears that some of the expenditure will be used for equipment that can be used by the community for future events.

Officers recommend that £ 5, 000 is awarded to Bradford Barnstorm for the Noyes Fludde event in July 2013.

Ref	Applicant	Project proposal	Funding £ requested
8.3	Councillor Brown	Town Bridge Advance Weight Limit Signage	£ 10, 250

8.3.1 This is a Councillor-led grant application. The project has been referred from the Community Area Transport Group for funding.

8.3.2 The new, clearer, signage will help address the continuing problem of intrusion in the historic core zone of Bradford on Avon by overweight HGVs in contravention of the 18

tonne weight limit on Town Bridge. More than 1000 overweight lorries have been recorded by Lorry Watch volunteers in the last 6 months alone. Local fears are heightened by the threatened Lorry Ban at Cleveland Bridge in Bath which could aggravate the current problem further. HGV reduction will also support efforts to ameliorate the air quality problem in the centre of the town. It is also hoped that the signs will deter HGVs from seeking shortcuts through villages in other parts of the community area.

Officers recommend that £11, 748 is awarded for Town Bridge Advance Weight Limit Signs

Appendices:	Grant applications from: Made in Bradford on Avon Bradford BarnStorm Councillor Rosemary Brown Officer Comments from Arts Development Officer Officer Comments from Economic Development Officer
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No unpublished documents have been relied upon in the preparation of this report.

Report Author	Peter Dunford, Community Area Manager Tel: 01225 713060 E-mail peter.dunford@wiltshire.gov.uk
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