

# AGENDA

**Meeting:** BRADFORD ON AVON AREA BOARD  
**Place:** Westwood Social Club, Lower Westwood, Bradford on Avon, BA15 2AP  
**Date:** Wednesday 16 July 2014  
**Time:** 7.00 pm

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

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**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**

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Please direct any enquiries on this Agenda to Kevin Fielding , on 01249 706612 or email [kevin.fielding@wiltshire.gov.uk](mailto: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](mailto:peter.dunford@wiltshire.gov.uk)

All the papers connected with this meeting are available on the Council's website at [www.wiltshire.gov.uk](http://www.wiltshire.gov.uk)

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

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## **Wiltshire Councillors**

Cllr Rosemary Brown (Chairman) - Bradford  
on Avon North  
Cllr Trevor Carbin – Holt & Staverton

Cllr Magnus Macdonald - Winsley &  
Westwood  
Cllr Ian Thorn (Vice Chairman) –  
Bradford on Avon South

Items to be considered	Time
<p><b>Arrival and Refreshments</b></p>	<p><b>6:30pm</b></p>
<p>1 <b>Welcome</b></p>	<p><b>7:00pm</b></p>
<p>2 <b>Apologies for Absence</b></p>	
<p>3 <b>Declarations of Interest</b></p> <p>To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.</p>	
<p>4 <b>Minutes (Pages 1 - 12)</b></p> <ul style="list-style-type: none"> <li>• To approve and sign as a correct record the minutes of the Bradford on Avon Area Board meeting held on 14 May.</li> <li>• To approve and sign as the correct record the minutes of the Bradford on Avon Community Area Transport Group meeting held on 16 June.</li> </ul>	
<p>5 <b>Chairman's Announcement's and Updates (Pages 13 - 24)</b></p> <p>a) Garden Waste consultation  b) Community Infrastructure Levy  c) Report of Air Quality Alliance Steering Group 8/7  d) Report of Shadow Community Operations Board 9/7  e) Tour of Britain Cycle Race through Bradford on Avon 12/9</p> <p>Wiltshire Police  Wiltshire Fire and Rescue Service  Youth Advisory Group</p>	<p><b>7:10pm</b></p>
<p>6 <b>Positive Activities for Young People: the establishment of a new Community-led Youth Service (Pages 25 - 50)</b></p> <p>To consider the new arrangements for a Community-Led Youth Service and Local Youth Network for the Bradford on Avon community area.</p>	<p><b>7:30pm</b></p>

7	<p><b>Historic Core Zone - report on Traffic Regulation Order</b> (<i>Pages 51 - 92</i>)</p> <p>To consider a report on the responses to the advertisement of the proposed Restricted Parking Zone within the Historic Core Zone of Bradford on Avon.</p>	8:00pm
8	<p><b>Community Asset Transfer: Westbury Gardens, Bradford on Avon</b> (<i>Pages 93 - 104</i>)</p> <p>To consider an application for the transfer of Westbury Gardens from Wiltshire Council to Bradford on Avon Town Council.</p>	8:20pm
9	<p><b>Commemoration of World War One</b></p> <p>First World War Commemoration Event - Tidworth Military Cemetery – 30 July 2014.</p> <p>Speakers from the local area regarding forthcoming events.</p>	8:30pm
10	<p><b>Community Grants Scheme Applications</b> (<i>Pages 105 - 126</i>)</p> <ul style="list-style-type: none"> <li>i) Bradford on Avon World War 1 Working Group requesting £645 for the cleaning of the War Memorial and re-dedication of the Roll of Honour.</li> <li>ii) South Wraxall villagers requesting £3,500 to erect a war memorial in the village.</li> <li>iii) Musicians South West requesting £1,923 for the “Women of World War 1 at Bradford, Winsley and Holt” project.</li> <li>iv) West Wilts Esprit Gymnastics Club requesting £1,000 for the Rhythmic, Boys and Disability Gymnastics project.</li> <li>v) Councillor Led Grant from Councillor Brown for banners to be sited across Market Street to welcome the Tour of Britain Cycle Race to Bradford on Avon.</li> </ul>	8:45pm
11	<p><b>Future Meeting Dates</b></p> <ul style="list-style-type: none"> <li>• Wednesday 17<sup>th</sup> September – St Margaret’s Hall, Bradford on Avon.</li> <li>• Wednesday 12<sup>th</sup> November – St Laurence School, Bradford on Avon.</li> </ul>	9:00pm
12	<p><b>Close</b></p>	



# MINUTES

**Meeting:** BRADFORD ON AVON AREA BOARD  
**Place:** St Margarets Hall, St Margarets St, Bradford on Avon BA15 1DE  
**Date:** 14 May 2014  
**Start Time:** 7.00 pm  
**Finish Time:** 9.15 pm

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Please direct any enquiries on these minutes to:

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

Papers available on the Council's website at [www.wiltshire.gov.uk](http://www.wiltshire.gov.uk)

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## **In Attendance:**

### **Wiltshire Councillors**

Cllr Rosemary Brown, Cllr Trevor Carbin, Cllr Magnus Macdonald and Cllr Ian Thorn

### **Wiltshire Council Officers**

Peter Dunford – Community Area Manager  
Kevin Fielding – Democratic Services Officer  
Nicole Smith – Head of Strategic Housing, Options and Allocations  
Jeanette Sims – Youth Development

### **Town and Parish Councillors**

Bradford on Avon Town Council – Simon Fisher & Jonathan Brown  
Holt Parish Council – Jane Grant  
Westwood Parish Council – Terry Biles  
Winsley Parish Council – Robin Fluer

### **Partners**

Wiltshire Police – Sgt Jim Suter  
Wiltshire Fire & Rescue Service – Mike Franklin

**Total in attendance: 52**

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<u>Agenda Item No.</u>	<u>Summary of Issues Discussed and Decision</u>
1	<p><u>Appointments</u></p> <p>Election of the Chairman</p> <p>i.Cllr Rosemary Brown was elected Chairman for the forthcoming year.</p> <p>ii.Election of the Vice Chairman Cllr Ian Thorn was elected Vice Chairman for the forthcoming year.</p> <p>iii.Appointments to Outside Bodies and Working Groups. To note that appointments to outside bodies and working groups for the forthcoming year:</p> <ul style="list-style-type: none"> <li>• Bradford on Avon Community Area Network (BoACAN) – Cllr Ian Thorn</li> <li>• Bradford on Avon Historic Core Zone Working Group - Cllr Ian Thorn</li> <li>• Bradford on Avon Youth Advisory Group (YAG) – Cllr Rosemary Brown &amp; Cllr Trevor Carbin</li> <li>• Community Area Transport Group (CAT-G) – all Area Board members to attend</li> <li>• Bradford on Avon Neighbourhood Plan Steering Group - Cllr Ian Thorn</li> <li>• Bradford on Avon Air Quality Alliance Steering Group – Cllr Rosemary Brown &amp; Cllr Ian Thorn</li> <li>• Shadow Campus Operations Board (SCOB) – Cllr Rosemary Brown</li> </ul>
2	<p><u>Chairman's Welcome and Introductions</u></p> <p>The Chairman welcomed everybody to the newly refurbished St Margaret's Hall and introduced the Area Board members and officers present.</p>
3	<p><u>Apologies for Absence</u></p> <p>Apologies were received from Simon Coombe – Limpley Stoke Parish Council.</p>
4	<p><u>Minutes</u></p> <ul style="list-style-type: none"> <li>• The minutes of the Bradford on Avon Area Board meeting held on the 12 March 2014 were signed as a correct record.</li> </ul>

5	<p><u>Declarations of Interest</u></p> <p>There were no declarations of interest.</p>
6	<p><u>Chairman's Announcements and Updates</u></p> <p>a)Traffic Study update – Still awaiting this report.</p> <p>b)Campus update – Cllr Jonathon Brown.</p> <p>Points made included:</p> <ul style="list-style-type: none"> <li>• That the COB were looking at the results of the public consultation to see what requirements and specifications would be required for the campus.</li> <li>• Were in discussions with various groups including the Fire &amp; Rescue Service and the Youth Advisory Group, these discussions would continue over the coming months with all interested parties.</li> </ul> <p>Questions and points raised included:</p> <ul style="list-style-type: none"> <li>• That plans for a bigger GP surgery to incorporate specialist clinics should be included in the campus specifications and requirements. <i>a.The Shadow COB were currently in discussions with health care providers; any letters supporting the need for a bigger GP surgery would be most welcome as part of the emerging business case being prepared.</i></li> </ul> <p>c)World War 1 commemorations – A countywide commemorative event will be held on Wednesday 30 July at Tidworth Military Cemetery. All communities are invited to contribute by joining in with research and remembrance of the impact that the war had on the people of their community.</p> <p>d)Removal of mini recycling sites – Due to the success of kerbside recycling schemes and to realise cost efficiency savings, mini-recycling sites to close in Bradford on Avon community area will be Station Car Park, Budbury Circle, Fox and Hounds at Farleigh Wick, Holt Village Hall. Communal sites that will remain open will be at Sainsburys, Cedar Court and Springfield Road, all in Bradford on Avon.</p> <p>e) The Big Pledge - we want to bring people together to deliver events and activities that create a positive change at community level; get more people active by encouraging them to take part in a sporting activity as part of a healthy lifestyle.</p> <p>Starting on 2 April 2014 and running for 12 weeks, we're running a Wiltshire</p>

wide project called the [Big Pledge](#) As an individual, group, business or community, you can make a difference to improve your health and wellbeing.

Pledge ideas include:

- Get fitter by running walking, cycling or losing weight
- Set aside 2 hours a week to volunteer in your community.
- Stop smoking or drinking for 12 weeks
- Organise a community event
- Attend a course or class to learn a new skill

Anybody and everybody can pledge, all we ask is that those participating who are under 16 are part of a pledge group which is hosted by an adult over 18.

f)Bradford on Avon Neighbourhood Plan – public consultation on the latest plans taking place in the Town Council offices from 19 May-13 June.

g)Public Health & Wellbeing Grants – grants of £ 4,000 now available for healthy lifestyles, combating social isolation, supporting older people, promoting exercise, reducing drug and alcohol abuse.

Wiltshire Police – Sgt Jim Suter

- The written report contained in the agenda pack was noted.
- That Inspector Chris Chammings has now taken over from Inspector Lisette Harvey as the Sector Commander for the Bradford on Avon community area.

The Chairman thanked Sgt Suter for the ongoing work being carried out by the Neighbourhood policing teams.

Wiltshire Fire and Rescue Service – Mike Franklin

- That the issues preventing the publishing of the written reports was nearly resolved.
- That a statement concerning the merging of Wiltshire and Dorset Fire & Rescue Services would soon be in the public domain.

The Chairman thanked the Wiltshire Fire and Rescue Service for its hard work



	<p>over the Winter period.</p> <p>Youth Advisory Group</p> <ul style="list-style-type: none"> <li>• That the group had been reformed.</li> <li>• Were working with other local groups.</li> <li>• The group had concerns about the outcome of the Youth Services Review and the potential loss of the Youth Centre and felt that their voices were not being heard by Wiltshire Council.</li> </ul> <p>The Chairman thanked the YAG members for their update.</p>
7	<p><u>Community Grant Scheme</u></p> <p>a. Review of grants made in 2013/14.</p> <p>A written report was tabled at the meeting and a short film was shown, which highlighted some of the projects that had received Area Board funding.</p> <p>b. Grant applications for 2014/15:</p> <p>The Wiltshire Councillors were asked to consider two applications seeking 2013/14 Community Area Grant funding:</p> <p><b>Decision</b>  <b>Winsley Social Club awarded a reduced sum of £4,000 towards car park refurbishment.</b></p> <p><b>Reason</b>  <i>The application demonstrates a link to the Bradford on Avon Community Plan and Wiltshire Local Area Agreement through its support for improved community facilities and village services.</i></p> <p><b>Decision</b>  <b>Winsley Parish Council awarded £744 towards countryside access improvements.</b></p> <p><b>Reason</b>  <i>The application demonstrates a link to the Bradford on Avon Community Plan and Wiltshire Local Area Agreement through investment in improved recreational facilities and support for Bradford on Avon's status as a 'Walkers are Welcome' town.</i></p>

Historic Core Zone - report on Traffic Regulation Order

Peter Dunford – Community Area Manager advised that the report, (Historic Core Zone – report on Traffic Regulation Order) was yet to be received by the Area Board.

Points made included:

- That there is opposition in some quarters to the Historic Core Zone project but this is a minority view.
- Councillor Macdonald stated that this is a project that is vital to Bradford on Avon and if it fails the consequences are high.
- Councillor Thorn said it would be a disaster for the community and for businesses in the town centre if the scheme were not to proceed.
- Bradford on Avon has an offer of funding from Wiltshire Council for a multi-million pound project, we should take up the offer before Wiltshire Council decides to take its funding elsewhere.
- Many Bradford on Avon residents don't understand the HCZ project, the Senior Citizens open meeting on the 28 May should help to clarify things.
- That there is both positive and negative feedback on other towns that have historic core zones. The experiences in Ashford, Kent, are not good.
- That it is the nature of the pedestrian crossings and not the HCZ per se that is the issue.
- Concerns of only having funding released for phase I of the HCZ project.
- Traders were concerned about prolonged road closures and the impact on trade. Were rebates available?

**Decision**

- **The Area Board reiterates its support for the Historic Core Zone, as first resolved in July 2010. It notes the importance of the Historic Core Zone for improved pedestrian safety and ease of movement, an enhanced public space and as an economic boost for struggling retailers in the town centre.**
- **The Area Board welcomes and supports the progress that has been made with the design of the first stage by Wiltshire Council Highways, in collaboration with the community-based HCZ Working Group, chaired by the Town Council.**

	<ul style="list-style-type: none"> <li>• <b>The Area Board welcomes the decision by the Air Quality Alliance to review and take forward the work done by Priority for People's Safer and Connected Communities Action Group 2010-2012, which will address concerns relating to traffic volume and air quality.</b></li> <li>• <b>The Area Board welcomes the continuing work being undertaken by Highways to ensure conformity with all relevant road safety requirements, including those with disabilities, young children, and the elderly.</b></li> <li>• <b>The Area Board calls on the Cabinet Portfolio Holder for Highways to use his delegated powers to give the go-ahead without further delay for implementation of the first stage of the Historic Core Zone.</b></li> </ul>
9	<p><u>Wiltshire's New Housing Allocations Policy</u></p> <p>Nicole Smith - Head of Strategic Housing, Options and Allocations, Wiltshire Council outlined Wiltshire's New Housing Allocation Policy.</p> <p>Points made included:</p> <p>Consultation and reason for change</p> <ul style="list-style-type: none"> <li>• Policy was reviewed following the introduction of the Localism Act and the introduction of the new freedoms.</li> <li>• Wide consultation with the public, including the area boards, all those on the register, housing providers, voluntary sector, support providers and many more.</li> <li>• Approved at cabinet in November 2013.</li> </ul> <p>The main changes</p> <ul style="list-style-type: none"> <li>• Local connection to Wiltshire.</li> <li>• Local Homes allocated to Local People.</li> <li>• Creation of an open market register for those with no identified housing need.</li> <li>• Review of the bands.</li> <li>• Introduction of reasons to be excluded from the register.</li> </ul>

- Allocations made in line with the bedroom standard.

#### Local homes for local people

- Priority would be given to those with a local connection to the parish or town the vacancy is in, followed by band and eligible date.
- If no one bids with a local connection we would look to all the surrounding parish's and towns.
- Finally it would be opened to the whole of Wiltshire.
- A local connection exclusion group applied.

#### The way forward

- Jan to May – Develop an IT specification and build a new IT system.
- Jan to May – Working with staff and providers to develop new procedures, application form and customer leaflets.
- June / July – Full testing of the new system.
- July / Sept – 8 week transition period from new system to old system.
- Launch in Sept 2014.

#### Questions and points made from the floor included:

- Frustrations at the lack of one bed properties available to bid for.  
*a. Wiltshire Council can only allocate what housing stock is built, which is more two/three bed properties.*
- What is a “Local connection”?  
*a. A person that lives or works in Wiltshire.*
- Are there any exceptions to the “Bedroom standard”?  
*a. Yes, foster parents or carers.*

The Chairman thanked Nicole Smith for her presentation.

Plain Action LEADER Funding 2015-20

Alan Truscott - Plain Action outlined how Local Action Groups with LEADER funding could help projects in the Bradford on Avon Area Board's area and to seek views on priorities for expenditure.

Points made included:

- That funding was available to start up or expand a business. Grants would be available from £1,000 to £150,000 for up to 75% of the total cost.
- Plain Action currently operates across Salisbury Plain but is looking expand into the north western side of Wiltshire in the new funding programme from January 2015. Excluded parishes would include Limpley Stoke and Winsley as these fall within a separate application from the Cotswold AONB Partnership.
- That Plain Action planned to bid for Rural Development Programme for England (RDPE) funding to enable them to continue and expand the LEADER programme during 2015-2020. If the funding was secured the Local Action Group would be able to continue to award grants to eligible community projects, rural businesses and for farming, forestry and tourism related projects in the Bradford on Avon area.

The Local Action Groups are keen to:

- Understand from area and community representatives what they consider to be the key funding priorities for the next 7-8 years.
- Work with area and community representatives to ensure wide business and community input during the bidding stage.
- Once funding is secured, work with area and community representatives to communicate as widely as possible the benefits of the Programmes.

**Decision**

- **That the Bradford on Avon Area Board supports and welcomes the LEADER funding application for 2015- 2020 and the proposed designation of most of the Bradford on Avon community area within the eligible area for support**

The Chairman thanked Alan Truscott for his presentation.

11	<p><u>What Matters To You in Bradford on Avon?</u></p> <p>Peter Dunford – Bradford on Avon Community Area Manager gave a brief power point presentation that highlighted the feedback arising from the JSA event in February and to agree priorities for action and funding in 2014/15.</p> <p>Councillor Thorn asked that affordable rural housing be included as an issue in the work programme under “vulnerability”.</p> <p><b>Decision</b></p> <ul style="list-style-type: none"> <li>• <b>That over the next two years the Bradford on Avon Area Board would focus its work and resources on three key priorities for the community area:</b> <ol style="list-style-type: none"> <li>1. <b>Economic Development</b></li> <li>2. <b>Health and Wellbeing</b></li> <li>3. <b>Vulnerability</b></li> </ol> </li> </ul> <p><b>Decision</b></p> <ul style="list-style-type: none"> <li>• <b>That as its “Big Pledge” Bradford on Avon would become a dementia friendly community in 2014/15.</b></li> </ul> <p>Bradford on Avon Town Council voiced support and agreed to adopt the same priorities at its next Full Town Council meeting.</p> <p>The Chairman thanked Peter Dunford for his presentation.</p>
12	<p><u>BoACAN Activity Report 2013/14 and Core Funding 2014/15</u></p> <p>Jim Lynch – BoACAN Co-ordinator presented a report on BoACAN activities and requested funding for BoACAN’s work in support of the Area Board. Due to cutbacks to the revenue fund this would probably be the final year that core funding would be able to be claimed from Wiltshire Council.</p> <p><b>Decision</b></p> <ul style="list-style-type: none"> <li>• <b>That BoACAN be awarded £5,800 revenue funding in 2014/15 towards community networking, consultation and project delivery in support of the work of the Area Board.</b></li> </ul> <p>The Chairman thanked Jim Lynch for his report and the work done by BoACAN.</p>
13	<p><u>Future Meeting Dates</u></p> <ul style="list-style-type: none"> <li>• Wednesday 16 July – Westwood Social Club.</li> </ul>

	<ul style="list-style-type: none"><li>• Wednesday 17 September – St Margaret’s Hall.</li><li>• Wednesday 12 November - St Laurence School.</li></ul>
14	<u>Close</u>





**COUNCILLORS BRIEFING NOTE**  
**No 196**

**Service Area:** Waste Management **Further Enquiries to:** Vicki Harris

**Date Prepared:** 03 June 2014 **Direct Line:** 01225 718523

**KERBSIDE GARDEN WASTE CONSULTATION**

**Background**

The Council faces significant financial pressures with reduced funding from central government, increased service demand and inflation and these pressures are likely to increase. We need to make savings to help the council deliver its priorities of protecting vulnerable people, boosting the local economy and bringing communities together.

One way of achieving some savings towards this is by changing the way the garden waste collection service is delivered at the kerbside in Wiltshire. The Council currently delivers a fortnightly non-chargeable kerbside garden waste collection service to those residents that request the service.

The Council's Cabinet agreed to undertake a public consultation exercise to gain residents' views on potential future changes to the current kerbside garden waste collection service.

**Consultation Options**

The consultation will give residents a number of options for how the kerbside garden waste collection service could be changed to make savings.

1. A three month suspension of the non-chargeable kerbside garden waste service with no collections taking place in December, January and February.
2. A five month suspension of the non-chargeable kerbside garden waste service with no collections taking place in November, December, January, February and March.
3. To introduce a chargeable kerbside garden waste collection service instead of the current non-chargeable service.

Whatever the outcome, residents would still be able to take garden waste, including Christmas trees, to any of Wiltshire Council's 11 household recycling centres free of charge or compost at home using the Council's subsidised garden and food waste compost bins.

**Option 1 - Three month suspension of the non-chargeable kerbside garden waste collection service**

The non-chargeable collection service would continue to be fortnightly but we would only collect residents' bins or bags from March to November, with no collections taking place during December, January and February each year.

While some people do produce garden waste during these months, the amount of garden waste residents present for collection reduces significantly and very small amounts are collected across the county during these months. This makes collections less cost effective as collection vehicles still have to pass each property but collect less garden waste.

In 2013/14, almost 90% of garden waste was collected between March and November, with 5,000 tonnes collected in December, January and February.

This option is likely to deliver the lowest level of savings of the three options.

### **Option 2 - Five month suspension of the non-chargeable kerbside garden waste collection service**

Again, the current non-chargeable collection service would remain fortnightly but with this proposal no collections would take place during November, December, January, February and March each year.

The amount of garden waste collected throughout these months is low compared to the remaining months of the year. In 2013/14, almost 75% of garden waste was collected between April and November, with 11,500 tonnes collected in November, December, January, February and March.

Suspending garden waste collections during these months would allow the Council to make savings, while still collecting garden waste during the spring and summer when people most need the service.

This option should deliver more savings than the option for a three month suspension of the service.

### **Option 3 - Introduce a chargeable kerbside garden waste collection service**

This proposal is for a fortnightly chargeable kerbside garden waste collection service, which would replace the current fortnightly non-chargeable kerbside garden waste collection service.

Residents who wish to continue receiving a fortnightly collection of garden waste bins or bags would pay a service charge each year (proposed to be £35 per bin in 2015/16). No concessions would be available.

Many of Wiltshire's neighbouring councils already charge for garden waste collections and the annual service charge proposed in Wiltshire (£35 in 2015/16) would be less than some others charge (see table below).

<b>Area</b>	<b>Price per year</b>
Bath and North East Somerset	£38.50
Dorset Waste Partnership	£40
Somerset Waste Partnership	£46.50

This service would run throughout the year (except for two weeks over the Christmas period) and would be optional, so if residents did not want the service they would not be charged. Residents would have to opt in to the service by signing up, even if they already have a bin or bags from the previous non-chargeable service.

If residents sign up for this service, they would keep their existing bin or bags. Additional bins would be available at the same annual charge of £35 per bin.

This proposal would mean that the Council would only collect garden waste from those residents who have opted to receive the service and have paid for it.

If at least one in four Wiltshire households decided to pay for the service, this option is likely to deliver the highest level of savings of the three options.

### **Consultation process and communications**

Residents will be asked to indicate which of the options above would best suit their needs by completing a short questionnaire.

Residents will be able to respond to the consultation by completing the questionnaire online, by post or by telephone.

We shall be promoting the consultation and encouraging residents to respond to the consultation using a wide range of methods, including:

- Printing the form in the July 'Your Wiltshire' magazine
- Chairman's announcements and issuing leaflets at all community area board meetings

- Sending the consultation via the email distribution list that the Council holds of over 3,000 residents
- Making leaflets available at libraries, leisure centres, Wiltshire Council offices and town and parish council offices (where possible)
- Displaying information on Wiltshire Council's website and partner websites
- Sending a link to parish and town councils through the parish newsletter
- Press releases
- Social media
- Any events that the waste team and the Wiltshire Wildlife Trust waste team attend throughout the summer.

### **Timescales and next steps**

The consultation will run from 1 July 2014 until 1 September 2014.

Once the consultation period has ended the results, including comments received, will be collated and analysed by the Council. These results along with a report will be presented to Cabinet in October 2014. It is anticipated that any changes which Cabinet decide to implement would commence during 2015.

### **More information**

If you require any further and more detailed information about the consultation process and options please contact the officers below –

Martin Litherland  
Head of Waste Management  
01225 718524  
[martin.litherland@wiltshire.gov.uk](mailto:martin.litherland@wiltshire.gov.uk)

Vicki Harris  
Senior Waste Project Officer  
01225 718523  
[vicki.harris@wiltshire.gov.uk](mailto:vicki.harris@wiltshire.gov.uk)



## Chairman's Announcements

<b>Subject:</b>	<b>Community Infrastructure Levy (CIL)</b>
<b>Officer Contact Details:</b>	Georgina Clampitt-Dix, Head of Place Shaping, Economic Development & Planning 01225 713472 <a href="mailto:georgina.clampitt-dix@wiltshire.gov.uk">georgina.clampitt-dix@wiltshire.gov.uk</a>
<b>Weblink:</b>	<a href="http://www.wiltshire.gov.uk/communityinfrastructurelevy">www.wiltshire.gov.uk/communityinfrastructurelevy</a>
<b>Further details available:</b>	<a href="mailto:CIL@wiltshire.gov.uk">CIL@wiltshire.gov.uk</a>

### Summary of announcement:

On 23 June 2014, Wiltshire Council is submitting the Wiltshire Council Community Infrastructure Levy (CIL) Draft Charging Schedule for independent examination. On this date, a Statement of Modifications, which sets out proposed changes to the CIL Draft Charging Schedule, is also being published for a four week period of consultation.

CIL is a charge that local authorities can place on new development to help fund infrastructure needed to support growth.

A note containing more information on CIL, including how to comment on the Statement of Modifications and the next steps, is attached as an appendix to this Announcement.



## WILTSHIRE AREA BOARDS

### COMMUNITY INFRASTRUCTURE LEVY FOR WILTSHIRE - CONSULTATION

(JUNE 2014)

#### 1. What is the Community Infrastructure Levy (CIL)?

- 1.1 Wiltshire Council is preparing a Community Infrastructure Levy (CIL) charging schedule. This is a charge that local authorities in England can place on development in their area. The money generated through the levy will contribute towards the funding of infrastructure to support growth. The Charging Schedule will need to strike an appropriate balance between contributing to funding infrastructure and not putting development across Wiltshire at risk.

#### 2. Why has Wiltshire decided to implement the Levy?

- 2.1 The Government has restricted the ability of local authorities to pool funding for off-site infrastructure through existing section 106 agreements (or developer contributions). It considers that this new tariff-based approach provides the best framework to fund infrastructure in a fair and transparent manner. CIL will provide 'up front' certainty about how much developers will be expected to contribute.

#### 3. How will money from CIL be spent?

- 3.1 CIL is designed to contribute towards bridging the 'funding gap' between the total cost of new infrastructure required to support development and the amount of funding available from other sources. Wiltshire Council's Infrastructure Delivery Plan (IDP) identifies a range of physical, community and 'green' infrastructure projects that will be required to support the level of development as set out in the Wiltshire Core Strategy. Informed by the IDP, a list (known as the Regulation 123 list) will identify and prioritise which infrastructure projects will be eligible to receive money from CIL. The Government confirmed last year that local communities will directly benefit from CIL. Town and parish councils will receive 15% of CIL raised in their area, or 25% if an adopted neighbourhood plan is in place.

#### 4. Submission of the Wiltshire CIL Draft Charging Schedule and consultation on proposed modifications

- 4.1 The Council has undertaken two previous consultations on the Wiltshire CIL Charging Schedule, which sets out the amount of CIL to be charged on different types of new development. The first consultation, on a 'Preliminary Draft Charging Schedule' (October 2012), took place between October and November 2012. Comments received informed a 'Draft Charging Schedule' (January 2014), upon which the Council consulted between January and February 2014.
- 4.2 On 23 June 2014, the Council is submitting the 'Wiltshire CIL Draft Charging Schedule' (January 2014) for an independent examination.
- 4.3 The Council is proposing to make modifications to the Wiltshire CIL Draft Charging Schedule. These have been informed by comments received during the last consultation and are set out in a 'Statement of Modifications', which is being submitted alongside the CIL Draft Charging Schedule.
- 4.4 The Council is now inviting comments on the Statement of Modifications from **23 June until 5pm, 21 July 2014**.

##### How to comment

- 4.5 Comments can be made, using the response form, via:

- Online consultation portal: <http://consult.wiltshire.gov.uk/portal>
- Email: [CIL@wiltshire.gov.uk](mailto:CIL@wiltshire.gov.uk)
- Post: Spatial Planning, Economic Development & Planning, Wiltshire Council, County Hall, Bythesea Road, Trowbridge, Wiltshire, BA14 8JN.

4.6 The CIL Draft Charging Schedule, Statement of Modifications, associated evidence and information on how to make comments will be published on the Wiltshire Council website at [www.wiltshire.gov.uk/communityinfrastructurelevy](http://www.wiltshire.gov.uk/communityinfrastructurelevy), from 23 June 2014.

4.7 Hard copies of the documents are available at Council libraries and the main Council offices in Chippenham (Monkton Park), Devizes (3-5 Snuff Street), Salisbury (27-29 Endless Street) and Trowbridge (County Hall) during normal opening hours.

4.8 If responding by post or email, response forms are available from libraries and the main Council offices or the website.

#### **Requesting the right to be heard by the independent examiner**

4.9 Organisations and individuals responding may request the right to be heard by the examiner in relation to these modifications. A request to be heard by the examiner must be made in writing to Wiltshire Council **by 5pm 21 July 2014**, via the above means. Anyone requesting to be heard should indicate whether they support or oppose modifications and explain why.

4.10 Please note that the right to be heard at this stage of the process applies only in relation to the modifications being consulted on.

#### **What happens next?**

4.11 All comments received and a copy of each request to be heard in relation to these modifications will be forwarded to the examiner.

4.12 Requests to be heard may be withdrawn at any time before the opening of the examination by giving notice in writing to Wiltshire Council.

4.13 Details of the time and place at which the examination is to be held and the name of the examiner will be published on the Council's website and in local papers when they become available. If you have made a request to be heard (either on the Statement of Modifications or previously during the consultation on the Draft Charging Schedule) you will be notified directly.

#### **5. Further information**

5.1 If you have any further queries please contact Spatial Planning, Wiltshire Council on (01225) 713223 or via email, [CIL@wiltshire.gov.uk](mailto:CIL@wiltshire.gov.uk).





**Bradford on Avon Area Board  
July 2014  
Neighbourhood Policing**

EA11 Bradford on Avon Town	Crime			
	12 Months to June 2013	12 Months to June 2014	Volume Change	% Change
Victim Based Crime	292	311	+19	+6.5%
Domestic Burglary	32	32	+0	+0.0%
Non Domestic Burglary	28	20	-8	-28.6%
Vehicle Crime	56	21	-35	-62.5%
Criminal Damage & Arson	67	59	-8	-11.9%
Violence Against The Person	41	67	+26	+63.4%
ASB Incidents (YTD)	247	158	-89	-36.0%

\* Detections include both Sanction Detections and Local Resolutions

EA12 Bradford on Avon Rural	Crime			
	12 Months to June 2013	12 Months to June 2014	Volume Change	% Change
Victim Based Crime	219	225	+6	+2.7%
Domestic Burglary	21	22	+1	+4.8%
Non Domestic Burglary	50	27	-23	-46.0%
Vehicle Crime	38	26	-12	-31.6%
Criminal Damage & Arson	29	42	+13	+44.8%
Violence Against The Person	33	47	+14	+42.4%
ASB Incidents (YTD)	126	93	-33	-26.2%

### **Current NPT Priorities:**

My priorities for Bradford on Avon NPT are simple. I will provide a visible team within the community and respond to the needs of that community.

In order to provide this I will ensure officers patrol more on foot and bicycles, and less in cars.

### **Team News:**

I am now 3 months into my new job, and I am starting to recognise people, and be recognised!

Wiltshire Police have recently had a promotion process to Inspector and I am pleased to say that your NPT Sgt James BRAIN has been successful in gaining a Temp Insp promotion, he has been replaced by Sgt Gill Hughes. Gill is a hugely experienced response Sgt, and will bring those skills into NPT.

I have been able to keep hold of Sgt Jim Suter to provide the consistency in NPT.

There have not been any changes to Bradfords NPT officers, and your needs are still catered for by PC Martin Annetts, PC Lee Pelling, PCSO Andrew Maclaughlin and PCSO Joe Leeds.

### **Overview**

As shown at the start of this report the performance data for a 12 month period to July 2014 is extremely positive with crime remaining low in Bradford, with substantial reductions in non domestic burglaries and vehicle crime.

The rise in violent crime appears to be alarming at first glance, however when this is interrogated it shows that this is mainly in private premises with only 9 public space offences across the last 3 months and Bradford remains an exceptionally safe place to live.

We are now entering the 'busy season' for ASB, and the visible policing will form the main tactic in dealing with this.

Burglaries in private homes has held constant with the previous 12 month period and with the warmer weather and lighter evenings people can leave doors and windows insecure. We will shortly be running an initiative to raise awareness to these risks, which I hope will assist us in keeping these numbers low throughout the summer.

Key prevention messages to help us combat this are:

- Report to police, or via Crime stoppers, any information you have or any concerns or suspicions about anyone involved in criminality
- Secure your property
- Mark your property

- Record details of identifiable property and/or take photos of you belongings.

The website [www.immobilise.com](http://www.immobilise.com) can be used to record these details and may even prevent offenders taking the item in the first place.

You may be aware that the Tour of Britain is now coming through Bradford on Avon and Trowbridge on the 12<sup>th</sup> Sept, this will attract many of the worlds top professional cyclists that compete in the Tour de France, and will be televised live in over 100 countries around the world, this will provide a huge shop window for your town, and I am working closely with both Wiltshire Council and Bradford on Avon Town Council to ensure I can fully support your celebrations of this event.

I am looking forward to meeting you all properly for the first time,

Regards

**Chris Chammings**  
**Sector Commander**



# **New operating model for community youth activities**

Tuesday 17 June 2014

Laura Mayes - Cabinet Member for Children's Services

Richard Gamble – Portfolio Holder Schools, Skills and Youth

Carolyn Godfrey – Corporate Director

James Fortune – Lead Commissioner

Mal Munday – Head of Service Early Intervention, Youth and Prevention

Steve Milton – Head of Community Governance

# Agenda

1. Background
2. Vision
3. Cabinet decision and the community-led model
4. Governance arrangements
5. Making it happen
6. Next steps
7. Q & A

# 1. Background – the journey so far...

## *Drivers for change*

- The service is changing to reflect young people's modern lives
- There has been duplication of activities in some areas (council, voluntary, community and commercial youth activities)
- Campus programme provides new opportunities
- Continuing need to support those who are vulnerable

## *Decision-making process*

- 10-week, wide-ranging consultation launched in February
- New operating model agreed by cabinet on 15 May

## 2. Vision (1)

***“We want youth activities to reflect what young people want and need in each local area. A one-size-fits-all approach is simply not Wiltshire’s way and we’re looking forward to supporting communities in providing the county’s young people with exciting and interesting activities that reflect the individual needs of each community area.”***

Laura Mayes, Cabinet Member with responsibility for Children’s Services.





## Vision (2)

The **aims** behind the community-led youth activities model:

- Ensuring as many young people as possible are able to access community activities
- Making the most of the opportunities the campus programme will provide
- Empowering communities – particularly young people – to influence and shape services so they meet local need
- Providing value for taxpayers

### 3. Cabinet decision and the community-led model

*On 15 May, cabinet agreed to...*

- adopt the key principles for a new operating model;
- authorise implementation of the community-led model for youth activities to increase the opportunities for young people's involvement and engagement;
- maximise the amount of funding available to community area boards and local coordination;
- delegate authority to Laura Mayes, Cabinet Member for Children's Services and senior officers to develop and implement the new operating model



## Key features of the community-led model

- Community-led youth offer
- Local Youth Networks (LYNs)
- Focus on safeguarding and targeted youth support
- Promotion of the overall youth offer
- Stronger focus on accountability and impact

## Community-led youth offer

Current delivery	Future delivery	Impact
Youth work team – centre and street based youth work across 24 sites	Trained Community Youth Officers with focus on community working and capacity building	Wider range of youth activities
Bridging projects	Communities enabled to design and develop a unique local youth offer tailored to needs (toolkit to help you)	Better participation and engagement
Duke of Edinburgh Award scheme	Devolved funding	Enhanced voluntary and community sector provision
	Positive activities for young people with learning disabilities	Cost neutral Duke of Edinburgh Award Scheme
	Traded Duke of Edinburgh Award Scheme	

# Local Youth Networks (LYNs)

Current delivery	Future delivery	Impact
<p>Youth Advisory Groups in each community area coordinated by youth workers</p>	<p>Local Youth Networks established as sub groups of area boards</p> <p>Bringing key partners together including young people to shape and coordinate a local youth offer – advising area boards</p> <p>Annual Wiltshire Youth Network to celebrate achievements and share good practice</p>	<p>Greater voice and influence for young people and communities</p> <p>Better coordination, stronger partnerships and improved value for money</p>

# Focus on safeguarding and targeted youth support

Current delivery	Future delivery	Impact
<p>Some evidence of youth workers providing targeted youth support to some vulnerable young people</p>	<p>Targeted youth support scaled up with highly skilled workers (youth support worker) helping young people at risk build resilience and achieve positive outcomes</p> <p>Decommission The Line and signpost to national services e.g. ChildLine</p> <p>Quality mark scheme for community providers of youth activities</p>	<p>Safety net and safeguarding for the most vulnerable young people</p> <p>Voluntary and community sector better supported to provide safe environments and meet young people's needs</p>

# Promotion of the overall youth offer

Current delivery	Future delivery	Impact
<p>The council runs Sparksite – a website and radio station which provides information to young people about the overall youth offer</p>	<p>Local Youth Networks to help promote the youth offer in their communities</p> <p>Initial community mapping exercise undertaken</p> <p>Sparksite to be reviewed</p>	<p>Young people know what is available, increasing their participation and involvement</p>



# Stronger focus on accountability and impact

Current delivery	Future delivery	Impact
Some monitoring of outcomes in place	<p>Early help dataset to monitor outcomes and impact of Early Intervention, Youth and Prevention Services</p> <p>Guidance for area boards and a quality assurance framework developed to help ensure efficient and effective youth activities across all providers</p>	<p>Improved impact, outcomes and value for money through effective and efficient services</p> <p>Public Sector Equality Duties are met</p>



# Community-led operating model



**The Area Board allocation will be for revenue purposes only and will be strictly ring fenced for youth activities**

# Your Community Youth Officer (CYO)

- Attached to each community area
- ‘Go to person’ for youth issues and signposting young people
- Accountable to the community through the area board and take forward locally agreed priorities
- Focus on community working / capacity building – VCS support
- Facilitating engagement with young people and local youth provision
- Providing professional advice and support to LYNs
- Initiate and support local projects
- Work alongside the community area manager / community engagement officer in a new local management arrangement

# Financial implications (1)

Options:

1. **Current** (Total population 80%; Deprivation 10%; Sparsity 10% [total population / area])
2. **Variation of current based on youth population** (Youth population 80%; Deprivation 10%; Sparsity 10% [total population / area])
3. **Just youth** population

## Financial Implications (2)

- *How does it compare?*

Area Board	Youth Population	Total Population	Difference
AMESBURY	7.00%	6.98%	0.02%
BRADFORD ON AVON	3.34%	3.81%	-0.47%
CALNE	5.60%	4.93%	0.68%
CHIPPENHAM	10.21%	9.63%	0.58%
CORSHAM	4.23%	4.39%	-0.16%
DEVIZES	7.14%	6.81%	0.33%
MALMESBURY	3.70%	4.13%	-0.43%
MARLBOROUGH	5.25%	3.81%	1.43%
MELKSHAM	6.10%	6.02%	0.08%
PEWSEY	2.57%	2.96%	-0.39%
ROYAL WOOTTON BASSETT & CRICKLADE	8.20%	6.10%	2.09%
SALISBURY	6.12%	8.85%	-2.73%
SOUTHERN WILTSHIRE	4.35%	4.64%	-0.29%
SOUTH WEST WILTSHIRE	4.07%	4.68%	-0.61%
TIDWORTH	4.06%	4.08%	-0.03%
TROWBRIDGE	8.98%	8.84%	0.13%
WARMINSTER	4.98%	5.19%	-0.21%
WESTBURY	4.13%	4.16%	-0.03%

# Operational estate

## Current

- 24 buildings across the county used to deliver current model
- Many used by VCS groups mainly on a sessional basis
- Full council budget amendment identified £125k of savings from these buildings to support the new model
- Youth work and on site management of lettings will cease when the staff restructure concludes by end Sept 2014
- To the end Sept 2014 the buildings will remain open under current arrangements
- Costs of using the buildings beyond end Sept 2014 are being collated

## Transitional

- Senior officer team are assessing sites on an individual basis to understand users and costs
- From 1 Oct 2014 most buildings currently used to deliver youth work will close
- There will be exceptions where buildings are required for the council's on-going operations
- Any other potential exceptions will be identified over the coming months and a site by site position established
- Area boards may choose to support some users from local funding allocations

## Future

- Understand space requirements for the community-led model
- Link requirements to the campus programme

## Bridging Projects

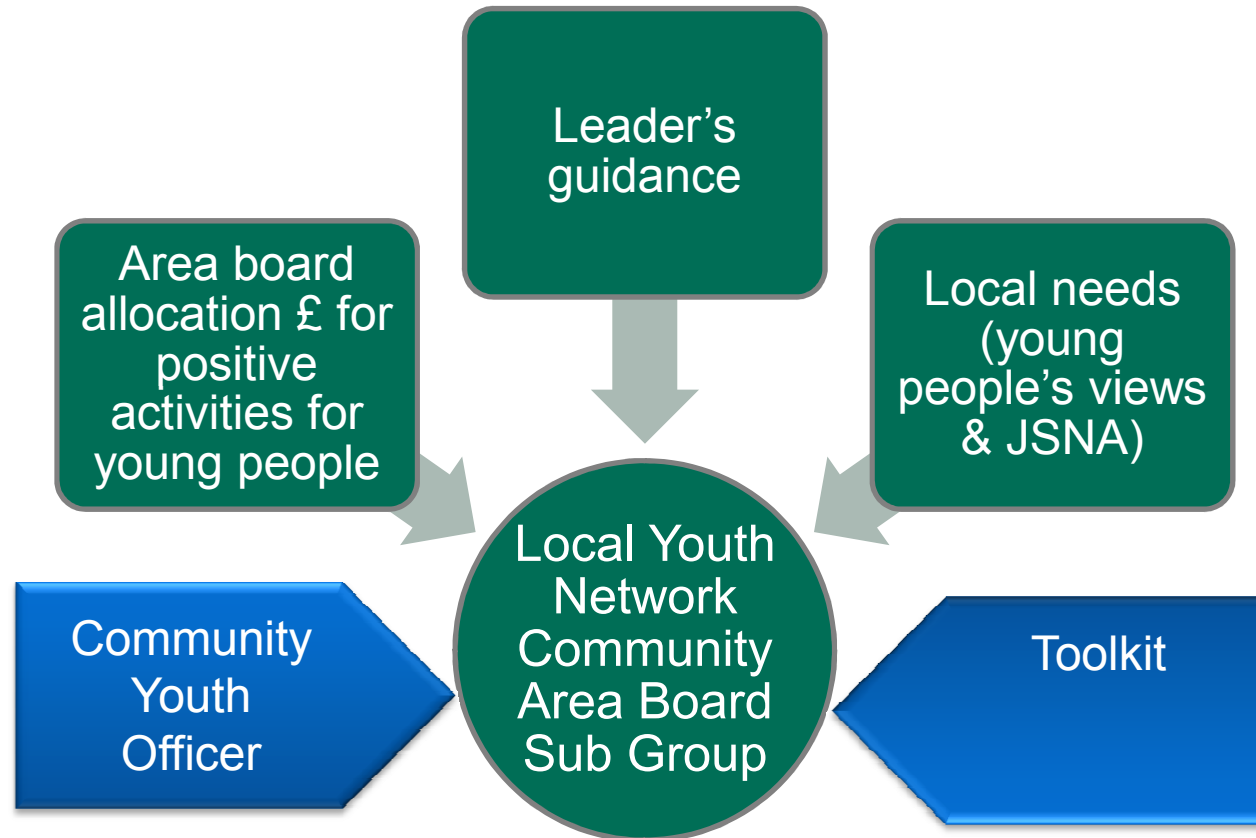
- Currently support young people with disabilities to engage in youth activities in Chippenham, Devizes, Durrington, Malmesbury, Marlborough, Pewsey, Salisbury, Tisbury, Trowbridge and Warminster
- Positive activities for young people with disabilities will continue to be provided – priority from the consultation
- A commissioning led approach is being explored
- We are working closely with Wiltshire Parent Carer Council on these changes – [www.wiltshireparentcarercouncil.co.uk](http://www.wiltshireparentcarercouncil.co.uk)

## 4. Governance arrangements (1)

**Delegation of powers will be framed by guidance from the Leader of the Council, relating to:**

- The management of delegated budgets
- The establishment and involvement of LYNs in budget decision making, including terms of reference
- The use of participatory budgeting approaches, to include taking into account the views of young people and relevant stakeholders
- The Public Sector Equalities Duties and safeguarding
- Training and development for members and officers
- Taking into account the local JSNA

## Governance arrangements (2)

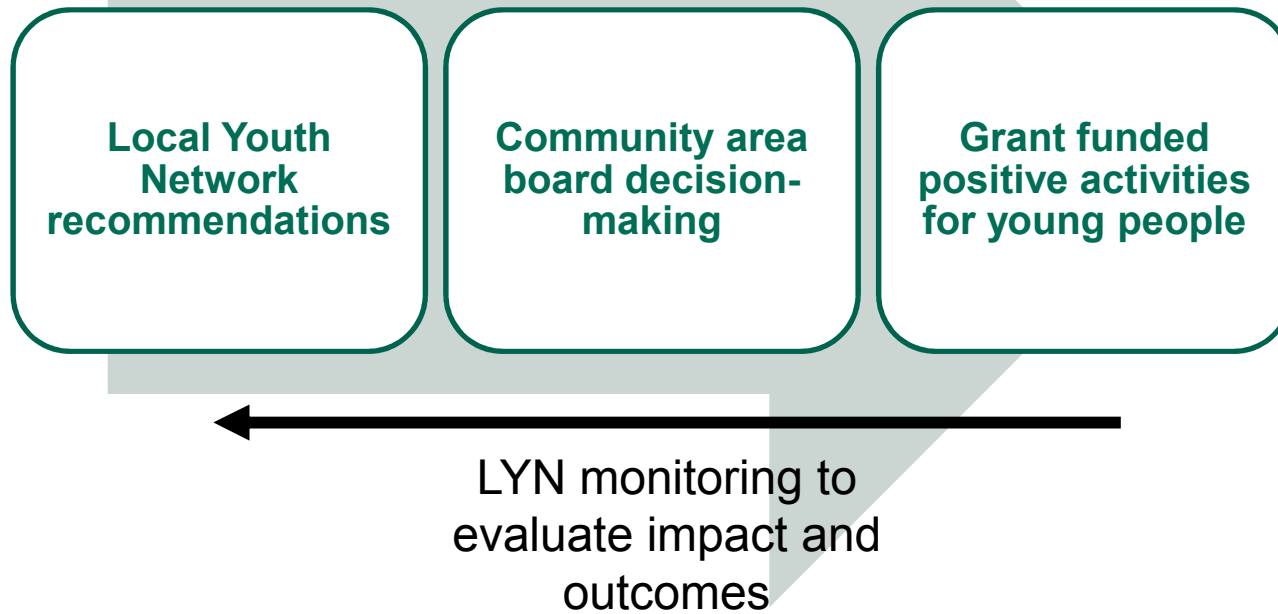




## Local Youth Networks (LYNs)

- Youth Advisory Groups to evolve into LYNs but local determination
- Bringing together a range of local partners and existing youth groups – schools, police, fire and rescue, health, voluntary and community sector organisations
- Engaging and involving young people in decision making
- Come together through a Wiltshire Youth Network to celebrate achievements, hold county wide events and share best practice
- Involved in setting priorities, making recommendations to area boards, strengthening partnerships, monitoring impact and outcomes of local youth activity provision
- Initiate and facilitate local projects
- Report to, be represented on and be accountable to the area board

# Governance arrangements (3)



## 5. Making It Happen

- *'Youth Activities Toolkit'*

Step by step guide	Community mapping results	Key local contacts
JSNA	Quality mark scheme	Model provider funding agreements
Monitoring and evaluation resources	VCS infrastructure support opportunities	? Anything we have missed ?

## 6. Next steps

Redeployment interviews (CYO and YSW roles)	10 – 24 July 2014
New arrangements in place	1 October 2014
Apprenticeships scheme work design and selection	Oct – Mar 2015

## Working together on the next steps

- Review your local Joint Strategic Needs Assessment
- Talk to your young people and community and identify the activities needed in your local area
- Identify and engage key partners (including VCS) to establish a Local Youth Network and discuss findings
- Consider where activities could take place
- Agree local priorities and commission activity



## Next area board briefing

- Aldbourne Youth Council
- Community First Youth Action Wiltshire
- Youth Adventure Trust
- Community Foundation for Wiltshire

**DEPUTY LEADER AND CABINET MEMBER FOR HIGHWAYS, STREETSCENE AND BROADBAND - CLLR JOHN THOMSON**

**HIGHWAYS AND TRANSPORT SERVICE**

**OFFICER CONTACT:** David Thomas Tel: 01225 713312  
E-mail: dave.thomas@wiltshire.gov.uk

**REFERENCE:** HSB-21-14

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**BRADFORD ON AVON HISTORIC CORE ZONE,**  
**REPORT ON CONSULTATION ON RESTRICTED PARKING ZONE**

**Purpose of Report**

To:

- (i) Set out the responses received following the recent advertisement of the traffic order for the Restricted Parking Zone in Bradford on Avon as part of the overall Historic Core Zone project.
- (ii) Recommend the making of the Traffic Regulation Order (TRO) as advertised.
- (iii) Respond to the receipt of two petitions.
- (iv) Respond to comments received on the wider Historic Core Zone proposal.

**Consultation**

Consultation has been undertaken with:

- Bradford on Avon Town Council through the statutory TRO consultation process.
- Members of the public through the statutory TRO consultation process.
- Emergency services through the statutory TRO consultation process.

**Options Considered**

To:

- (i) Implement the proposals as advertised.
- (ii) Abandon the proposals.

**Reason for Decision**

The objections received to the Restricted Parking Zone are not considered to be sufficient to withdraw or change the proposal.

**INTENTION TO MAKE DECISION**

Following consultation with officers I give notice that I intend to make the decision set out in the attached report. If you would like to make any representations to me on this issue please do so by 15 July 2014.

**The following supporting documents are attached:**

- HSB-21-14 - Report
- HSB-21-14 - Appendix 1 – Plan showing the extent of the RPZ
- HSB-21-14 - Appendix 2 - Report on consultation

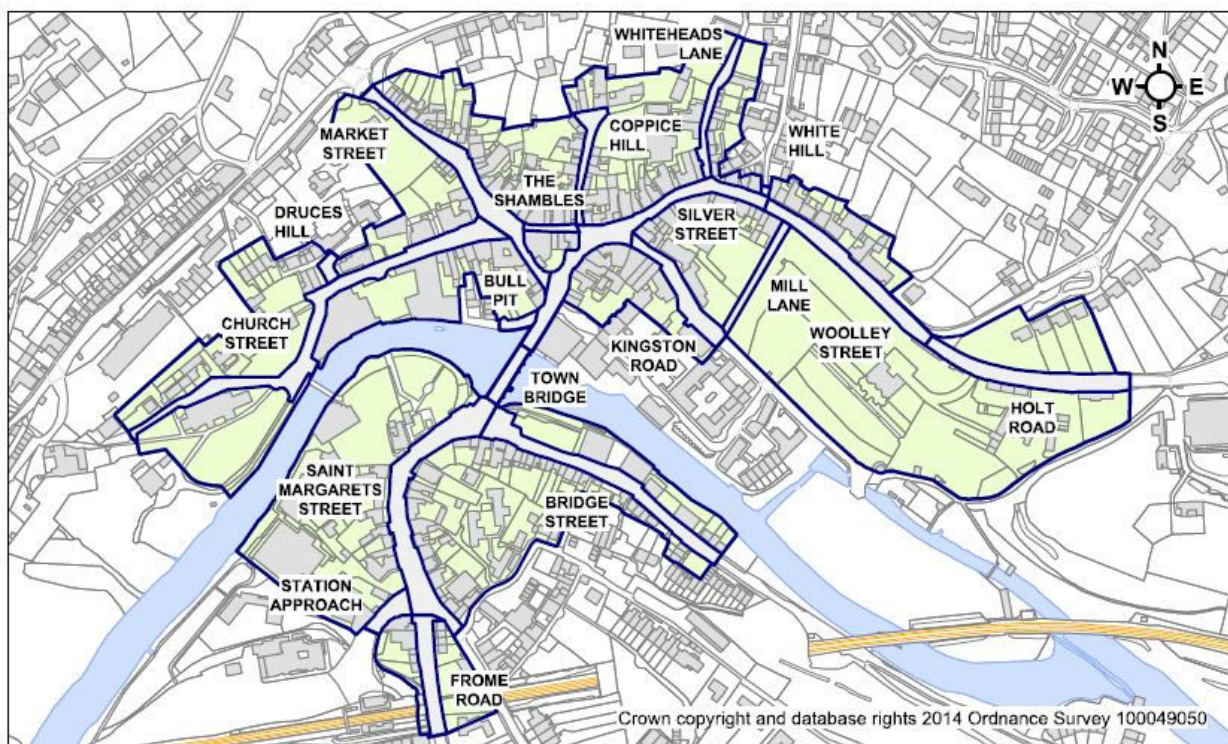
Date: .....

Cllr John Thomson  
Deputy Leader and Cabinet Member for  
Highways, Streetscene and Broadband



Bradford on Avon Restricted Parking Zone

Proposal plan





**TRAFFIC & NETWORK MANAGEMENT**

**Bradford on Avon Historic Core Zone**

**Report on Consultation on Restricted  
Parking Zone (RPZ)**

**May 2014**

## Document Control Sheet

**Project Title:** Bradford on Avon Historic Core Zone (HCZ)

**Report Title:** Report on Consultation on Restricted Parking Zone (RPZ)

**Revision:** A

**Status:** Issue

**Date:** April 2014

### Record of issue

<b>Issue</b>	<b>Status</b>	<b>Author</b>	<b>Date</b>	<b>Check</b>	<b>Date</b>	<b>Authorised</b>	<b>Date</b>
<b>A</b>	<b>Issue</b>	<b>DMT</b>	<b>May 14</b>	<b>AC</b>	<b>May 14</b>		

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**2.0 Introduction and background**

**3.0 Response to consultation**

**4.0 Substantive comments to RPZ**

**5.0 Substantive comments to HCZ**

**6.0 Conclusions**

**Appendix 1 – Summary of comments received in support of the RPZ**

**Appendix 2 – Summary of comments received in objection to the RPZ**

**Appendix 3 – Summary of comments received in support of the HCZ**

**Appendix 4 – Summary of comments received in objection to the HCZ**

**Appendix 5 – Petition in support of the HCZ**

**Appendix 6 – Petition in support of the retention of the zebra crossing**

## **1.0 Purpose of report**

- 1.1 To set out the responses received following the recent advertisement of the Restricted Parking Zone in Bradford on Avon as part of the overall Historic Core Zone project and to respond to comments received on the wider Historic Core Zone proposal.

## **2.0 Background**

- 2.1 The Historic Core Zone (HCZ hereafter) scheme in Bradford on Avon has been designed based on the principles of other HCZ schemes around the UK and has taken into account the individual characteristics and layout of the town. The scheme has changed and developed as a result of consultation and discussion and input from the Historic Core Zone Working Group. The dominance of vehicular traffic in the town is identified in the most recent Joint Strategic Assessment as a key issue and the HCZ scheme is outlined as one of the ways to help reduce this problem.
- 2.2 In 2010, transport consultants, Colin Buchanan, held two workshops with key stakeholders in Bradford on Avon to enable them to develop a preferred design solution for the HCZ. The first workshop looked at issues, ideas and suggestions for the HCZ. The second 'Design Options' workshop considered a number of potential solutions and allowed the consultant to identify the technical design options and urban design elements favoured by stakeholders.
- 2.3 Colin Buchanan were able to draw on a number of previous consultations that have taken place in the town, e.g. the Taming the Traffic workshop and the Priority for People initiative, as well as a wide variety of statistical data made available to them, such as traffic count and speed data. All households in BoA were sent a leaflet showing the proposals drawn up by Colin Buchanan. Both the Area Board and Bradford on Avon Town Council gave their support for the proposals in the summer of 2010.
- 2.4 Wiltshire Council later commissioned consultants, Mouchel, to progress with the design of Phase 1 of the HCZ project at the Market Street/Church Street junction. In September 2012, a targeted consultation was undertaken to gather the views of vulnerable and disabled groups so that their comments could be incorporated into the scheme design process. As a result of this consultation exercise, the plans were amended to take into account the comments received.
- 2.5 In January 2013, further consultation with the wider public was undertaken and three public exhibitions were held. In March 2013, both the Area Board and Town Council gave their support for progression of the scheme with amendments to include making the proposed informal pedestrian crossings more prominent in the scheme and including more informal crossings at the top of Market Street.
- 2.6 One aspect of the overall HCZ is the introduction of a Restricted Parking Zone (RPZ hereafter). An RPZ allows for the removal of many marked parking restrictions and assists in a reduction in street clutter. The Traffic Regulation Orders (TRO's) for the proposed RPZ have recently been advertised for public comment.

### **3.0 Response to consultation**

- 3.1 As is to be expected with a scheme that provides great local interest, many of the comments received refer to the wider HCZ proposals and do not just contain comment to the advertised TRO's. Whilst the TRO process can only consider objections and support to the RPZ proposals it also provides the opportunity to give final consideration to any other comments made on the wider concept of the HCZ. Therefore, all comments made, whether in direct relation to the advertised RPZ or the wider HCZ, are considered in this report.
- 3.2 In total, 9 items of comment have been made in relation to the RPZ with 30 items of comment being made about the HCZ. A summary of the comments received in relation to the RPZ, and where considered appropriate, officer responses, are included at Appendices 1 and 2. A summary of the comments received in relation to the HCZ, and where considered appropriate, officer responses, are included at Appendices 3 and 4.
- 3.3 In addition, two petitions have been received. The first requests that the existing zebra crossing in Market Street be retained in the HCZ scheme and has 1,172 signatures, with the second expressing support for the HCZ as proposed and has 401 signatures. Copies of the petition front pages are included at Appendices 5 and 6.

### **4.0 Substantive comments on RPZ**

#### **4.1 Removal of road markings**

Comment is made that removal of road markings (yellow lines) will confuse the motorist as they will not know where they can park. The comment continues by stating that single and double yellow lines and white lines are a code system understood nationwide and by foreign visitors and that new proposals are experimental, and likely to cause congestion through being misunderstood.

The RPZ and the way it is signed and marked is not an experiment. RPZ's are a DfT approved way of controlling on-street parking and waiting and have been used in many areas of the country. It is accepted that there will be a period of time when the public will need to get used to the new restrictions but RPZ's have been used successfully in other parts of the country.

#### **4.2 Legibility of Zone entry signs**

Comment is made that the notices announcing the 'restricted parking zone' at the Inner gateways of the HCZ may not be easily read by the drivers of vehicles, who have other demands on their attention at the same time and that it is too far to walk back up to the gateways to check the rules, once the driver is trying to park.

The Traffic Sign Regulations and General Directions (TSRGD) 2002 and subsequent amendments govern what signs can be erected on the public highway and in which circumstances they may be used. The proposed entry signs conform to the TSRGD and are consistent with other RPZ's elsewhere. Where parking is allowed within the RPZ the locations will continue to be shown with road markings and be positively signed.

#### 4.3 Number of signs

Comment is made that the RPZ would require a significant number of parking allowed signs which appears to fly in the face of another objective, namely that of de-cluttering the streets of the town.

With the exception of the zone entry signs the number of signs required for a RPZ is comparable with the number of signs used for the conventional signing of parking and waiting restrictions. The benefit of a RPZ is the ability to remove all yellow lines from within the zone. In deciding to include a RPZ as part of the overall HCZ the Working Group took the view that the removal of all yellow lines was of benefit and helps with de-cluttering.

### 5.0 **Substantive comments on HCZ**

#### 5.1 Removal of the zebra crossing, replacement with informal crossings and safety

The informal crossing points are designed to provide greater connectivity and meet existing and potential future pedestrian desire lines. It has been identified that pedestrians presently cross the road where it suits them, rather than detouring to a designated pedestrian crossing. The informal courtesy crossings are expected to work in the same fashion as a zebra crossing, with drivers expected to give way to pedestrians. This is the same approach to that used successfully in the HCZ in Shrewsbury and in shared space schemes elsewhere in the country.

The tested premise is that by removing the more familiar and formal elements of highway infrastructure, such as a zebra crossing, drivers proceed more carefully and cautiously. The use of high quality visually distinct materials, gateway features and signage will ensure drivers are aware they are entering a special environment and encourage awareness of their surroundings and other road users, especially pedestrians. This approach, coupled with a reduction in carriageway widths, raised tables and informal crossing points will help to ensure vehicles are travelling at a low speed.

The retention of the zebra crossing at Market Street is likely to make many other elements of the scheme ineffective. For example, by removing the more familiar and formal elements of highway infrastructure, such as a zebra crossing, drivers proceed more carefully and cautiously. By retaining the zebra crossings, drivers are much less likely to respond in this way, in turn making the courtesy crossings less effective. A judgement would need to be made on whether the scheme would therefore be successful in meeting its objectives if the zebra crossing was included.

#### 5.2 Impact of the scheme on traffic and congestion

The traffic modelling tool VISSIM has been used to assess the proposed HCZ scheme. The proposals are not expected to create an unacceptable impact on the capacity of the road network as the scheme can accommodate the current levels of traffic demand. It is expected, however, that the reduced carriageway widths, change in surface treatments and additional pedestrian crossing points will result in some longer journey times for vehicular traffic. However, it should be borne in mind that the volume of pedestrians is not overwhelming, so the impact of drivers allowing pedestrians more time and courtesy is not expected to have too great an impact on journey times. Shifting priority from vehicles to pedestrians will also act to calm the traffic and make it less desirable to drive through the town. This may lead to some natural reduction in traffic flows either through migration to other routes or alternative modes of transport.



5.3 Impact of the scheme on air quality

The traffic impact of the scheme is deemed to be neutral as it can accommodate the current levels of traffic demand and may lead to some natural reduction in traffic flows either through migration to other routes or alternative modes of transport. On this basis and following discussion with the Council's Air Quality team it was decided that no modelling would therefore be necessary.

5.4 Equalities impact

An Equalities Impact Assessment was undertaken in December 2012 and highlighted two particular aspects of the HCZ scheme as having potential adverse impacts for disabled people in particular. This was identified through consultation carried out with a number of disability groups and disabled individuals during September and October 2012. These issues were:

- (i) Delineation of the footway and carriageway in the raised table areas in the scheme.
- (ii) The removal of the zebra crossing on Market Street with replacement via a number of informal crossings

In response to these concerns the design of the scheme was amended to improve the conspicuity of the informal crossings and by the use of contrasting materials to define the edge of the carriageway and the footway. A further review and update of the EIA is currently being undertaken to ensure that it remains appropriate. The EIA is considered to be a live document and subject to continuous review in order to inform the final design.

**6.0 Conclusions**

6.1 Although promoted as part of the overall HCZ the RPZ is a standalone proposal that could be installed with or without the HCZ.

6.2 The objections received to the RPZ are not considered to be sufficient to withdraw or change the proposal. Whilst it is accepted that a period of time will be required for motorists to become used to the new form of restrictions there is no reason to consider that overall compliance will not be achieved as familiarity grows.

6.3 The TRO consultation has provoked a wider response to the more general issues relating to the HCZ. These representations will be used to help and inform decision making in that regard.

<b><u>RPZ Support</u></b>			
	<b><u>RESPONDEE</u></b>	<b><u>COMMENTS</u></b>	<b><u>OFFICER COMMENTS</u></b>
<b>S1</b>	Bradford on Avon Preservation Trust	<p>I am writing to express support for these orders.</p> <p>The Restricted Parking Zone is an important element of the Historic Core Zone (HCZ) in Bradford on Avon. It will allow the street scene to be enhanced by removal of unsightly yellow lines while maintaining quite clear indications of where parking is permitted. The HCZ is a strategy developed over many years for redressing the balance between motorists and pedestrians/cyclists in Bradford on Avon aimed at making the centre of the town more pleasant to walk/cycle in and thereby to increase the number of people choosing to stroll around, increasing footfall in shops, restaurants and other attractions in the town.</p>	Comment noted.
<b>S2</b>	Resident of Meadowfield, Bradford on Avon	<p>(RPZ COMMENTS)</p> <p>I'm writing in support of the TRO. Whilst I'm a Stakeholder member of the Air Quality Alliance Steering Group set up by Wiltshire Council, and a Director of Climate Friendly Bradford on Avon, I'm writing here in my personal capacity.</p> <p>The TRO supports the Historic Core Zone proposal.</p>	Comment noted.
<b>S3</b>	Resident of Bainton Close, Bradford on Avon	I am fully in favour of the introduction of the restricted parking zone and fully support the introduction of the historic core zone.	Comment noted.
<b>S4</b>	Councillor Rosemary Brown Chairman, Bradford on Avon Air Quality Alliance	<p><b>Traffic Regulation Order - Restricted Parking Zone - Bradford on Avon</b></p> <p>The Bradford on Avon Air Quality Alliance Steering Group met on Thursday 3 April to consider amongst other items the Traffic Regulation Order for the Restricted Parking Zone in Bradford on Avon, currently advertised for public comment.</p>	Comment noted.

		<p>The members of the Steering Group represent the key stakeholder groups in the town, these being:</p> <p>Bradford on Avon Area Board  Bradford on Avon Town Council  Bradford on Avon Preservation Trust  Bradford on Avon Development Trust  Climate Friendly Bradford on Avon  Bradford on Avon Seniors Forum  Bradford on Avon Community Area Network</p> <p>The Steering Group has asked me to communicate to you its unanimous support for the Road Traffic Order and the implementation of the Historic Core Zone scheme in Bradford on Avon, subject to three important caveats:</p> <ul style="list-style-type: none"> <li>i) An updated Equalities Impact Assessment being carried out to assess the impact of the scheme on vulnerable groups.</li> <li>ii) The re-endorsement of the Historic Core Zone project by the Bradford on Avon Town Council at its meeting on 27 May 2014.</li> <li>iii) The re-endorsement of the Historic Core Zone project by the Bradford on Avon Area Board at its meeting on 14 May 2014.</li> </ul>	
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<b><u>RPZ Objection</u></b>			
	<b><u>RESPONDEE</u></b>	<b><u>COMMENTS</u></b>	<b><u>OFFICER COMMENTS</u></b>
<b>O1</b>	Resident of Bradford on Avon	The proposal is to replace the existing arrangements with a Restricted Parking Zone throughout the area proposed for the Historic Core Zone. I am opposed to this as it will replace yellow lines with more signage - one type of "clutter" for another. The yellow lines are well known to motorists but replacing them with signage will make it much less obvious than now where parking is not permitted, leading to frustration and unnecessary infringement of regulations. It is difficult to see how this will preserve or improve the amenities of the area.	The introduction of an RPZ allows for the removal of the yellow lines that would be used conventionally to control areas where parking is not permitted. The overall number of signs used, whether using conventional methods or by RPZ rules result in approximately the same number of signs being used. It is accepted that there will be a period of time when the public will need to get used to the new restrictions but RPZ's have been used successfully in other parts of the country.
<b>O2</b>	Resident of Whitehill Bradford on Avon	<p>(RPZ COMMENTS)</p> <p>Thank you for inviting comments on the proposed changes to the street design which affect people within Bradford on Avon and those travelling through.</p> <p>This e-mail is my numbered comments on the proposed TRO's to modify the restrictions on street parking in the centre of Bradford on Avon.</p> <ol style="list-style-type: none"> <li>1. I am surprised the proposals were only in the Notices on 14<sup>th</sup> March in the Wiltshire Times. Only one week when comments are invited from 14<sup>th</sup> March to 7<sup>th</sup> April. I recommend they should be in the Notices for three weeks at least, to fulfil the task of informing the public.</li> </ol> <p>Your Notice states the reasons for the proposed modifications:  <i>Reasons for the RTRA 1984 Section 1 (1)</i>  <i>(f) For preserving or improving the amenities of the area through which the road runs.</i></p>	The advertisement of Traffic Regulation Orders follows the process set out in the Local Authorities' Traffic Orders( Procedure)(England and Wales) Regulations 1996.

		<p>2. Taking away the yellow lines and notices, and substituting new notices giving the same restrictions as before, does not improve the amenities through which the affected roads run. The single and double yellow lines and white lines are a code system understood nationwide and by foreign visitors. The new proposals are experimental, and likely to cause congestion through being misunderstood.</p> <p><i>The proposed Bradford on Avon Historic Core Zone traffic management scheme seeks to reduce the dominance of motorised vehicles and improve the pedestrian environment, providing through movements for traffic and preserving the character of the town.</i></p> <p><i>The creation of a restricted parking zone reduces road markings; the existing parking bay locations and type are unchanged.</i></p> <p>3. The notices announcing the 'restricted parking zone' at the Inner gateways of the HCZ may not be easily read by the drivers of vehicles, who have other demands on their attention at the same time. It is too far to walk back up to the gateways to check the rules, once the driver is trying to park. The existing yellow lines tell the driver the rules in the location they are seeking to park: instantly available and clear. I disagree with the removal of the yellow line markers, I think the inner gateway notices are an inadequate substitute.</p> <p>MAPS E121, EJ20, EJ21 and EK20</p> <p>4. I live on Whitehill. I am surprised that the RPZ extends all the way up Coppice Lane, and Whiteheads Lane, and a small part of Whitehill. If there is confusion about parking in these streets, because of the loss of the double yellow lines, and people do start to park, there will be gridlock, because they are so narrow and steep. If this prevents emergency vehicles getting through the consequences may be catastrophic. It will be difficult for any traffic warden to enforce regulations shown on poles, rather than by clear kerb lines. I object to the proposed removal of yellow lines and their substitution with an RPZ.</p> <p>5. On Church St it seems like quite an open area. If the parking regulations are not clear, the end near the McKeever Bridge will tempt drivers to park – not knowing how many people live and work up the hills to the side. Access to the churches and those streets is preserved by the present parking delineation, and double yellow lines.</p> <p>6. If this RPZ is such a good idea, why isn't Kingston Mills included? It lies absolutely in the Historic Core of the town.</p> <p>IN SUMMARY</p> <p>The proposed Restricted Parking Zone in Bradford on Avon, which has</p>	<p>The RPZ and the way it is signed and marked is not an experiment. RPZ's are a DfT approved way of controlling on-street waiting and loading and have been used in many areas of the country. It is accepted that there will be a period of time when the public will need to get used to the new restrictions but RPZ's have been used successfully in other parts of the country.</p> <p>See substantive comment – Legibility of Zone entry signs.</p> <p>Both Coppice Hill and Whiteheads Lane are cul-de-sacs accessed off Silver Street. It would be perverse to leave these out of the RPZ given that this would mean additional entry signs when leaving these roads to join Silver Street.</p> <p>Within a RPZ parking is only permitted within the marked bays. It is accepted that there will be a period of time when the public will need to get used to the new restrictions but RPZ's have been used successfully in other parts of the country.</p> <p>The Kingston Mills development lies within the zone, but has been designed and built in a manner that already achieves the majority of the outcomes anticipated by the HCZ. There is no need for additional work within the development.</p>
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		<p>been suggested under the Historic Core Zone proposals, will not achieve the stated aims. The changes in the RPZ will do more harm than good.</p> <p>Instead, the town would benefit from a park and ride scheme, and increased public transport. We also need improved maintenance of the highway and pavements. I am pleased to see this is happening already.</p>	
<b>O3</b>	Resident of Palairet Close Bradford on Avon	<p>(RPZ COMMENTS)</p> <p>I write in response to the above mentioned proposed restricted parking zone. I object to this proposal on the following grounds :</p> <p>1. Double yellow lines are used all over Britain and motorists understand that they mean no parking at anytime, the majority heeding this restriction. To remove them and have signs instead would only serve to confuse motorists and could cause chaos or even be dangerous. How is it classed as decluttering if there are signs instead of lines? And what is wrong with yellow lines? They work. I fail to see any advantage.</p> <p>2. It is not clear whether the total number of parking spaces will be reduced within the Restricted Parking Zone, but if there is any reduction in spaces, then I am against the order, as during peak hours it is usually difficult to park with the system we have now. Any reduction would be detrimental to residents, visitors and traders alike.</p>	<p>See all substantive comments.</p> <p>The overall number of on-street spaces will be reduced by 20 metres (approximately 4 cars) to accommodate the layout changes being made at the Church Street / Market Street junction. This reduction would be required whether the RPZ goes ahead or if the parking remains conventionally signed and marked.</p>
<b>O4</b>	Resident of Palairet Close. Bradford-on-Avon	<p>(RPZ COMMENTS)</p> <p>I wish to object to the proposed restricted parking zone as referenced above for the following reasons.</p> <p>1. The current on-street parking is both useful (especially to people with restricted mobility); causes very little interference with traffic flow and relieves pressure on Bradford's car parks which are frequently full.</p>	<p>On-street parking is retained within the RPZ.</p>
<b>O5</b>	Resident of Newtown, Bradford on Avon	<p>(RPZ COMMENTS)</p> <p>Finally I understand that if implemented the RPZ would require a significant number of parking allowed signs which appears to fly in the face of another objective, namely of de-cluttering the streets of the town.</p>	<p>See substantive comments – Number of signs.</p>

<b><u>Historic Core Zone Support</u></b>			
	<b><u>RESPONDEE</u></b>	<b><u>COMMENTS</u></b>	<b><u>OFFICER COMMENTS</u></b>
<b>S5</b>	Andrew Claridge 33 Silver Street Bradford On Avon Wiltshire	This proposal is necessary to address the significant challenge of helping the visitors and residents to safely move around Bradford on Avon. Currently there is significance imbalance in favour of the high levels of vehicles that pass through the town each day. Pedestrians currently don't feel confident that they can interact with the town's facilities and services easily or safely. The townscape is in a poor state and desperately needs this investment. It will increase footfall into the town and give it the much needed boost to its economy.	Comment noted.
<b>S6</b>	Andrew Eberlin 60 Newtown Bradford on Avon Wiltshire	I fully support this initiative. It will help revitalise our town centre by making it easier for pedestrians to get about which will in turn help local businesses in these difficult times. It will also improve the look of the town centre.	Comment noted.
<b>S7</b>	Tessa Edgecombe Appletree House, 13 Market Street, Bradford on Avon, Wiltshire	As a resident of Market St, BOA, I am very much in support of the Historic Core Zone and the above traffic order. Many signatories of a petition to keep the zebra crossing in Market Street would not necessarily have been given all the facts about the HCZ. It is much easier to get someone to sign a petition to support such a thing whereas it is a more complex argument to explain to people the advantages of the HCZ and its benefits. BOA will suffer if its centre is not regenerated and made modern and safer.	Comment noted.

S8	Resident of Tory Bradford on Avon	I am writing to add my support to the development of the Historic Core Zone in Bradford on Avon. I think the plans for the zone are great, and will make a huge difference to the centre of our small town. It badly needs a new approach to managing the relationship between traffic and pedestrians, and the solutions put forward look great to me. I look forward to all approvals being granted and seeing this work start as soon as possible. The results will be worth the investment - a safer place for us to live.	Comment noted.
S9	Victoria Landell Mills 17 Winsley Road Bradford on Avon BA151QS	This scheme is to be welcomed. It is the first stage in a process of moving the balance between traffic and pedestrians in the centre of this busy town to give more priority to people on foot rather than when they are in vehicles. Given that the centre of BOA is on an A route, is at the junction of other well used routes, is the only road crossing place of the River Avon for many miles, is at the bottom of an escarpment and additionally has a mediaeval street pattern, any solution is going to be hard to find. This first stage in the HCZ scheme has had the benefit of close study by experienced traffic engineers, it builds on the experience of what has worked elsewhere, it has been subject to extensive consultation in the town over a period of years. It should be taken forward.	Comment noted.
S10	Resident of Meadowfield, Bradford on Avon	<p>(HCZ COMMENTS)</p> <p>The Historic Core Zone proposal is supported by the following points: The Spatial Vision in Wiltshire's draft Core Strategy includes the following as an aspiration for 2026: "Market towns and service centres will have become more self-contained and supported by the necessary infrastructure, with a consequent reduction in the need to travel. In all settlements there will be an improvement in accessibility to local services, a greater feeling of security and the enhancement of a sense of community and place." The Historic Core Zone scheme will support this aspiration by rebalancing the town centre in favour of pedestrians, thus encouraging residents to walk to the centre to access local services rather than drive. Greater safety and an improved streetscene in the town centre will enhance the sense of community and place.</p> <p>Wiltshire's Local Transport Plan LTP3 has as its Strategic Objective 1: "To support and help improve the vitality, viability and resilience of Wiltshire's economy and market towns". The Historic Core Zone scheme will help to meet this objective by enhancing the attractiveness of the town centre, thus encouraging residents and visitors to use the shops and facilities rather than out-commuting.</p> <p>Secondly, the LTP3 has as its Strategic Objective 3: "To reduce the impact of traffic on people's quality of life and Wiltshire's built and natural environment". The Historic Core Zone scheme supports this objective.</p> <p>Thirdly, the LTP3 has as its Strategic Objective 7: "To enhance Wiltshire's public realm and streetscene". The Historic Core Zone scheme supports this objective. Wiltshire Council's ANPR</p>	Comment noted.



		<p>Survey of 2013 has shown that only 16% of the vehicle movements in Bradford on Avon are 'through' journeys. Of the remaining 82%, a proportion will be generated by residents who feel safer driving through town than walking. We, as residents, need to adopt more sustainable methods of transport so that we can be part of the solution. The Historic Core Zone scheme will provide a vital first step in improving the pedestrian environment, which will encourage residents to leave their car at home when visiting the town centre.</p> <p>However, the Historic Core Zone cannot solve traffic volumes and air quality issues on its own. It must be part of a complete package of measures which address freight movements, public transport provision, parking, lower carbon methods of transport, wayfinding, etc. This is a long and daunting list but it needs to be started somewhere, and the Air Quality Alliance is in place to begin this work. The Historic Core Zone project will provide the kickstart we need. Without it, the effect of traffic on the town centre will only get worse, forcing more residents into their cars and exacerbating the problem.</p>	
<b>S11</b>	Resident of Bradford on Avon	<p>I am writing to express my support for this forward-thinking scheme which I believe will bring enormous benefits to our town. I would particularly wish it to be noted that I have nearly been run over a number of times on the current zebra crossing, which is meant to be a safe place to cross but is not. The HCZ plan addresses the underlying issue of changing driver and pedestrian behaviour and cannot come too soon.</p>	Comment noted.
<b>S12</b>	Co-ordinator of Lorry Watch Bradford on Avon	<p>I am writing in support of the HCZ plan for Bradford on Avon. In my capacity as Lorry Watch co-ordinator, I have for the last 2.5yrs watched with dismay at the confusion and congestion in the centre of Bradford. Having lived here all my life, I've seen the centre of Bradford deteriorate, slowly but surely, due mostly to overload of cars and huge lorries breaking the law and crossing the bridge. My main concern is the congestion and pollution. I do believe as an 'on the fence' supporter that this will truly benefit the traders and the eventually the residents, although they don't all believe that, but that's mainly because it's counter intuitive idea that you don't need to be given hundreds of instructions, and don't need to use your brain, when either driving or crossing the road, is typical of the majority of people. However, I think the traders deserve a decent town centre to attract visitors, and if this investment isn't used to the good of BOA I think the town will simply die, and that would be a disaster for everyone.</p> <p>The hysteria revolving round 1 zebra crossing is utterly fuel inflamed, by groups that intend one way or other to scupper this plan. They have tunnel vision and cannot and will not listen to reasoning.</p> <p>Whether or not it will deter heavy lorries, I'm not sure, but of course, the way to stop them would be to introduce a chicane on the entrance roads, whilst installing the HCZ and this would physically stop 6 axle lorries coming through the town.</p> <p>All in all, go for this HCZ. We deserve and need it.</p>	Comment noted.

<p><b>S13</b></p>	<p>Retail trader, The Shambles, Bradford on Avon</p>	<p>I write to you regarding the planned Historic Core Zone in Bradford on Avon, I am a local resident and a retailer in the town. Bradford on Avon, like many other high streets, has struggled through the last few years with the town retailers feeling the effects of both the recession and our changing shopping habits. Bradford relies heavily on the local community and tourists to keep the town alive, it would seem this project will really help the town feel safer and will be easier for pedestrians to negotiate the streets, so encouraging people to use their town.</p> <p>As a retailer I have a lot of contact with the people who use this town and it would seem that there has been a lot of controversy in town over the planned changes to the crossing provision, namely the loss of the zebra crossing in Market St. Most people, myself included, have had a near miss of some sort when using that crossing because traffic accelerates up through the narrow section from knees corner and is on top of the crossing before the driver has a chance to see it. I believe that the new raised crossings will slow traffic sufficiently for drivers to see pedestrians earlier and as they are travelling at a slower speed they will be more inclined to stop.</p> <p>I am concerned that the petition you have received to retain the zebra crossing has not been gathered with all necessary transparency. I was asked to sign that petition and was told that we were simply losing the zebra crossing, no mention was made of the planned replacement crossings, when I asked about the crossings I was shown a digital impression of the planned changes on an ipad that showed the crossings as a flat road surface. Had I not been aware of the details of the planned scheme I would have been more than happy to sign the petition. I fear that many people who did sign this petition were only given this very inaccurate information.</p> <p>As a business in Bradford on Avon I am very much in favour of this scheme, I think the Historic Core Zone will make the town safe and more appealing to pedestrians which I absolutely believe will encourage local residents to visit on foot rather than driving, this alone would have a positive impact on the traffic volume moving through the town.</p> <p>Having this scheme in place will put Bradford on the map as a town prepared to embrace change and invest in the community by providing a safe town centre space that prioritises pedestrian safety and improves the experience of visiting Bradford. I honestly believe that the outcome of this scheme can only have a positive impact on our community. According to the Federation of Small Businesses 83p of every £1 spent locally goes back into the local economy, Bradford shops are struggling and this scheme will encourage people to visit and use the town which in turn will boost the vitality, viability and resilience of our market town and provide employment for many local people.</p>	<p>Comment noted.</p>
<p><b>S14</b></p>	<p>Resident of Woolley Street Bradford on Avon</p>	<p>I strongly support this project and would like to request that when the first phases are completed and thoughts go to the extensions, that the stretch of Woolley Street going east from the bottom of Whitehill to where the one –way road begins (Frying Pan Hill) is included in the zone.</p> <p>My reasons are:</p> <ol style="list-style-type: none"> <li>1. This stretch of road has a number of listed historic properties which</li> </ol>	<p>Comment noted.</p>

		<p>should be protected from traffic fumes emitted by stationary vehicles. If the build up of traffic in this area was to increase from the present rush hour queues there would be a detrimental effect to some of the town's most historic properties.</p> <ol style="list-style-type: none"><li>2. This stretch of road, I believe, is heavily polluted with diesel particles which are a major cause of lung disease and other health problems. In fact I would like to see the measured figures for the pollution in this area.</li><li>3. It seems that the majority of objectors to this scheme are concentrating on safety at crossing points. In fact the number of pedestrian accidents in town is minute and there is no reason to believe that number will grow within the HCZ.</li><li>4. Pedestrians must accept a large degree of personal responsibility when using towns and watching out for vehicles but there is nothing any individual can do to avoid breathing in diesel particles and I think that greater emphasis should be placed on the environmental benefits of the HCZ- the chances of developing lung disease in a polluted area are very much greater than being run down and killed by a vehicle. It has also been documented that diesel particles are very bad for child health as well so if the HCZ is a success and extended all sections of our community will benefit.</li></ol>	
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**Historic Core Zone Objections**

	<b><u>RESPONDEE</u></b>	<b><u>COMMENTS</u></b>	
<p><b>O6</b></p>	<p>Mrs S Freeman 44 Priory Close, Bradford on Avon, Wiltshire, BA15 1QZ</p>	<p>As a resident of Bradford on Avon I am strongly opposed to some aspects of the Historic Core Zone (HCZ) scheme which are being proposed for our town centre. I believe that pedestrian safety could be seriously compromised if the HCZ is implemented in its current form. I disagree with the proposed removal of the Zebra Crossings in Market Street and Silver Street in the centre of Bradford on Avon. If the HCZ goes ahead these will be replaced by several unregulated 'courtesy crossings' which will rely on the 'goodwill' (courtesy) of drivers to stop for pedestrians. I believe these crossings are confusing and therefore dangerous for pedestrians as priority is given to drivers because they are not obliged to stop.</p> <p>There are negative implications for many people, including those who are visually impaired as they cannot rely on eye contact to check whether the drivers from both directions are willing to stop for them.</p> <p>Why should pedestrians be forced to 'wait and see' if drivers will bother to stop for them? According to the Highway Code drivers must stop at a Zebra Crossing - this isn't the case with 'courtesy crossings'. I doubt that, on such a busy road, drivers will understand what these 'courtesy crossings' are. Traffic accidents can happen in a split second and an error of judgement or a misunderstanding on the driver's or pedestrian's part could easily result in an injury or fatality.</p> <p>There has been much hype about a 'shared space' for pedestrians and drivers. Given the volume of traffic and narrowness of the streets in central BoA I certainly do not want to 'share' my space with the cars, vans and juggernauts which currently pass through our town centre. Proper kerbs and regulated crossings help keep pedestrians/vehicles safely separated. Drivers and pedestrians 'understand' Zebra Crossings - they have a clear function.</p> <p>Supporters of the HCZ claim that this scheme is going to make the centre less tatty and therefore more attractive to customers. Surely the huge amount of vehicles currently clogging up the streets detract from any aesthetic improvements</p>	<p>See substantive comment - Removal of the zebra crossing, replacement with informal crossings and safety.</p> <p>See substantive comment - Equalities impact.</p> <p>See substantive comment - Removal of the zebra crossing, replacement with informal crossings and safety.</p> <p>Comment noted.</p> <p>See substantive comment - Impact of the scheme on traffic and</p>

	<p>which could be made by removing current street furniture? Aesthetic considerations should never take precedence over pedestrian safety.</p> <p>I am aware that similar schemes have been successfully implemented in other towns but I fail to see how this HCZ will work in this part of BoA given the high volume of traffic and the unique geography of the streets. I understand that experts have been working on this scheme for 6 years but they now need to listen to residents who actually use the current Zebra Crossings successfully on a daily basis.</p> <p>Removal of the Zebra Crossings will directly affect myself and my family. We have young children and walk around the town a lot and use many of the amenities. We have taught our children to find a safe, controlled place to cross; ie. a Zebra, Pelican etc. One of our children has a hearing impairment and, when she starts venturing out on her own, I need to know that she can cross the road safely at clearly defined, regulated crossing points. If people don't feel safe crossing the roads I imagine they will stop using the shops/cafes which could have an adverse effect on local businesses. That would be a shame.</p> <p>Supporters of the HCZ claim that this scheme will make the centre safer for pedestrians by providing more crossings - I strongly disagree that this is the case. It doesn't matter how many 'courtesy crossings' there are - if they're unregulated they're unsafe! I am not afraid of change and I would support any scheme which would enhance pedestrian safety. Indeed, I was fully supportive of the pedestrian bridge proposal a few years ago which would have linked Kingston Mills to the library. Even though this scheme had planning permission, it was blocked by a narrow majority as a result of a referendum. What a missed opportunity that was! Once again, pedestrian safety was compromised by this decision.</p> <p>I understand that the proposed HCZ is likely to cost approx £2.5 million. I would suggest that the money could be better spent on improving Flood Defences as well as providing more controlled crossings in the town; especially outside Fitzmaurice and Christ Church Primary Schools. Perhaps parking could be improved in residential as well as commercial areas?</p> <p>Nothing so far has convinced me that the HCZ is going to improve the centre of our town or encourage more people to shop here. I do not believe it will make the town a safer place for pedestrians - only the re-routing of the high volume of traffic would do that. Perhaps any 'spare' council money should be spent on trying to solve that problem instead? As for 'calming traffic' - well anyone who drives through the centre regularly would quickly realise that traffic already often travels at a snail's pace. I can imagine that the HCZ will mean that drivers will become even more frustrated when they travel through the centre and therefore I doubt they'll be willing to stop at the numerous 'courtesy crossings' if they don't have to.</p> <p>Hopefully my views will be taken into account. I do not claim to be an expert but having lived in the town for many years. I walk and drive around it a lot and I do</p>	<p>congestion.</p> <p>Comment noted.</p> <p>See substantive comment - Equalities impact.</p> <p>See substantive comment - Removal of the zebra crossing, replacement with informal crossings and safety.</p> <p>Flood defence is the responsibility of the Environment Agency not Wiltshire Council. The funding for the HCZ cannot be used for flood defence.</p> <p>See substantive comment - Impact of the scheme on traffic and congestion.</p> <p>The Bradford on Avon HCZ is based on the same principles as the four HCZ schemes that were introduced in Halifax, Lincoln,</p>
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		<p>feel that I have a good understanding of pedestrian safety and how the HCZ could have a negative impact on this. Before this public money is spent maybe the experts could consider making some sort of compromise? Perhaps the current Zebra Crossings could be kept whilst some of the less controversial aspects of the HCZ could still be implemented? Hopefully common sense will prevail - I hope so!</p>	<p>Shrewsbury and Bury St Edmunds in the early 1990s. The HCZ looks at how traffic management schemes can be designed to suit areas of special historic character. The emphasis of all of these schemes was that there should be shared streets and pedestrians should have priority which is achieved through slower vehicles speeds, increased footway space, reduced street clutter etc. The BoA scheme incorporates elements of all four schemes. However, Colin Buchanan designed a scheme that considered the specific characteristics of BoA, i.e. higher traffic flows and took into account the views of key stakeholders, who were crucial in the development of the scheme in the initial stages. The design principles for the BoA HCZ are set in out Section 8 of the Colin Buchanan report from 2010. It is however worth pointing out that one of the key design principles is about improving accessibility for those with mobility problems.</p>
<p>O7</p>	<p>Resident of Bradford on Avon</p>	<p>(HCZ COMMENTS)</p> <p>Regarding the objective to reduce the dominance of motorised vehicles, this will not be achieved by the proposal to replace the zebra crossings with courtesy crossings, nor that to remove kerbs and introduce raised tables. The consultations held in 2012 and early 2013 showed the extent of the opposition to these measures. This opposition has been ignored or played down. The Equality Impact Assessment which was produced following the consultation with disabled bodies and individuals is open to objection and has not been reviewed as it should have been. The scheme in its present form will fail to reduce the dominance of motorised vehicles resulting in a more dangerous environment for the visually impaired, other disabled, the elderly and the young. I therefore object to the scheme on these grounds.</p> <p>The introduction of multiple informal "courtesy crossings" will cause increased stop/starting of vehicles leading to increased air pollution in a town which already has significant pollution. This is another reason for objecting to the scheme in its present form.</p> <p>Similarly, the removal of the yellow hatched boxes at the top and bottom of Market Street is likely to lead to driver confusion and consequent traffic congestion.</p> <p>The public opposition to the proposals has been made clear, including a petition of over 1100 signatures to save the zebra crossing. I am therefore opposed to the TRO's as a further step towards the introduction of a much less safe environment for the town.</p> <p>There should be an objective reappraisal in the light of the many criticism's of the</p>	<p>See substantive comment - Removal of the zebra crossing, replacement with informal crossings and safety.</p> <p>See substantive comment - Impact of the scheme on traffic and congestion.</p> <p>See substantive comment - Equalities impact.</p> <p>The comments made in the earlier consultations showed some level of concern about the removal of the zebra crossing. This has since been addressed through amendments to the design, to include making the informal pedestrian crossings more prominent in the scheme.</p> <p>See substantive comment - Impact of the scheme on air quality.</p> <p>The changes that the HCZ are intended to bring about will encourage drivers to take more care and drive in a courteous manner. In these circumstances it is not considered that the yellow box markings are required.</p> <p>Comment noted.</p> <p>The TRO consultation has provoked a wider response to the more</p>

		<p>scheme as presently defined before any such measures are introduced.</p> <p>Those who have criticised the scheme in its present form have been assured that these wider objections would be taken fully into account in arriving at a decision on these TRO'S. I trust that this will be the case.</p> <p>Hopefully a satisfactory improvement to the town environment would result from an objective reappraisal of the proposals.</p>	<p>general issues relating to the Historic Core Zone. These representations will be used to help and inform decision making in that regard .</p>
<b>O8</b>	Resident of Bradford on Avon	<p>I object to the removal of the zebra crossing. Courtesy crossings remove any legal right to cross the road. My previous comments at the original consultation have been ignored. It is not change that I object to if it for the better, I love it when there is no traffic in the town but where will it go.</p>	<p>See substantive comment - Removal of the zebra crossing, replacement with informal crossings and safety.</p> <p>The comments made in the earlier consultations showed some level of concern about the removal of the zebra crossing. This has since been addressed through amendments to the design, to include making the informal pedestrian crossings more prominent in the scheme.</p>
<b>O9</b>	Resident of Woolley Street, Bradford on Avon	<p>What is there not to like about BOA's HCZ as its being described by posters, articles in magazines &amp; at meetings in the town. Sadly what is being described is not factually correct &amp; not data driven. For Phase 1 in Market St:</p> <ol style="list-style-type: none"> <li>1. Air Quality – Where are the readings?</li> <li>2. How many vehicles pass through Market St every day? (19k at Knees Corner)</li> <li>3. Accident statistics, where are they?</li> </ol> <p>4. Origination &amp; destination survey data should be used. How was the scheme modelled as Laura Gosling reports without this data? How will the scheme be evaluated after implementation without original data?</p> <p>The public are being told:  <u>That the pavements are being widened &amp; that it will be a much more pleasant space to walk around.</u>  The pavements are only being widened outside the Catholic Church &amp; by the Swan Hotel. The pavement on the opposite side of the road going up towards Masons Lane will still be the same width. A resident wishing to walk from the top of Masons Lane area will still struggle with a pushchair let alone a dog plus toddler to get to the park as the pavement is too narrow. This is not improving the</p>	<p>See substantive comment - Impact of the scheme on air quality.</p> <p>The DfT report 'Stage 1: Appraisal of Shared Space' indicates that in the 4 Historic Core Zones looked at by the study that there had been no significant change in casualty numbers following the HCZ's introduction.</p> <p>The Council has recently undertaken a traffic study examining patterns of vehicular movements within, and around, Bradford-on-Avon. As well as giving a clearer indication of the balance of local and longer distance movements through the town, it will establish the basis for any future monitoring.</p> <p>Post implementation surveys and monitoring will be carried out to assess the impact of the scheme and feedback from users will also help to measure how well the scheme is working.</p> <p>It has not been possible to widen all footway areas given the existing layout and topography in the centre of Bradford on Avon. Footway widening has been achieved where it is practical to do so.</p>

		<p>pedestrian experience within the main street of Bradford on Avon.</p> <p><u>Less intimidation by traffic.</u> How? This plan will not reduce traffic, just slow it down &amp; make motorists even more frustrated. Today the closure of Market St for a month has come into force. There are queues of traffic back to the Barge Inn. There is no other optional route for a lot of the traffic or do you want to send the traffic miles out of their way to Staverton. That is just moving the problem.</p> <p><u>Motorists don't take any notice of Zebra Crossings.</u> Then why, on a busy A road, would you replace them with deregulated crossings. A Dept. of Transport report says that evidence shows that once the volume of vehicles reaches over 13700 per 24 hours then there will be an adverse effect on accidents, there are 19k per 24 hours at Knees Corner. The Zebras are being reintroduced in Bath, Portishead, Warwick &amp; I believe consultation is ongoing in Ashford in Kent as 80% of the public want them back, particularly women &amp; older people.</p> <p><u>Poynton &amp; Shrewsbury are the role models.</u> They both have ring roads &amp; other routes for the motorist, Shrewsbury is mainly one way &amp; you don't need to enter the zone unless you really want to. If you read Poynton's Forum on the web you will read about how they have trouble with people parking, vans unloading etc. on their now widened pavements &amp; causing a problem for pedestrians because there are not obvious restrictions. We will not have a small problem if a couple of cars pull over, it will be gridlock. Our streets are so narrow, who will police this? The designated parking signs that are being put up make a nonsense of the decluttering principle, there at least 25 of them.</p> <p><u>You are not professional road designers, leave it to the experts.</u> Trouble is the working group &amp; people obsessed with this scheme don't listen to the experts. Jaime Adkins at the last working group said in his opinion that he thought the yellow boxes would have to be reinstated. I suggested he got that minuted to protect his future reputation. Another Adkins guy Kevin when asked by me if he thought this scheme would work said only if it's within a one way scheme.' Have you suggested that ' I naively asked, he hasn't been to another working group meeting since.</p> <p>The request for these TRO's is flawed. There is no final phase 1 scheme for the public to look at. We keep being promised up to date plans with bollards so that we can see what we are being asked to comment on. The parking spaces in Market St have been omitted, how is the public to know that.</p> <p>I could go on about residents being ignored, the disabled &amp; building housing schemes where children can't walk to school safely.</p> <p>I come from a manufacturing background with 'do it right first time' is always the priority. This scheme needs to be right for BOA whatever it's called &amp; not implemented by dogma &amp; fashionable doctrine.</p>	<p>See substantive comment - Impact of the scheme on traffic and congestion</p> <p>See substantive comment - Removal of the zebra crossing, replacement with informal crossings and safety</p> <p>Where parking is allowed within the RPZ the locations will continue to be shown with road markings and be positively signed. With the exception of the zone entry signs the number of signs required for a RPZ is comparable with the number of signs used for the conventional signing of parking and waiting restrictions. The benefit of a RPZ is the ability to remove all yellow lines from within the zone. In deciding to include a RPZ as part of the overall HCZ the Working Group took the view that the removal of all yellow lines was of benefit and helps with de-cluttering.</p> <p>The changes that the HCZ are intended to bring about will encourage drivers to take more care and drive in a courteous manner. In these circumstances it is not considered that the yellow box markings are required.</p> <p>The overall number of on street spaces will be reduced by 20metres (approximately 4 cars) to accommodate the layout changes being made at the Church Street / Market Street junction. This reduction would be required whether the RPZ goes ahead or if the parking remains conventionally signed and marked.</p> <p>Boundary signs notifying both the HCZ and RPZ are to be provided.</p>
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		<p>What we need is compromise to move this scheme forward; there is no doubt that BOA needs a makeover, but 15 courtesy crossings, where's the lighting to illuminate them properly. Where are the signs to inform the motorist that they are entering a different type of area?</p> <p>Who owns this project? Whose responsibility is it? Where will the buck stop if there is a problem?</p> <p>At least 1/3<sup>rd</sup> of the BOA Town Councillors want the Zebra Crossings kept within the scheme. I &amp; others are being told that if we don't agree to the scheme as it is, the money will go elsewhere. That's bullying in my book &amp; I'm sure covered by how Councillors should be treated in one of the guides I've read from WCC. I was elected to represent residents in the North Ward with honesty, integrity &amp; not self-interest.</p> <p>Whatever you proceed with will affect all the roads within Bradford which are already under huge pressure please don't make it any worse.</p>	<p>Wiltshire Council, as the Highway Authority, will ultimately be responsible for the scheme once it is implemented.</p> <p>This means that 2/3rds of Councillors support the removal of the zebra crossing and that view is therefore in the majority.</p>
O10	Resident of Newtown, Bradford on Avon	<p>I submit the following response to the RPZ TRO for Bradford.</p> <p>1. The reason and purpose of this TRO are stated to be the proposed Historic Core Zone. But the Restricted Parking Zone street plans do not match the HCZ plans; therefore the appropriateness of the former would be better served by assessment of the latter. We are told that this consultation can cover aspects of the HCZ which are not directly related to parking.</p> <p>2. The traffic and pedestrian management measures in the HCZ scheme have not been justified by any relevant evidence on how the aims and claims are likely to be achieved. It is therefore a misleading prospectus, and a gamble with town centre safety and environment. This flouts the Precautionary Principle for works affecting the public.</p>	<p>The aims of the HCZ scheme overall are:</p> <ul style="list-style-type: none"> <li>● The creation of a clearly identifiable zone within the town that seeks to re-balance the relationship between motorised vehicles and vulnerable road users and reduces the dominance and intimidation of traffic.</li> <li>● The development of a scheme which ensures that the character and appearance of the town is enhanced and preserved.</li> <li>● The development of a scheme that improves accessibility for public transport users, pedestrians, cyclists and disabled people in the HCZ.</li> <li>● The development of a scheme that will help pedestrians, cyclists and disabled people feel safer using the streets within the HCZ.</li> <li>● The development of a scheme which improves the pedestrian environment whilst still providing through movements for traffic and sufficient levels of parking.</li> <li>● The development of a scheme that ensures that traffic speeds and flows are in balance with the proximity of people within the HCZ.</li> </ul>

		<p>3. The HCZ fails to show how its original 'Taming the Traffic' targets, namely 'traffic congestion' and 'pedestrian intimidation', would not be adversely affected. Since no reduction in traffic volume is predicted, the effect of more frequent interruptions to traffic flow by increasing the number of crossings in Market Street from one to four, and eventually in the total HCZ from 3 to 15, would inevitably be worse congestion, and more pollution in the Air Quality Management Area.</p> <p>4. A stated aim of the HCZ is to 'rebalance the relationship between drivers and pedestrians'. However, the proposed measures promise a lose-lose outcome: on one hand drivers irritated by stop-starts at more crossings; on the other hand pedestrians disadvantaged by losing right-of-way on the Zebra in Market Street, and having to confront drivers from both directions before venturing on to a Courtesy Crossing. A particularly unwise example is the informal crossing between The Shambles and The Swan Hotel, a hotspot of driver/pedestrian conflict and hazard.</p> <p>5. With this deliberate introduction of uncertainty and risk, exposed pedestrians are clearly more inhibited/intimidated than enclosed drivers. Apparently, drivers are to be cautioned by entrance 'Gates', but no warnings are proposed for pedestrians at informal crossings. The 'rebalancing' is discriminatory against pedestrians, especially the more vulnerable elderly, infirm and young children. Therefore the scheme defies the Equality Act 2010, and the guidelines of the Equality &amp; Human Rights Commission as quoted on Wiltshire Council website. (This contention was submitted to Wiltshire Council's Associate Director, Legal and Governance, on March 23, and his answer is awaited).</p> <p>6. The raised table at the Market/Church Street junction is unnecessary, and likely to achieve nothing to offset the loss of guidance and protection which kerb upstands provide for pedestrians</p>	<p>The scheme that has been designed seeks to achieve these aims.</p> <p>The HCZ concept evolved from the Taming the Traffic workshops and the subsequent Priority for People events.</p> <p>See substantive comment - Impact of the scheme on traffic and congestion.</p> <p>See substantive comment - Impact of the scheme on air quality.</p> <p>See substantive comment - Removal of the zebra crossing, replacement with informal crossings and safety.</p> <p>See substantive comment - Impact of the scheme on traffic and congestion.</p> <p>See substantive comment - Removal of the zebra crossing, replacement with informal crossings and safety.</p> <p>See substantive comment - Equalities impact.</p> <p>The Bradford on Avon HCZ is based on the same principles as the four HCZ schemes that were introduced in Halifax, Lincoln, Shrewsbury and Bury St Edmunds in the early 1990s. The HCZ looks at how traffic management schemes can be designed to suit areas of special historic character. The emphasis of all of these schemes was that there should be shared streets and pedestrians should have priority which is achieved through slower vehicles speeds, increased footway space, reduced street clutter etc. The BoA scheme incorporates elements of all four schemes. However, Colin Buchanan designed a scheme that considered the specific characteristics of BoA i.e. higher traffic flows and took into account the views of key stakeholders, who were crucial in the development of the scheme in the initial stages. The design principles for the BoA HCZ are set in out Section 8 of the Colin Buchanan report from 2010. It is however worth pointing out that one of the key design</p>
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		<p>7. The removal of the yellow boxes almost guarantees traffic jams, or vehicles mounting the pavement. Although sometimes misunderstood or abused by drivers, the boxes generally provide breaks in traffic queues, allowing wide opposing vehicles to pass through the narrows.</p> <p>8. Popular support for the HCZ scheme has not been demonstrated. On the contrary, in 'final' public consultations in January 2013 of the Phase 1 plans, 71% of 557 written responses were negative, with deregulation of the Zebra crossing as the most mentioned concern. However, little if any notice appears to have been taken. There are lessons to be learnt from the research by the University of the West of England which found 80% of pedestrians felt less comfortable after implementation of the 'shared space' scheme in Ashford, Kent; and from the reinstatement of formal crossings in Bath and Warwick; as well as from the recent fatality on an informal crossing in Swindon.</p> <p>9. Please include in the responses to this RPZ TRO consultation the 'Save Our Zebra' petition submitted to Mr David Parkes of Democratic Services on February 27. This had 1,172 signatures with addresses and postcodes (24 more surfaced later), mostly on sheets in shops, cafés etc, and therefore unprompted. Of the people invited to sign, few understood the details of the HCZ scheme. Only about 5% refused to sign, which, on this substantial sample, indicates that roughly 95% of the public would favour retaining the regulated crossing.</p> <p>10. The HCZ scheme lacks credibility; it owes more to aspiration, theory and novelty than research, relevant evidence, and objective assessment of the context. Bradford's combination of gradients, limited street space, high flows of two-way traffic, no alternative vehicle route, and high proportion of elderly residents amounts to an unsuitable case for deregulation and desegregation. (Commentators have remarked on how Mondemmann's original 'shared space' principles and caveats have been stretched and misapplied in the UK). These traffic management proposals seem counter-productive and detrimental to the public realm.</p>	<p>principles is about improving accessibility for those with mobility problems.</p> <p>The changes that the HCZ are intended to bring about will encourage drivers to take more care and drive in a courteous manner. In these circumstances it is not considered that the yellow box markings are required.</p> <p>See substantive comment - Impact of the scheme on traffic and congestion.</p> <p>The comment that the HCZ working Group took no notice of the 71% negative comments is incorrect. This has since been addressed through amendments to the design, to include making the informal pedestrian crossings more prominent in the scheme.</p> <p>Reference to the petition is made elsewhere in this report.</p> <p>Comment noted</p>
O11	Resident of Newtown, Bradford on Avon	<p>(HCZ COMMENTS)</p> <p>I understand that the sole purpose of this TRO is that the RPZ is required for the Historic Core Zone project. At the recent by-election for the Bradford on Avon Town Council, at which I was elected, many of the residents that I met expressed concern about the HCZ proposals. These concerns fall into two categories:</p>	



		<p>calm traffic and make it less desirable to drive through the town, especially during peak hours, which is thus expected to result in a reduction in total traffic demand and may indeed act as a driver for further environmental enhancement at a later stage.</p> <p>Not expected to create an unacceptable impact on the capacity of the road network clearly means that there will be an adverse impact, the only question unanswered is the extent of this and to whom it will be not unacceptable. Similarly, that additional delays will occur is admitted but not quantified. Given that there is already congestion, severe at busy times with long queues, then any adverse impact on capacity can only worsen congestion. I believe that it is generally accepted that with congestion and delays comes deterioration in air quality. No air quality impact assessment of the proposed scheme has been carried out. I understand that Wiltshire Council's position is that there must be no reduction in road capacity with the scheme.</p> <p>I submit therefore that both of these stated objectives look highly problematic. Another objective of the scheme put forward elsewhere is changing the balance in favour of pedestrians. In this I suggest that the safety of pedestrians must be paramount and the petition signed by more than 1100 concerned residents is evidence of serious concerns that the proposed "courtesy crossings" will be less safe. Furthermore in research commissioned by the Department for Transport into such shared space schemes MVAConsultancy reported data from the Netherlands thus:</p> <p>"One of the conclusions is that the new approach can be applied for traffic volumes of up to 6600 motor vehicles per 24 hours without causing a noticeable difference in the number of accidents. Objective statistics show that there is no difference in road safety between the new planning approach and a traditional road layout. The study has shown, however, that applying the new approach to volumes of 13,700[0] vehicles per 24 hours will have an adverse effect on the number of accidents. There is a grey area for traffic volumes of between 6600 and 13,700 vehicles per day."46</p> <p>The latest figures for the traffic flow over the Town Bridge are, I believe, around 19,000 vehicles per 24 hours, substantially above the 13,700 upper limit in the research. The implication of this is that the HCZ scheme would be less safe. Particular concerns have been expressed to me with the proposed crossings and layout for the young, the elderly and the blind. This is supported from real-life experience in Julian Road, Bath and High Street, Warwick where formal statutory crossings either have been or are to be reinstated. This is backed up by the views of Guide Dogs for the Blind and RNIB on their web-sites.</p> <p>The proponents of the HCZ scheme cite comparisons with the likes of the scheme in Shrewsbury as a justification that it will work in Bradford on Avon, but this conveniently ignores the difference in road layout between the two towns. Shrewsbury has fast by-pass routes for through traffic and an inner "ring road"</p>	<p>See substantive comment - Impact of the scheme on traffic and congestion</p> <p>See substantive comment - Impact of the scheme on air quality</p> <p>See substantive comment - Removal of the zebra crossing, replacement with informal crossings and safety</p> <p>Comment noted</p> <p>Comment noted</p> <p>The Bradford on Avon HCZ is based on the same principles as the four HCZ schemes that were introduced in Halifax, Lincoln, Shrewsbury and Bury St Edmunds in the early 1990s. The HCZ looks at how traffic management schemes can be designed to suit</p>
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		<p>which means there is little or no through traffic in the HCZ. Bradford on Avon has the A363 through the centre of the HCZ proposal.</p> <p>For all of these reasons I believe that the TRO should not proceed to implementation and that the HCZ proposal be subjected to critical and objective review. As currently proposed it appears to have serious and unacceptable shortcomings.</p> <p>For the avoidance of doubt I write in my capacity as a resident and an individual councillor and not on behalf of the Town Council.</p> <p>Further Questions asked directly of the Cabinet Member for Highways</p> <p>Q1 Who owns the Historic Core Zone project?</p> <p>Q2 Will it deliver what is promised?</p> <p>Q3 Will there be unacceptable unintended consequences?</p>	<p>areas of special historic character. The emphasis of all of these schemes was that there should be shared streets and pedestrians should have priority which is achieved through slower vehicles speeds, increased footway space, reduced street clutter etc. The BoA scheme incorporates elements of all four schemes. However, Colin Buchanan designed a scheme that considered the specific characteristics of BoA i.e. higher traffic flows and took into account the views of key stakeholders, who were crucial in the development of the scheme in the initial stages. The design principles for the BoA HCZ are set in out Section 8 of the Colin Buchanan report from 2010. It is however worth pointing out that one of the key design principles is about improving accessibility for those with mobility problems.</p> <p>Wiltshire Council as the Highway Authority will ultimately be responsible for the scheme once it is implemented.</p> <p>The aims of the HCZ scheme overall are:</p> <ul style="list-style-type: none"> <li>• The creation of a clearly identifiable zone within the town that seeks to re-balance the relationship between motorised vehicles and vulnerable road users and reduces the dominance and intimidation of traffic.</li> <li>• The development of a scheme which ensures that the character and appearance of the town is enhanced and preserved.</li> <li>• The development of a scheme that improves accessibility for public transport users, pedestrians, cyclists and disabled people in the HCZ.</li> <li>• The development of a scheme that will help pedestrians, cyclists and disabled people feel safer using the streets within the HCZ.</li> <li>• The development of a scheme which improves the pedestrian environment whilst still providing through movements for traffic and sufficient levels of parking.</li> <li>• The development of a scheme that ensures that traffic speeds and flows are in balance with the proximity of people within the HCZ.</li> </ul> <p>The scheme that has been designed seeks to achieve these aims.</p> <p>Post implementation surveys and monitoring will be carried out to assess the impact of the scheme and feedback from users will also help to measure how well the scheme is working.</p> <p>The consultation events held so far have indicated support for the</p>
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		<p>Q4 Is it what the majority of residents want?</p> <p>Q5 Will it be a safer place to cross the road, particularly for the young, the elderly and the disabled?</p> <p>Q6 Will traffic congestion be made worse?</p> <p>Q7 Will it lead to a worsening of air quality?</p> <p>Q8 Are the additional journey times already forecast in the Buchanan report?</p> <p>Q9 What is the economic cost of delays?</p>	<p>HCZ Both the Town Council and Area Board have endorsed the proposals at various meetings since 2010, and since they represent the local community, this also shows there is public support for the scheme.</p> <p>See substantive comment - Removal of the zebra crossing, replacement with informal crossings and safety.</p> <p>See substantive comment - Impact of the scheme on traffic and congestion.</p> <p>See substantive comment - Impact of the scheme on air quality.</p> <p>See substantive comment - Impact of the scheme on traffic and congestion.</p> <p>Any additional delay cost to motorists is expected to be balanced by the economic growth within the town centre brought about by the HCZ.</p>
O12	Resident of Whitehill Bradford on Avon	<p>(HCZ COMMENTS)</p> <p><i>Traffic calming features utilising coloured surfaces, natural stone and ramps are to be incorporated throughout the Historic Core Zone in a phased programme of works.</i></p> <p>7. The design features of the Historic Core Zone are the subject of considerable dispute within the town. A petition to 'Keep the zebra crossing in the Historic Core Zone' on Market St has raised over 1,000 signatures in less than a month. ( It was submitted to Highways in February) . Speeding is not an issue (there is too much congestion) but the proposed ramps make it more difficult for parents to ensure their children stay on the pavement as well as making navigation harder for the visually impaired. There are virtually no accidents with the highway design at present. Modifications such as changing the surface colour will not indicate what the parking regulations are, so they are cosmetic and a waste of money. Natural stone structures for the Inner Gateways have already been dismissed, by the Town Council Historic Core Zone Working Group, as too expensive. [What does this have to do with Parking Regulations? These 'reasons' look like a cut-and-paste exercise for your notice, rather than an effort to involve the public]</p>	<p>See substantive comment - Removal of the zebra crossing, replacement with informal crossings and safety.</p>

		<p><b>YELLOW BOX JUNCTION</b></p> <p>8. I understand from an e-mail dialogue with your colleague, Dave Thomas, the Highways engineer involved in the HCZ scheme, that in the proposed RPZ the yellow box junction at the bottom of Silver St will be removed. This will not ' reduce the dominance of vehicles'. Instead there will be no way for the uphill and downhill lanes to periodically give way to each other (which the box junction achieves) and the traffic will back up, causing frustration and conflict. Such frustration and conflict are not, at present, part of ' the character of the town'.</p> <p><b>PEDESTRIAN CROSSINGS</b></p> <p>9. I understand, also from Dave Thomas, that the zebra crossing on Market St is to be replaced by several customary crossings. This signage is much less easily understood by motorists and pedestrians. The loss of the zebra crossing will severely affect the confidence of vulnerable pedestrians. This is in contravention of Equality legislation. It is likely that there will be a renewed Equality Impact Assessment for this aspect soon. My comment is that I think the zebra crossings on Market St and Silver St should be retained, and the proposed courtesy crossings outside the Swan and further up Market St by Orton's jewellery shop should not be installed. The courtesy crossings should not be striped – they are not a zebra crossing. None of the other courtesy crossings in Bradford on Avon have stripes.</p>	<p>The changes that the HCZ are intended to bring about will encourage drivers to take more care and drive in a courteous manner. In these circumstances it is not considered that the yellow box markings are required.</p> <p>See substantive comment - Removal of the zebra crossing, replacement with informal crossings and safety.</p> <p>See substantive comment - Equalities impact.</p>
<p><b>O13</b></p>	<p>Resident of Palaiuret Close Bradford on Avon</p>	<p>(HCZ COMMENTS)</p> <p>Regarding the Historic Core Zone in general I would like to make the following points.</p> <p>a) To remove the zebra crossing and replace it with five courtesy crossing would be a big mistake and possibly dangerous especially for elderly, disabled and visually impaired pedestrians who cannot make eye contact with drivers. Many residents are very concerned about this and almost 1200 signed a petition to retain the zebra crossing within the HCZ.</p> <p>b) Removing kerbs is another concern for many reasons e.g. 1.Children are taught to stop at the edge of the pavement- they could easily run into the roadway with no dropped kerbs. 2.During icy weather kerbs prevent traffic from mounting the pavement. 3.When flooding occurs the kerbs can prevent water from flowing into shops and houses.</p> <p>c) Removing yellow hazard boxes in the narrow areas of Market St. is a recipe for</p>	<p>See substantive comment - Removal of the zebra crossing, replacement with informal crossings and safety</p> <p>The changes that the HCZ are intended to bring about will</p>



		<p>chaos and confusion and surely will cause road blockages.</p> <p>d] The scheme will slow the traffic causing more congestion and increased air pollution. B.O.A. already exceeds the European limits on air quality. Surely air quality needs to be addressed before an HCZ is introduced.</p> <p>Finally most these points were made by me and , I know, many other people during the consultation process.</p> <p>Please, is somebody going to listen this time?</p>	<p>encourage drivers to take more care and drive in a courteous manner. In these circumstances it is not considered that the yellow box markings are required.</p> <p>See substantive comment - Impact of the scheme on air quality</p>
<b>O14</b>	Resident of Palairet Close. Bradford-on-Avon.	<p>(HCZ COMMENTS)</p> <p>2.I understand that the above proposal is the initial step in the introduction of the Historic Core Zone initiative.The advocates of this scheme freely admit that it will potentially A.slow traffic down.B.increase journey times and C.divert some motorists into using a longer route.All three situations will cause more fuel consumption and therefore more pollution.</p> <p>Since Bradford consistently breaks the European regulations on air pollution it seems reckless and inconsiderate to its inhabitants to proceed with this venture.</p>	<p>See substantive comment - Impact of the scheme on traffic and congestion</p> <p>See substantive comment - Impact of the scheme on air quality</p>
<b>O15</b>	Resident of Rickfield Bradford on Avon	<p>I am writing to object in the strongest possible terms to the proposed Historic Core Zone in Bradford on Avon. I have already expressed my concerns at the consultation exercise held last year, but the issues I raised, along with many concerns from other members of the public appear to have been dismissed. What is the point of a consultation if people's concerns are ignored?</p> <p>I have had confirmation from The Department for Transport that the planned "informal crossings" are completely unregulated. Pedestrians have no right to cross on them and drivers are not obliged to stop even when someone has already left the kerb. People will then be entirely dependent on drivers' discretion.</p> <p>If a pedestrian were to be knocked down on a foggy November evening the driver involved will probably argue that he was not obliged to stop and that, compared with a zebra, the crossing was not clearly visible - both indisputable. This will do nothing to help any possible prosecution.</p> <p>We have been told that these crossings are as safe as existing arrangements. Those responsible for HCZ should justify this assertion- do they have robust statistical evidence to support this? Even if the planned arrangements are just as safe statistically, I think it is important that elderly and vulnerable people also <u>feel</u> safe and have the confidence to cross the road independently, but HCZ does not meet this need.</p> <p>HCZ organisers admit that delays to vehicles will increase-this is almost certain to</p>	<p>See substantive comment - Removal of the zebra crossing, replacement with informal crossings and safety.</p> <p>See substantive comment - Removal of the zebra crossing, replacement with informal crossings and safety.</p>

		<p>result in greater carbon dioxide emissions, not to mention wasted fuel. If some drivers take a longer route to avoid HCZ this will again increase emissions. It is ironic that this increase will take place just as scientists are beginning to agree that we are seeing the first serious effects of Climate Change, as flood victims know to their cost.</p> <p>The latest report from The Intergovernmental Panel on Climate Change (IPCC), which has just been published, spells out the imminent effects of climate change. The IPCC found evidence of climate change "on all continents and across the oceans". On global food security it said "All aspects of food security are potentially affected by climate change".</p> <p>We should be increasing our efforts to reduce greenhouse gases, not introducing schemes that are likely to increase them. Finally, can we really justify an expenditure of £2.5M at a time of unprecedented cuts to public services?</p> <p>In summary, I believe that The HCZ must not go ahead because:</p> <ol style="list-style-type: none"> <li>1. The public have not been given hard evidence of its safety</li> <li>2. It does not meet the needs of elderly and disabled people</li> <li>3. It is incompatible with Wiltshire's obligation to reduce greenhouse gas emissions.</li> <li>4. It does not have sufficient public support</li> <li>5. The cost cannot be justified because of the above disadvantages and the current financial situation.</li> </ol>	<p>See substantive comment - Impact of the scheme on air quality.</p> <p>Comments noted.</p>
<b>O16</b>	Martin Valatin	<p>The Council is to be congratulated for recognising Bradford on Avon has problems with motor traffic and its attempts to address this with an Historic core Zone</p> <p>Three questions arise:</p> <ol style="list-style-type: none"> <li>1. What is the Council's Air Quality data for Nitrogen Dioxide and Particulate Matter (10 and 2.5) when the scheme is implemented compared to present levels?</li> <li>2. What are the modelled traffic flows before and after implementation and how will this affect journey times for through traffic (including the particular case of Heavy goods vehicles)?</li> <li>3. The proposed removal of Zebra crossings has become contentious (and removal of kerbs where pedestrians face oncoming downhill traffic also gives rise to concern). <ol style="list-style-type: none"> <li>a). What direct comparisons are there for Shared Space schemes where an A road carrying C20000 vehicles per day passes through a town with steep gradients? Please can you name these schemes (in what towns)? How were</li> </ol> </li> </ol>	<p>See substantive comment - Impact of the scheme on air quality.</p> <p>See substantive comment - Impact of the scheme on traffic and congestion.</p> <p>See substantive comment - Removal of the zebra crossing, replacement with informal crossings and safety.</p> <p>Comparative research and Department for Transport advice in that regard is set out in Local Transport Note 1/11. The context and detail to address this question is answered therein and can be found at</p>

		<p>crossing times for pedestrians affected including after dark? Were there any accidents?</p> <p>b). Courtesy crossings have proved unsuccessful in a number of locations and Zebra crossings have had to be reinstated (including I am told, at Bath Warwick and Oxford). What would be the financial implications be if this were necessary in Bradford on Avon?</p> <p>c). Bradford on Avon has the highest proportion of retired residents in Wiltshire (around 40%). Incorporation of the existing zebra crossings would do much to boost confidence in the scheme, and in my view might make the difference between success and failure. Council officers advise that 'you could do it, no problem' but 'design would have to be revisited'. My background is in design rather than highway engineering, but it seems to me that the alteration would be minor – refurbishing the existing beacons a short distance uphill, using black and white stone in broad stripes for the crossing and white painted or inlaid tarmac as desired.</p>	<p><a href="https://www.gov.uk/government/publications/shared-space">https://www.gov.uk/government/publications/shared-space</a>.</p> <p>Zebra crossings typically cost c£15k.</p> <p>See substantive comment - Removal of the zebra crossing, replacement with informal crossings and safety.</p>
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**Petition in support of the Historic Core Zone**



Traffic Order Team  
Sustainable Transport Group  
Highways & Transport  
County Hall  
Bythesea Road  
County Hall  
Trowbridge  
Wiltshire  
BA14 8JN

Chamber of Commerce  
2, St Margaret's Place,  
Bradford on Avon,  
BA 15 1DT

4<sup>th</sup> April 2014

Dear Sir/Madam

**Re: HKB/TRO/BRAD(rpz) Restricted Parking Zone, Various Roads, Bradford on Avon**

We have gathered signatures from visitors, residents and businesses within the town in support of the Historic Core Zone development proposed for Bradford on Avon.

The petition has been drawn up in recognition that the Historic Core Zone, as a complete entity, will assist in delivering on points noted below needed for Bradford on Avon to continue to thrive and deliver on visitor and residents expectations.

In the 2012 Bradford on Avon Benchmarking Study by Action for Market Towns, 33% of respondents cited 'Safety' as a negative aspect of the town. The Historic Core Zone scheme will address this by improving the pedestrian environment.

- Introducing traffic calming features by utilising coloured surfaces, natural stone and ramps throughout the Historic Core Zone.
- Provide greater safety and an improved street scene in the town centre enhancing the sense of community and place.

Bradford on Avon has been identified in the Joint Strategic Assessment having the lowest footfall both in the South West and nationally even on busy days. The footfall has been falling annually. The Historic Core Zone scheme will help to drive footfall

- Enhancing the attractiveness of the town centre and encouraging residents and visitors to use the shops and facilities rather than out-commuting.
- Retailers feel that the development will therefore support and help improve the vitality, viability and resilience of the local economy.
- The Historic Core Zone scheme will rebalance the town centre in favour of pedestrians, encouraging residents to walk to the centre to access local services rather than drive.

There are other improvements needed in Bradford on Avon and we recognize that the Historic Core Zone project is not stand-alone. There are other projects in progress addressing other key issues such as air quality and pollution. This will be a step in the right direction and allow the town's economy to recover to ensure this historical working town continues to live to that remit.

Yours sincerely



Caroline Philpott  
President  
Encs



Georgina Knight  
Executive Member

## SAVE OUR ZEBRA !

### PETITION TO WILTSHIRE COUNCIL HIGHWAY AUTHORITY

requesting that the regulated Zebra crossing in Market Street, Bradford on Avon, be retained in the Historic Core Zone scheme.

<u>SHEET NUMBERS</u>	<u>SIGNATURES</u>
1	26
2-34	33 x 25 825
35-38	4 x 24 96
39, 40	2 x 23 46
41, 42	2 x 22 44
43	20
44	16
45, 46	2 x 15 30
47	12
48	11
49, 50	2 x 9 18
51	6
52, 53	2 x 5 10
54	4
55	3
56, 57	2 x 2 4
58	1
	<u>TOTAL 1,172</u>

Checks found one duplicate signature on Sheet 43, and one signature uncounted on Sheet 6, both from BA15, so totals are unaffected.

All signatures were obtained in Bradford between January 23 and February 24, 2014, by personal approach, or unprompted on sheets available in shops, cafés etc. Among the signatories are 6 visually-impaired persons, and most of the nearby shopkeepers.

#### ADDRESSES

#### Postal code analysis

BA15	1,015
BA14	55
BA2	22
BA other	<u>16</u>
<u>BA total</u>	1,108
SN	26
BS	18
Other	<u>20</u>
	<u>1,172</u>

*Petition received on behalf of Wiltshire Council by:*

Officer: .....

Position: .....

Date: .....

# SAVE OUR ZEBRA !

## PETITION TO WILTSHIRE COUNCIL HIGHWAY AUTHORITY

WE THE UNDERSIGNED REQUEST THAT THE REGULATED ZEBRA CROSSING IN MARKET STREET, BRADFORD ON AVON, BE RETAINED IN THE HISTORIC CORE ZONE SCHEME

Signature	Name in capitals	Address	Postcode
<i>MSC Maslen</i>	MSC MASLEN	186 Trowbridge Rd	BA15 1EX
<i>Eileen Gordon</i>	EILEEN GORDON	32A Ashley Close	BA15 1RY
<i>JR Pike</i>	JON PIKE	101, Woolley St	BA15 1AL
<i>Sarah Murphy</i>	SARAH MURPHY	73 Whitehill	BA15 1SG
<i>Virginia Burt</i>	VIRGINIA BROOKET	12, Spencer Orchard	BA15 1TJ
<i>David Maynard</i>	DAVID MAYNARD	68 Whitehill Bost	BA15 1SG
<i>A. Gibson</i>	ANNALIE GIBSON	The Lodge, Bost	BA15 2RA
<i>L. Adams</i>	LESLEY ADAM	1 PYE CORNER ATWORTH	SN12 8HA
<i>H. Adam</i>	HARRY ADAM	1 PYE CORNER ATWORTH	SN12 8HA
<i>Helen Arraney</i>	HELEN ARRANEY	FRESHFORD	BA2 7WQ
<i>J. Davis</i>	JENNY DAVIS	Yoxall	DE13 8PF
<i>I. Sharp</i>	I. F. SHARP	7 Woolley St	BA15 1SA
<i>S. Spruill-Wasman</i>	S. SPRUILL-WASMAN	99 HINDON HILL	BA2 6NF
<i>J. Wasman</i>	J. WASMAN	"	"
<i>J. Adams</i>	JACQUETTA ADAMS	10 Midland St	BA15 1DB
<i>J. Panahy</i>	JANE PANAHY	Duckmead House, Foreign Wick	BA15 2PU
<i>Mary Hember</i>	MARY HEMBER	The Wood House, Godfr	BA12 0NE
<i>R. Tintor</i>	RILDA TINTOR	166 Market St	BA15 1LL
<i>D. Smith</i>	DANIEL SMITH	165 Market St	BA15 1LL
<i>E. Geraghty</i>	ELENA GERAGHTY	11 SPRINGFIELD	BA15 1BA
<i>D. Phillips</i>	DAVID PHILIPS	1005. Church Lane	BA2 7VA
<i>G. Peical</i>	GRISING PEICAL	KINGSFIELD CLOSE	BA15 1RW
<i>D. Hunt</i>	DEARRICK HUNT	43 GREENLAND MILLS	BA15 1BL
<i>M. Janice</i>	MARILYN JANICE	10 SULLY	BA15 1FP
<i>M. Johnson</i>	MARION JOHNSON	20, BUDBURY CLOSE	BA15 1SG
<i>Jane Johnson</i>	DAVID J JOHNSON	20 BUDBURY CLOSE	BA15 1SG

Petition organised by Godfrey Marks (862202) BA15 1NG, and Kate Nottage (866087) BA15 1SG







**WILTSHIRE COUNCIL**

**BRADFORD ON AVON AREA BOARD  
16 JULY 2014**

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**COMMUNITY ASSET TRANSFER**

**Westbury Gardens, Bradford on Avon**

**Executive Summary**

This report deals with an application for the transfer of Westbury Gardens, Bradford on Avon to be transferred to Bradford on Avon Town Council in accordance with Wiltshire Council's Community Asset Transfer Policy.

**Proposal**

The Area Board is asked to consider an application submitted by Bradford on Avon Town Council for the transfer of Westbury Gardens, Bradford on Avon. The applicants' proposal is set out at Appendix 2.

**Reasons For Proposal**

This proposal supports and implements Wiltshire Council's Community Asset Transfer Policy.

**Recommendation**

To approve the transfer subject to the matters referred to in paragraph 9 of the report.

**Peter Dunford**  
Community Area Manager for Bradford on Avon

## **WILTSHIRE COUNCIL**

**BRADFORD ON AVON AREA BOARD  
16 JULY 2014**

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### **COMMUNITY ASSET TRANSFER**

#### **Westbury Gardens, Bradford on Avon**

#### **Purpose of Report**

1. The Area Board is asked to consider an application submitted by Bradford on Avon Town Council for the transfer of Westbury Gardens, Bradford on Avon (see plan attached at Appendix 1). The applicants' proposal is set out at Appendix 2.

#### **Background**

2. Wiltshire Council is supporting the principle of the transfer of community assets in order to empower and strengthen local communities. The Council believes that transferring appropriate public assets to communities leads to more responsive services that better meet local people's priorities.
3. Transfer of an asset can also provide the opportunity to lever more resources into a community and provide a more accessible and responsive base from which to deliver local services.
4. A community group or organisation can benefit from greater financial stability and build confidence through having ownership (or long term security through a lease) of a physical asset. This financial sustainability can help the organisation become less dependent on grants, provide security for further borrowing and opportunities for further growth.
5. Typically, organisations that would be considered appropriate are Voluntary and Community Groups/Associations, Town or Parish Councils, Trusts or Charities, or Social Enterprise Groups.

#### **The application before the Area Board**

6. The application from Bradford on Avon Town Council is attached at Appendix 2 and relates to the transfer of Westbury Gardens, Bradford on Avon.
7. The application was submitted in accordance with the Council's application process and meets the requirements for consideration by the Area Board.

8. The Community Area Manager has consulted with Strategic Property Services, who have undertaken appropriate consultation with service departments across the Council. Local consultation has been undertaken by the applicant in accordance with the application checklist and the outcome of the consultation is included within the application. Cllr Thorn, the local member, has been appraised.

**The views of Council officers**

9. On behalf of the Council, Strategic Property Services (who have overall responsibility for the Council's estates and property) has provided the following observations to the Area Board.
  - 9.1 The deeds have not yet been checked. The transfer will be subject to any matters which are contained in them.
  - 9.2 The land is to be transferred on the standard basis. This is that there will be a covenant restricting use of the land to community purposes. If the land should cease to be used for this purpose it will revert to Wiltshire Council.
  - 9.3 The land has no value other than as amenity land and Bradford on Avon Preservation Trust will take over maintenance. Therefore, financial implications are limited to the maintenance cost previously incurred by Wiltshire Council being transferred to Bradford on Avon Town Council.

**Recommendation**

10. To approve the transfer subject to the matters referred to in paragraph 9 above.

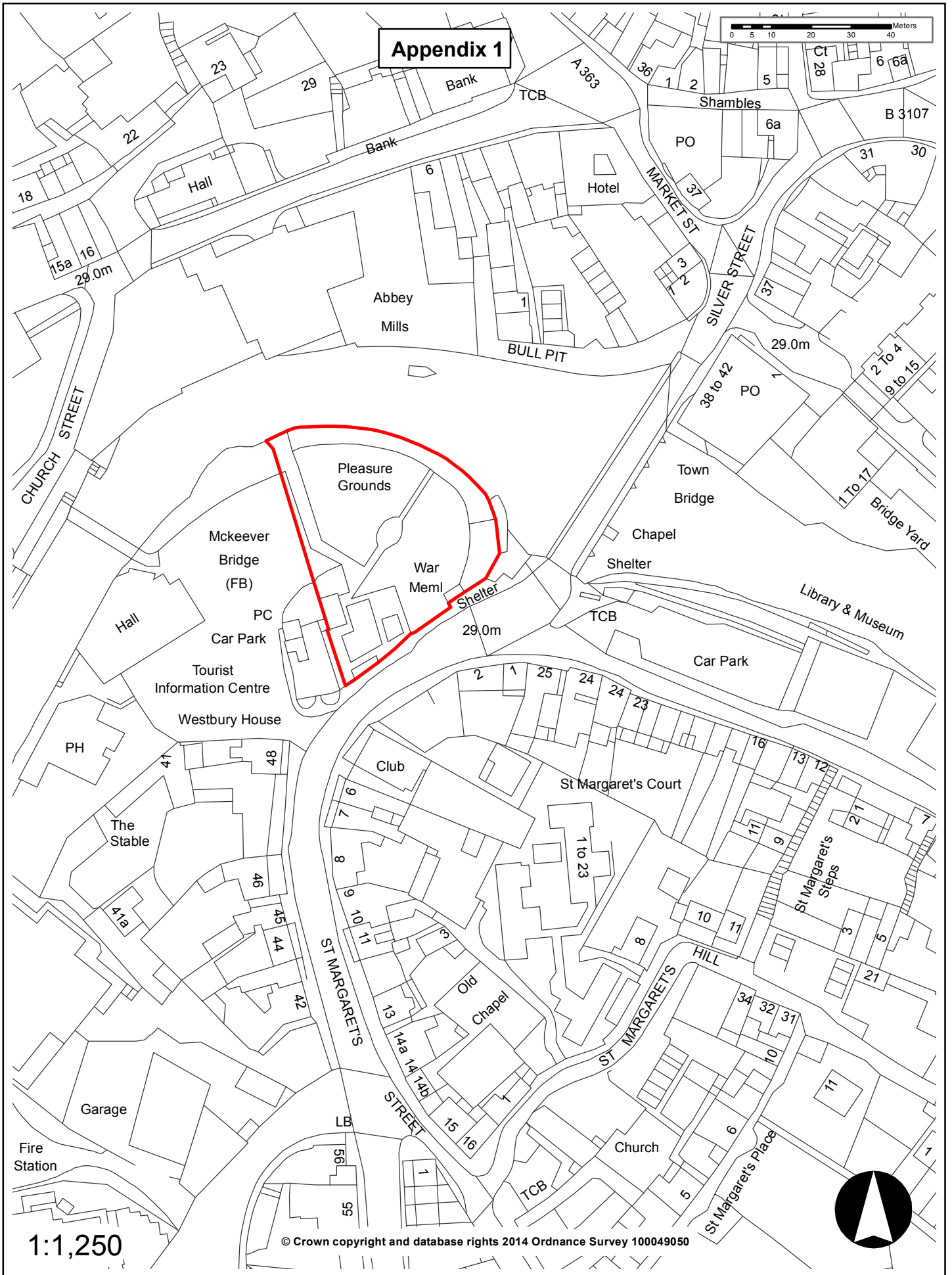
**Peter Dunford**

Community Area Manager for Bradford on Avon

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Appendix 1





Form CAT01

### Community asset transfer: application

#### Your details

Your Organisation

BRADFORD ON AVON TOWN COUNCIL

Contact name

SANDRA BARTHELT

Position held

TOWN CLERK

Address

ST MARGARETS HALL  
ST MARGARETS STREET  
BRADFORD ON AVON  
WILTSHIRE

Postcode

BA15 1DE

Telephone

01225 864240

Email

townclerk@bradfordonavontowncouncil.gov.uk

#### Your proposal

(please complete Checklist CAT02 before filling in the following form)

##### Details of asset

Please include exact location, address, postcode, size, boundaries, access points and a map if possible

Westbury Garden, St Margaret's Street  
Bradford on Avon, Wiltshire. BA15 1DE  
2 access points  
1/2 acre site approx

##### Summary of proposal

Why do you want the asset and how will this benefit the local community?

The asset is in a key position in the town centre. The Town Council could manage this area better than Wiltshire Council.

##### Community use

Please explain how the asset will be used  
(Please refer to questions 5-8 in the checklist - CAT02)

In the same way as Wiltshire Council

**Suitability for purpose**

Please explain why this asset is suitable for the intended purpose

(Please refer to questions 5-8 in the checklist - CAT02)

This asset is existing and is already being used

**Community support and consultation**

Please set out who you have consulted about your proposal and how you have addressed any concerns raised

(Please refer to questions 9-14 in the checklist - CAT02)

We have informed local neighbours await their comments

**Legal issues**

Please set out how you will address any legal, planning, insurance and health and safety matters associated with the asset (Please refer to questions 15-18 in the checklist - CAT02)

Asset will be added to our insurance. Regular risk assessments will be carried out. The wall by the riverside will need to be checked by a surveyor.

**Financial matters**

How will you fund running costs and maintenance? Are you willing to pay for the asset?

(Please refer to questions 19-23 in the checklist - CAT02)

Not willing to pay for the asset but hopefully discussions on this will follow the transfer. We look for funding that the current owning body has set aside within existing budgets.

**Future management**

How will you manage the asset and ensure that it continues to contribute to the wellbeing of the local community in the future?

(Please refer to questions 24-27 in the checklist - CAT02)

We will manage the asset in the same way as Wiltshire Council encouraging use of the gardens

**DECLARATION**

I confirm that the details included in this application are correct

Signed:

[Signature]

Name (please print):

Sandra Bartlett

Date:

30-6-14



Form CAT02

## Community asset transfer: checklist

	Question	Yes	No	Note
Community use	1. Is the asset to be provided for a public purpose?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>Other than in exceptional circumstances, the Council will only dispose of assets for private or commercial use by way of open market sale</i>
	2. Will the asset be hired or used by third parties?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>If 'yes' your application should set out how this will work</i>
	3. Will your organisation supervise use of the asset?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>If 'no' your application should explain how use will be supervised</i>
	4. Will the public have access to the asset?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>If 'yes' your application should set out how your liabilities will be covered</i>

	Question	Yes	No	Note
Is the asset fit for proposed use?	5. Is it big enough?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>The Council will only transfer assets that are fit for purpose</i>
	6. Is it in the right location?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>The Council will not transfer assets that increase unnecessary car use</i>
	7. Is it safe?	<input type="checkbox"/>	<input type="checkbox"/>	<i>The Council will not transfer assets that are unsafe</i>
	8. Does it have utilities? (Water, electricity, drainage, etc)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>If 'no'- your application should explain if they are needed</i>

	Question	Yes	No	Note
Community Support and consultation	9. Have you consulted nearby residents?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>If 'no'- please consult before submitting your application</i>
	10. Have you consulted adjoining owners?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>If 'no'- please consult before submitting your application</i>
	11. Have you consulted others affected by the proposal?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>If 'no'- please consult before submitting your application</i>
	12. Have you consulted the local Wiltshire Councillor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>If 'no'- please consult before submitting your application</i>
	13. Have you consulted the local Parish Council?	<input type="checkbox"/>	<input type="checkbox"/>	<i>If 'no'- please consult before submitting your application</i>
	14. Is there community support for the change of use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>If 'no' - consider carefully whether you wish to proceed with your application</i>

**Legal**

Question	Yes	No	Note
15. Are there any covenants or other legal constraints?	<input type="checkbox"/>	<input type="checkbox"/>	If 'yes' your application should explain implications
16. Does the proposed use require planning consent?	<input type="checkbox"/>	<input type="checkbox"/>	If 'yes' your application should explain implications
17. Have you considered insurance cover?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If 'no' your application must explain implications
18. Have you assessed health and safety liabilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Your application must explain how you will deal with risks and liabilities

**Finance**

Question	Yes	No	Note
19. Can you meet all conversion costs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If 'no' your application should explain how funding will be provided
20. Can you meet all capital maintenance costs?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If 'no' your application should explain how funding will be provided
21. Can you meet all day-to-day running costs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If 'no' your application should explain how funding will be provided
22. Will you use the asset to generate income?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If 'yes' your application should provide further details
23. Will any third party be assisting with the costs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If 'yes' your application should provide further details <i>(to be confirmed)</i>
24. Do you have any contingency funds?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If 'no' your application should set out how you will deal with contingencies
25. Are you prepared to pay for the asset ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If 'yes' your application should set out your offer

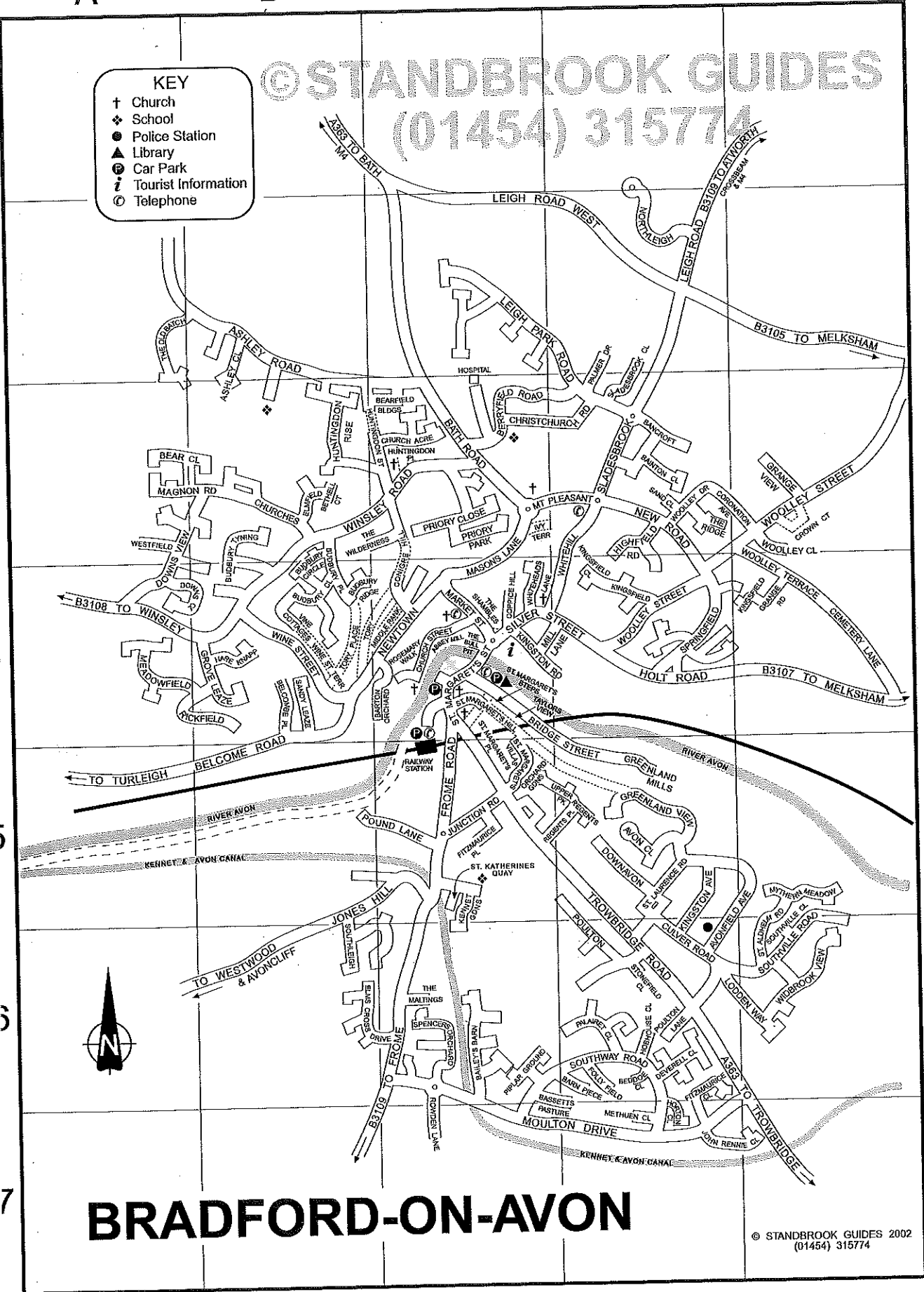
**Management**

Question	Yes	No	Note
26. Will you manage the asset?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If 'no' your application should set out who will manage the asset.
27. Will a management committee be set up?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If 'yes' your application should set out how this will work
28. Will users of the asset be involved?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If 'yes' your application should set out how this will work
29. Will someone be employed to manage the asset?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If 'yes' your application should set out how this will work

A B C D E

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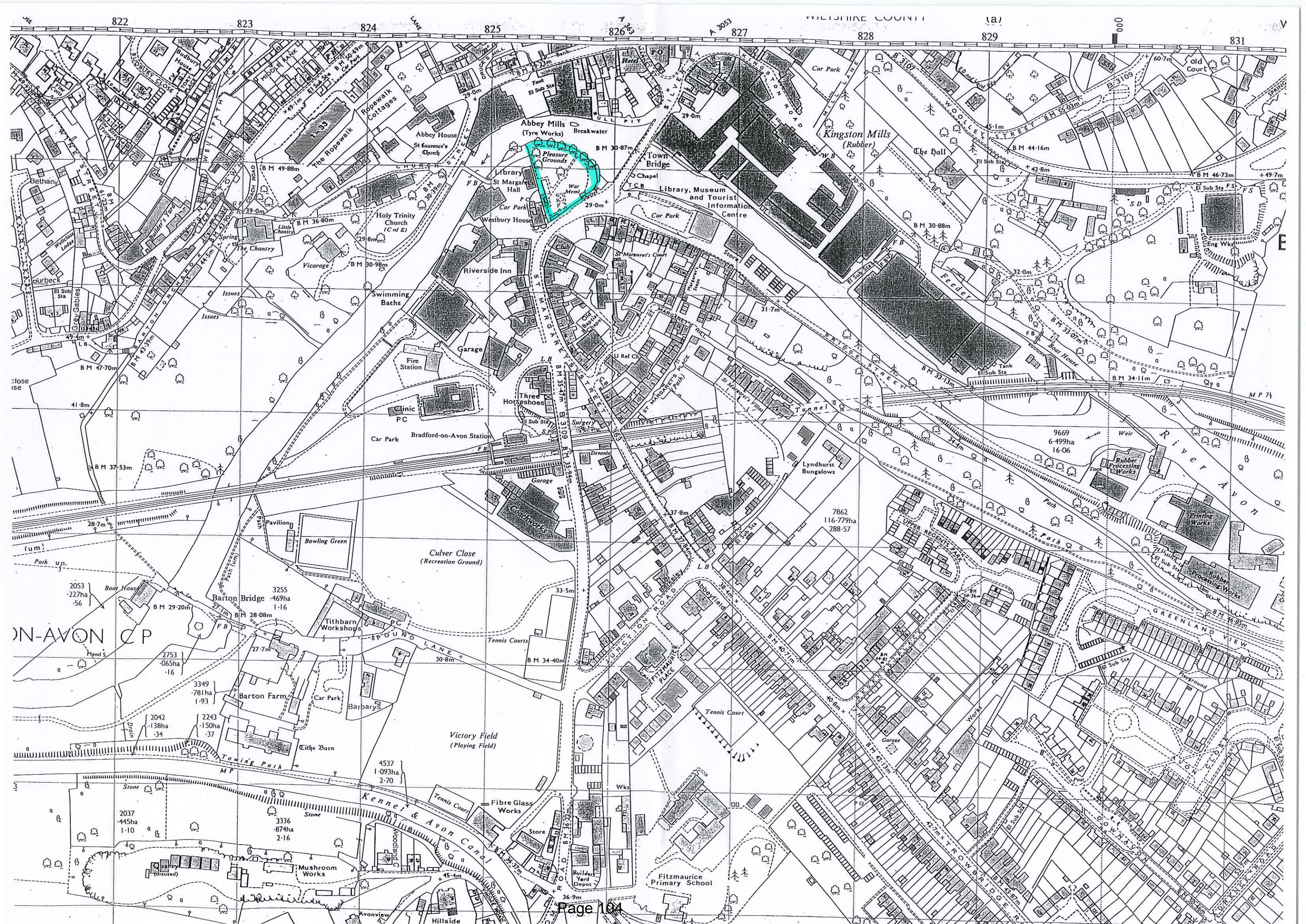
- KEY**
- † Church
  - ◆ School
  - Police Station
  - ▲ Library
  - Ⓟ Car Park
  - ⓘ Tourist Information
  - ⓞ Telephone



# BRADFORD-ON-AVON

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Report to	Bradford on Avon Area Board
Date of Meeting	16/07/2014
Title of Report	Community Area Grants

## 1. Purpose of the report:

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

Application	Grant Amount	
<b>Applicant:</b> WW1 Working Group <b>Project Title:</b> Rededication of War Memorial and Roll of Honour	£645	
<b>Applicant:</b> South Wraxall Village <b>Project Title:</b> South Wraxall War Memorial	£3,500	
<b>Applicant:</b> Musicians South West CIC (Community Interest Company) <b>Project Title:</b> Women of WW1 at Bradford, Winsley, & Holt	£1,923	
<b>Applicant:</b> West Wilts Esprit Gymnastics Club <b>Project Title:</b> Rhythmic, Boys and Disability Gymnastics Project	£1,000	
<b>Total grant amount requested at this meeting</b>	£7,068	
<b>Total amount allocated so far</b>	£4,744	

## 2. Main Considerations

Councillors will need to be satisfied that grants awarded in the 2014/15 year are made to projects that can realistically proceed within a year of the award being made.

Area Boards have authority to approve Area Grants under powers delegated to them

by the Cabinet member for Communities, Campuses, Area Boards, Leisure, Libraries and Flooding. Under the Scheme of Delegation Area Boards must adhere to the Area Board Grants Guidance 2014/2015.

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.

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

If all requested grants are approved, the Community Grant Fund will have a total of £21, 118 remaining unallocated for the 2014/15 financial year for projects in the Bradford on Avon community area.

### 3. The applications

<b>Applicant: WW1 Working Group</b> <b>Project Title: Rededication of War Memorial and Roll of Honour</b>	<b>Amount Requested from Area Board: £645</b>
<p>This application meets the grant criteria for 2014/15.</p> <p><b>Project Summary:</b> To commemorate those who fell in the 1st World War on the 100th anniversary of its beginning. The War Memorial in Westbury Gardens needs to be cleaned prior to a service of rededication. A Roll of Honour Board stating the names of those who fell in the Bradford on Avon Area needs repair and relocation in a local church. This event will involve the British Legion, the Churches, relatives named on both structures, school children, Twin Towns from France and Germany and local elected representatives.</p> <p><b>Please tell us WHO will benefit and HOW they will benefit from your project and benefit your local community:</b> The entire Community of Bradford on Avon and surrounding Parishes will remember them.</p> <p><b>Funding:</b> The capital elements of the project are being match funded by the Town Council.</p>	

<b>Applicant: South Wraxall Village</b> <b>Project Title: South Wraxall War Memorial</b>	<b>Amount Requested from Area Board: £3,500</b>
<p>This application meets the grant criteria for 2014/15.</p> <p><b>Project Summary:</b> The plan is to erect a war memorial to commemorate the 11 villagers who lost their lives in WW1 and WW2 in time for the centenary of the First War. The village does not have a permanent memorial.</p> <p><b>Please tell us WHO will benefit and HOW they will benefit from your project and benefit your local community:</b> The entire village will benefit from perpetuating the memory of the 11 brave men who gave their lives for us in the two world wars. The families will benefit as several of the men lost have no known graves (some were lost at sea). The project is also giving rise to two village centred fundraising events including a sponsored walk and barn dance which help bring the village together.</p> <p><b>Funding:</b> This capital project is being match funded by donations and fundraising.</p>	
<b>Applicant: Musicians South West CIC</b> <b>Project Title: Women of WW1 at Bradford, Winsley, &amp; Holt</b>	<b>Amount Requested from Area Board: £1,923</b>
<p>This application meets the grant criteria for 2014/15.</p> <p><b>Project Summary:</b> As part of the WW1 commemoration we would like to perform 'Women of World War One - a Tribute' at St Nicholas' Church, Winsley, and at two other venues in the Bradford on Avon area. The show consists of readings from poems, diaries and letters written by women who lived through the war, interspersed with live music for piano and strings written by female composers of the era, and accompanied by a slide show of contemporary images. An exhibition will also be on display. In conjunction we would like to offer an associated workshop for families on the afternoon of the day of each show.</p> <p><b>Please tell us WHO will benefit and HOW they will benefit from your project and benefit your local community:</b> We intend to hold our Women of WW1 project in Winsley (St Nicholas Church), Holt (venue tbc but likely to be the village hall) and one other venue in the Bradford area (most likely to be the West Barn). The main aim of our project is that people from a variety of age groups and backgrounds in these and surrounding areas should have the opportunity to connect directly with the experiences and feelings of those who lived through the War, through spoken word, powerful live music, and images. Each evening performance will be preceded by a daytime workshop in which participants will gain skills and confidence in speaking aloud and</p>	

singing. They will then have the opportunity to participate in a professional live public performance should they so wish. The workshop is based on a 'play in a day' format. Participants will be given a brief introduction and some time to view the exhibition. They will each select a portion of the script and will be coached in delivering this to an audience by a professional drama coach. They will learn two contrasting songs from the era including a suffragette march and a gentle lament for those who died, and play a simple accompaniment on handchimes. Workshop participants and audience members alike will learn more about the lives of women who lived through WW1 - stories of heartache, stoicism, emancipation, loss, tremendous bravery - and feel a connection with members of their own families and a deeper understanding of the generation who lived through the War. This will be an enriching experience which will touch participants and audience alike, and will bring people in each community closer together through shared experiences, present and past. With the WW1 centenary this year, there is a strong interest in commemorative events. Most of these, understandably, will be based on the experience of men, especially soldiers; women's stories are equally valuable and are worthy of particular focus. Our initial research - letters to magazines and discussions with local women's groups - elicited a substantial response from individuals whose relatives shared their memories. We received over 30 emails and letters; many are included in the script. Whilst most Bradford residents have access to live music/theatre performances, opportunities for participation in such events are more limited. Performing in front of an audience builds confidence, as does the acquisition of new skills. Singing has health benefits - see <http://www.heartresearch.org.uk/hearthealth/singinggood> - and builds a strong group identity, with mutual reliance an important element. Learning about previous generations' lives and sharing family history likewise brings individuals, families and communities closer together.

**Funding:** Capital expenditure is being incurred for musical instruments, exhibition materials, portable lighting, costumes etc. and is being matched in large part by income from ticket sales.

**Applicant: West Wilts Esprit Gymnastics Club**

**Project Title: Rhythmic, Boys and Disability Gymnastics Project**

**Amount Requested from Area Board: £1,000**

This application meets the grant criteria for 2014/15.

**Project Summary:** West Wilts Esprit Gymnastics Club has been in existence for 42 years, and has now secured improved training facilities in Trowbridge. We wish to expand our current Rhythmic, Boys', Parkour and Disability Gymnastics provision, as well as replacing current Pre-School Gymnastics equipment and introducing Soft Play. This will enable us to build on the Olympic legacy by increasing our participants, making our provision more accessible, and providing training opportunities to retain older







**Grant Applications for Bradford on Avon Area Board on 16/07/2014**

<b>ID</b>	<b>Grant Type</b>	<b>Project Title</b>	<b>Applicant</b>	<b>Amount Required</b>
825	Community Area Grant	Rededication of War Memorial and Roll of Honour	WW1 Working Group	£645
821	Community Area Grant	South Wraxall War Memorial	South Wraxall Village	£3500
695	Community Area Grant	Women of WW1 at Bradford, Winsley, & Holt	Musicians South West CIC (Community Interest Company)	£1923
833	Community Area Grant	West Wilts Esprit Gymnastics Club Rhythmic, Boys and Disability Gymnastics Project	West Wilts Esprit Gymnastics Club	£1000
825	Community Area Grant	Rededication of War Memorial and Roll of Honour	WW1 Working Group	£645.00

**Submitted:** 02/06/2014 12:09:12

**ID:** 825

**Current Status:** Application Appraisal

**To be considered at this meeting:**

16/07/2016 Bradford on Avon

**1. Which type of grant are you applying for?**

Community Area Grant

**2. Amount of funding required?**

£0 - £500

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

No

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

**5. Project title?**

Rededication of War Memorial and Roll of Honour

**6. Project summary:**

To commemorate those who fell in the 1st World War on the 100th anniversary of its beginning. The War memorial in Westbury Gardens needs to be cleaned prior to a service of rededication. A Roll of Honour Board stating the names of those who fell in the Bradford on Avon Area needs repair and relocation in a local church. This event will involve the British Legion, the Churches, relatives named on both structures, school children, Twin Towns from France and Germany and local elected representatives.

**7. Which Area Board are you applying to?**

Bradford on Avon

**Electoral Division**

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

BA15 1DE

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

Festivals, pageants, fetes and fayres  
Heritage, history and architecture  
Inclusion, diversity and community spirit

If Other (please specify)

**10. Finance:**

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

**Your latest accounts:**

**Total Income:**

£

**Total Expenditure:**

£

**Surplus/Deficit for the year:**

£

**Free reserves currently held:**

**(money not committed to other projects/operating costs)**

£

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

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

**10b. Project Finance:**

Total Project cost	£1290.00			
Total required from Area Board	£645.00			
Expenditure (Itemised £ expenditure)		Income (Itemised income)	Tick if income confirmed	£
Stone Cleaning	840.00	Town Council	yes	645.00
Board Repair	450.00			
<b>Total</b>	<b>£1290</b>			<b>£645</b>

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

No

**12. If so, which Area Boards?**

Bradford on Avon

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

The entire Community of Bradford on Avon and surrounding Parishes will remember them.

**14. How will you monitor this?**

Survey by word of mouth and response to newsletter

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

No further funding required

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

Does not form part of a larger project.

**17. DECLARATION**

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

**Quotes:**

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

**Constitution:**

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

**Policies and procedures:**

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

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

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

**And finally...**

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

821	Community Area Grant	South Wraxall War Memorial	South Wraxall Village	£3500.00
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**Submitted:** 30/05/2014 13:54:25

**ID:** 821

**Current Status:** Application Appraisal

**To be considered at this meeting:**

16/07/2016 Bradford on Avon

**1. Which type of grant are you applying for?**

Community Area Grant

**2. Amount of funding required?**

£501 - £5000

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

No

**4. If yes, please state why this project cannot be funded from the Parish Precept****5. Project title?**

South Wraxall War Memorial

**6. Project summary:**

The plan is to erect a war memorial to commemorate the 11 villagers who lost their lives in WW1 and WW2 in time for the centenary of the First War. The village does not have a permanent memorial.

**7. Which Area Board are you applying to?**

Bradford on Avon

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

BA15 2SA

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

Heritage, history and architecture

If Other (please specify)

**10. Finance:**

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

**Your latest accounts:**

**Total Income:**

£

**Total Expenditure:**

£

**Surplus/Deficit for the year:**

£

**Free reserves currently held:**

**(money not committed to other projects/operating costs)**

£

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

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

**10b. Project Finance:**

Total Project cost		£7000.00		
Total required from Area Board		£3500.00		
Expenditure (Itemised expenditure)	£	Income (Itemised income)	Tick if income confirmed	£
Stone, delivered	5500.00	Target donations		2000.00
Engraving	1000.00	Target Fundraiser Event		1500.00
Site Preparation	500.00			
Total	<b>£7000</b>			<b>£3500</b>

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

No

**12. If so, which Area Boards?**

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

The entire village will benefit from perpetuating the memory of the 11 brave men who gave their lives for us in the two world wars. The families will benefit as several of the men lost have no known graves (some were lost at sea). The project is also giving rise to two village centred fundraising events including a sponsored walk and barn dance which help bring the village together.

**14. How will you monitor this?**

The project is relatively straight forward. We have set up a new bank account to receive fundraising payments and make payments to the quarry etc. I will keep the books and records (I am a Chartered Accountant).

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

We full expect the village fundraising to meet any possible shortfalls.

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

17. DECLARATION

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

**Quotes:**

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

**Constitution:**

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

**Policies and procedures:**

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

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

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



**And finally...**

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

ID	Grant Type	Project Title	Applicant	Amount Required
695	Community Area Grant	Women of WW1 at Bradford, Winsley, & Holt	Musicians South West CIC (Community Interest Company)	£1922.62

**Submitted:** 01/04/2014 01:02:03

**ID:** 695

**Current Status:** Application Appraisal

**To be considered at this meeting:**

16/07/2016 Bradford on Avon

**1. Which type of grant are you applying for?**

Community Area Grant

**2. Amount of funding required?**

£501 - £5000

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

No

**4. If yes, please state why this project cannot be funded from the Parish Precept****5. Project title?**

Women of WW1 at Bradford, Winsley, & Holt

**6. Project summary:**

As part of the WW1 commemoration we would like to perform 'Women of World War One - a Tribute' at St Nicholas' Church, Winsley, and at two other venues in the Bradford area. The show consists of readings from poems, diaries and letters written by women who lived through the war, interspersed with live music for piano and strings written by female composers of the era, and accompanied by a slide show of contemporary images. An exhibition will also be on display. In conjunction we would like to offer an associated workshop for families on the afternoon of the day of each show.

**7. Which Area Board are you applying to?**

Bradford on Avon

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

BA15 2LE

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

Arts, crafts and culture  
Festivals, pageants, fetes and fayres  
Heritage, history and architecture

If Other (please specify)

**10. Finance:**

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

**Your latest accounts:**

**Total Income:**

£

**Total Expenditure:**

£

**Surplus/Deficit for the year:**

£

**Free reserves currently held:**

**(money not committed to other projects/operating costs)**

£

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

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

**10b. Project Finance:**

Total Project cost		£3872.62		
Total required from Area Board		£1922.62		
Expenditure (Itemised expenditure)	£	Income (Itemised income)	Tick if income confirmed	£
Purchase of portable Korg CP280 piano + stand & carry case, Sounds of Frome	800.00	Income from ticket sales projected 180 @ £10		1800.00
Purchase of basic portable LED lighting rig	797.00	Assistance in kind:		150.00

		volunteer hours 25 @ Â£6.00	
Purchase of two traditional style wooden lecterns/stands for readers	316.00		
Set of Suzuki hand chimes for workshops as at <a href="http://www.musiciansfriend.com/classroom-kids/suzuki-">http://www.musiciansfriend.com/classroom-kids/suzuki-</a>	531.62		
Stationery incl Women of WW1 Commemorative Book	170.00		
Sony VPL-DW120 slide projector	400.00	n/a	0.00
Laminator & A4 pouches for exhibition materials	49.00	n/a	0.00
Portable 6-panel exhibition & bag & velcro kit, source: Panel Warehouse	234.00	n/a	0.00
Music stand lights 3 x Â£25 Source: JustFlutes	75.00	n/a	0.00
Costumes (Edwardian outfits + ankle boots)	500.00	n/a	0.00
<b>Total</b>	<b>£3872.62</b>		<b>£1950</b>

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

No

**12. If so, which Area Boards?**

Bradford on Avon

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

We intend to hold our Women of WW1 project in Winsley (St Nicholas Church), Holt (venue tbc but likely to be the village hall) and one other venue in the Bradford area (most likely to be the West Barn in Bradford). The main aim of our project is that people from a variety of age groups and backgrounds in these and surrounding areas should have the opportunity to connect directly with the experiences and feelings of those who lived through the War, through spoken word, powerful live music, and images. Each evening performance will be preceded by a daytime workshop in which participants will gain skills and confidence in speaking aloud and singing. They will then have the opportunity to participate in a professional live public performance should they so wish. The workshop is based on a 'play in a day' format. Participants will be given a brief introduction and some time to view the exhibition. They will each select a portion of the script and will be coached in delivering this to an audience by a professional drama coach. They will learn two contrasting songs from the era including a suffragette march and a gentle lament for those who died, and play a simple accompaniment on handchimes. Workshop participants and audience members alike will learn more about the lives of women who lived through WW1 - stories of heartache, stoicism, emancipation, loss, tremendous bravery - and feel a connection with members of their own

families and a deeper understanding of the generation who lived through the War. This will be an enriching experience which will touch participants and audience alike, and will bring people in each community closer together through shared experiences, present and past. With the WW1 centenary this year, there is a strong interest in commemorative events. Most of these, understandably, will be based on the experience of men, especially soldiers; women's stories are equally valuable and are worthy of particular focus. Our initial research - letters to magazines and discussions with local women's groups - elicited a substantial response from individuals whose relatives shared their memories. We received over 30 emails and letters; many are included in the script. Whilst most Bradford residents have access to live music/theatre performances, opportunities for participation in such events are more limited. Performing in front of an audience builds confidence, as does the acquisition of new skills. Singing has health benefits - see <http://www.heartresearch.org.uk/hearthealth/singinggood> - and builds a strong group identity, with mutual reliance an important element. Learning about previous generations' lives and sharing family history likewise brings individuals, families and communities closer together.

**14. How will you monitor this?**

The most immediate evidence of the impact of the project will be in the participants' performance and in the audience's appreciation of each show and their comments. Past comments have included: 'I've never enjoyed an evening more...' 'Daughters of the Muse' was wonderful and very moving (R. Nunn, audience member, Bath, July 2010 ). We intend to evaluate in depth, as follows: We will allow time for a discussion of participants' experiences at the end of the workshop. Participants will be asked to complete a simple workshop evaluation form at the end of the workshop and, if they wish, make a written comment in the 'Women of World War One' book. Audience members will also be invited to contribute to the book as they view the exhibition before and during the interval of each performance. All participants will be invited to make comments about the workshop and performance via email, on our Facebook page, Twitter, and on the Musicians South West website. Time permitting, we will offer participants the chance to video their comments as part of the workshop. We will invite a random group of audience members to complete a short questionnaire at the end of each show so we can assess the audience perception and the impact of the performance.

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

N/A

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

N/A

**17. DECLARATION**

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

**Quotes:**

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

**Constitution:**

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

**Policies and procedures:**

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

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

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

**And finally...**

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

833	Community Area Grant	West Wilts Esprit Gymnastics Club Rhythmic, Boys and Disability Gymnastics Project	West Wilts Esprit Gymnastics Club	£1000.00
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**Submitted:** 06/06/2014 10:04:46

**ID:** 833

**Current Status:** Application Appraisal

**To be considered at this meeting:**

16/07/2016 Bradford on Avon

**1. Which type of grant are you applying for?**

Community Area Grant

**2. Amount of funding required?**

£0 - £500

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

No

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

N/A

**5. Project title?**

West Wilts Esprit Gymnastics Club Rhythmic, Boys and Disability Gymnastics Project

**6. Project summary:**

West Wilts Esprit Gymnastics Club has been in existence for 42 years, and has now secured

improved training facilities in Trowbridge. We wish to expand our current Rhythmic, Boys', Parkour and Disability Gymnastics provision, as well as replacing current Pre-School Gymnastics equipment and introducing Soft Play. This will enable us to build on the Olympic legacy by increasing our participants, making our provision more accessible, and providing training opportunities to retain older gymnasts and to make them into the coaches of the future.

**7. Which Area Board are you applying to?**

Bradford on Avon

**Electoral Division**

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

BA14 0XE

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

Children & Young People

2012 Olympic Legacy

Economy, enterprise and jobs

Health, lifestyle and wellbeing

Inclusion, diversity and community spirit

Sport, play and recreation

If Other (please specify)

N/A

**10. Finance:**

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

**Your latest accounts:**

04/2014

**Total Income:**

£93378.00

**Total Expenditure:**

£89822.00

**Surplus/Deficit for the year:**

£3556.00

**Free reserves currently held:**

**(money not committed to other projects/operating costs)**

£3000.00

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

We will be using our reserves to part fund this project, as well as through our own fundraising and the Area Board Grant. We do not currently have enough in reserves to cover

all the start-up costs (Solicitor, Accountant, first quarter's rent and Planning fees) plus the additional equipment we will need in order to continue to deliver the service we provide, and to further develop our programmes going forward. We therefore need some financial help with the initial start-up of this long-term project.

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

**10b. Project Finance:**

Total Project cost		£10662.55		
Total required from Area Board		£1000.00		
Expenditure (Itemised expenditure)	£	Income (Itemised income)	Tick if income confirmed	£
Rhythmic Gymnastics Set	160.00	Fundraising	yes	5662.55
Rhythmic Hoops	144.00	Trowbridge Area Board		3000.00
Mini Apparatus for Boys	1505.80	Westbury Area Board		1000.00
Soft Play Equipment	1000.00			
Pre-School Equipment	3064.55			
Judo Mats	500.00			
Crash Mats	500.00			
Block for Disabled Gymnasts	505.00			
Trampoline	3283.20			
<b>Total</b>	<b>£10662.55</b>			<b>£9662.55</b>

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

No

**12. If so, which Area Boards?**

Bradford on Avon  
Trowbridge  
Westbury

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

The new facility will benefit anyone in our main catchment area (Trowbridge, Westbury, Bradford-on-Avon and the surrounding villages) who wishes to become involved, or is

already involved, in Gymnastics-related activity. We currently provide Gymnastics opportunities to participants aged 6 months and upwards, but we have outgrown our current facility and have waiting lists for a number of our classes. In the last year we have introduced a number of new Gymnastics-related activities such as Rhythmic, Boys, Parkour, Adults and Disability and we wish to expand this provision but have no more room in our current gym. It is our goal to further reach under-represented sectors of the community such as 11-25 year olds, adults wishing to return to sport and disabled participants. We also wish to develop disciplines which are very limited in Wiltshire such as Rhythmic Gymnastics, Parkour, Team Gym, Gym Fit and Soft Play. We are supported in this by ex-Olympian Francesca Fox, who coaches with us on a seasonal basis. These activities attract our target under-represented audiences and offer general fitness opportunities and alternative activities to our members as well as their parents/guardians and siblings. We currently offer part-funded training and mentoring opportunities to our older gymnasts to enable them to become qualified coaches, and an increased membership will mean more opportunities for us to develop the coaches of the future from our current members. In this way, we can become a training facility and offer both voluntary and paid employment to 14 year-olds upwards who wish to become coaches and leaders. All of this is dependent on our obtaining the capital to purchase new equipment.

**14. How will you monitor this?**

As an organisation we are currently in the process of applying for Gym Mark, which is British Gymnastics' quality standard certification. As part of this, we have developed a detailed Action Plan, which provides the means for us to evaluate our progress at each stage of our development. This Action Plan means that we can measure our progress at 6-month, 12-month, 18-month and 2 year stages. We have also developed a database in which we keep all participant personal details, which means that we can dissect our membership at any time and check various characteristics against our target audiences. In this way, we will always know and can report periodically whether we are reaching our target under-represented groups and whether their numbers within our programmes are growing. We can also target our marketing geographically so that we can reach under-represented communities and, if necessary, ethnicities and/or age-groups.

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

We are applying for the Area Board Grant to purchase equipment for the start-up of a much bigger project. Once we have started the new Gymnastics facility, in part using equipment we already possess and in part with equipment bought through the grant, we can grow our current participation. At present we have a self-funding business which is financially stable, but once in a larger facility with additional equipment and revenue streams we can generate more income. We remain a not-for-profit organisation, so all income over and above our running costs will be re-invested, and this will all be possible due to the initial start-up funding for the new equipment. The business will therefore remain self-funding.

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

We are applying for the Area Board Grant to purchase equipment for the start-up of a much bigger project. This is the preparation and opening of a permanent Gymnastics and Fitness facility for the community of Trowbridge and the surrounding area. This project (aside from the initial start up costs outlined above) has an annual cost, as the building will be rented. All our costs are calculated monthly, quarterly and annually, and are available for perusal if required.



17. DECLARATION

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

**Quotes:**

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

**Accounts:**

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

**Constitution:**

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

**Policies and procedures:**

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

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

**And finally...**

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

