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**Neighbourhood Portion of  
Community Infrastructure Levy (CIL) for Bath**

**PROJECT EXPRESION OF INTEREST AND APPLICATION  
FOR FUNDING FORM**

**SECTION 1: FOR COMPLETION BY THE PROJECT APPLICANT**

**1) Contact Details:**

Name:	Christopher John Beezley
Organisation:	Chairman of Beech Avenue Residents' Association
Phone number:	
E-mail address:	

**2) Criteria**

- 2.1 How does the project address the specific impacts of the new developments from which the funding has been generated? (You may consider this on a ward basis, a locality basis or a city wide basis.)**

The project relates to road safety at the junction of Claverton Down Road and Oakley (BA2 6DT) and the approaches to this junction from the directions of Bathwick Hill, Widcombe Hill and the entrance to the University of Bath.

- 2.2 How does the project provide links to the locality in the area where development has taken place? (if your project has city wide impact you will need to demonstrate how the broader community in the city will benefit)**

The overall project seeks to improve safety for pedestrians, cyclists and motorists at the junction of Claverton Down and Oakley roads and on the approaches to the junction. The Highways Department has committed to a feasibility study into how the layout of the junction can be improved. This will not start until early 2018 and any subsequent capital work will not be before FY 2018/19. Meanwhile there is an urgent need to slow traffic on the approaches to the junction. This application is to fund up to three 20mph flashing warning signs: one on each of the three approaches to the junction.

• **2.3 Please provide evidence which shows how the community has been listened to and what support exists for your project?**

There have been at least ten traffic accidents at the junction since August 2016. These have all occurred close to:

- Residential area pavements.
- A major bus stop.
- The entrance to our Community Hall.
- A well-used gate leading into National Trust fields and onto the Bath Skyline walk.

In three of the accidents, cars were bounced onto the pavement by the force of the impact, potentially threatening serious injury and death to pedestrians.

In spite of speed limit reductions to 20mph on the approaches to the junction, the speeding problem continues to increase causing considerable danger and disturbance to local residents and visitors. Recently, a traffic enforcement officer recorded fifty instances in fifty minutes of motorists travelling at least 40mph in the 20mph zone. The unusually high frequency of HGVs, buses and taxis passing through this junction, mostly travelling to and from the ever-expanding University site, increases the likelihood that more serious accidents will occur at this junction if traffic speed isn't reduced soon.

We asked the Highways Department to install flashing speed warning signs as soon as possible, and certainly before the feasibility study, but all they would offer, in the absence of a budget, was the provision of power points for self-funded signs. Since the start of our campaign, they have deployed temporary 20mph flashing warning signs on the approaches to the junction and we have seen these have a significant impact on driver behaviour. They are only ever in place for about a week, however, and bad practice reverts when they are removed. Hence this application for permanent signs.

**2.4 Does the project show that it either:**

- **Support the development of the relevant area by funding the provision, improvement, replacement, operation or maintenance of infrastructure or**
- **Anything else that is concerned with addressing the demands that development places on the area.**

**Yes**

Receipts on local developments have been received for Bathwick and the installation of speed sign will benefit the community.

### 3) Project Contact Details:

<b>Contact details for the project (if different to person completing the form)</b>	Christopher John Beezley
<b>Project Name</b>	Bathwick Road Oakley Speed Signage
<b>Project Location</b>	Bathwick
<b>Locality or Ward which will benefit from this project</b>	Bathwick and Wider Bath

### 4) Project Details:

<b>4.1 Description of your project – including your outcomes and objectives (maximum 300 words)</b>
<p>The original application related to a request for one speed awareness sign on each of the three approach roads to this difficult junction (outside Claverton Down Community Hall), including an extended 10 year maintenance period. At that stage, we had not realised that the CIL would only match funding from elsewhere. Since then, funding totalling £5,000 has been secured via our Ward Councillors to cover the purchase and installation of one sign (£4k), plus 5 years' maintenance at £200/year (£1k). We also approached the University of Bath, but they declined to make a contribution. We have since reviewed the situation and are forced to reduce our CIL request to £5,000 to match the Councillors' contribution, in order to install a similar sign on the second major approach road.</p> <p>Only the sign described above as 'Oakley, Widcombe Hill' (more correctly*: 'Oakley, Claverton Down Road') is part of this CIL application. The Smallcombe House sign is in a totally different location and is not at all related to this application.</p>
<b>4.2 Reasons for supporting this project (maximum 300 words)</b>
<p>The local police have been consulted and they agree the junction is dangerous and that speeding is a contributory factor to a number of the accidents. They have recently agreed to support a community speed watch scheme in the area.</p> <p>Since a particularly serious accident in August 2016 when a car was bounced onto the pavement and a garden wall was seriously damaged, there has been a vigorous community campaign to lobby the Council to improve safety in the area. The Bathwick Councillor, Cllr Matt Cochrane, has attended three community meetings on the subject and he is fully supportive of our demands that something must be done before there is death or serious injury. We are about to launch a community petition to the Council calling for action to ensure there is provision in the FY 2018/19 budget for whatever is recommended by the feasibility study. The petition will be walked around the residential and student communities and will also be posted on-line where, hopefully, we will pick up support from motorists who use the junction and know full well how dangerous it is.</p>
<b>4.3 Is this a new project or does this project link into an existing project? (include a breakdown of how you plan to allocate the funding)</b>

There has already been extensive consultation within the community. We have held three well attended meetings and there are regular email updates on progress. These will continue and volunteers have come forward for the community speed watch and for the initiative with the petition. In addition we have sought to keep the University aware of our concerns and plans. Many students and staff use the junction, on foot, bicycle or by car and one of the recent accidents resulted in a student being knocked from his bicycle. The University has confirmed that road safety is a high priority and that they will support our campaign by lobbying the Council.

<b>4.4 Target Start Date</b>	01 August 2017	<b>4.5 Target Completion Date</b>	31 August 2017
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01 August 2017

31 August 2017

<p><b>4.6 If planning permission is required for this project has it been granted?</b></p> <p>The Highways Department will have to authorise the actual sites, but Cllr Cochrane is confident this will be forthcoming.</p>
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### 5) Funding:

<b>5.1 Total Cost of Project:</b>	<b>£5,000</b>
<b>5.2 Amount sought from Neighbourhood Portion of CiL Fund:</b>	<b>£5,000</b>
<b>5.3 Benefit (Money identified from other sources)</b>	<b>£10K Ward Councillor Funding</b>

£5,000

## £10K Ward Councillor Funding

### 6) Bank Details (for successful projects)

<b>6.1 Details of the Bank Account into which the funds from the Neighbourhood Portion of CiL should be paid:</b>			
<b>Bank name:</b>		<b>Sort code:</b>	
<b>Account name:</b>		<b>Account number:</b>	

**Sort code:**Account  
number:[illegible][illegible]



## **SECTION 2: FOR COMPLETION BY STRATEGY & PERFORMANCE**

### **Project Form Validation Decision (Officer decision)**

Since receiving this application there has been a number of occasions that correspondence have taken place about this scheme. There is clearly local support for this project. The receipts from local development to provide this additional infrastructure will deliver benefits to both the local Bathwick Ward and the wider road users in Bath.

## **SECTION 3: FOR COMPLETION BY BATH CITY FORUM WORKING GROUP**

### **Project Expression of Interest Recommendations (Working Group decision)**

#### **Summary:**

The overall project seeks to improve safety for pedestrians, cyclists and motorists at the junction of Claverton Down and Oakley roads and on the approaches to the junction. Extensive consultation has taken place in the local community following ten accidents on this stretch of road since August 2016.

This route has increased traffic usage due to developments at the nearby university and further on in Combe Down.

Funding Requested: £5,000 (which includes an extended 10 year maintenance period)

Additional Funds: Ward Councillor Support has covered the cost of the other signs that were required to meet the overall level of improvements

Outcome: A recommendation of £5,000 has been made for the installation and maintenance for this additional sign which completes the overall projects ambitions.

## **SECTION 4: FOR COMPLETION BY BATH CITY FORUM**

### **Recommendations received (Bath City Forum decision)**

The recommendation was presented to the meeting of the Bath City Forum on 27 March 2018 and received no further comments. This application we be put forward for single cabinet member for decision within the second round of projects papers.

## **SECTION 5: FOR COMPLETION BY SUPPORTING COUNCIL SERVICE AREAS**

### **Recommendations received on project delivery (Officer decision)**

Following a site meeting with Cllr Cochrane, Pete had explained that the cost for each sign is £5000.00 which includes £200.00 for five years maintenance of the sign (expected life of sign). I believe Pete has discussed the sign requests with Kelvin who has verbally agreed to proceed due to additional income for the maintenance over the 5 year period?

**Kelly Huggins EngTech MIHE**  
**Technical Officer**  
**Traffic Management**

Looks like we're ok with the £5k for the sign  
**Paul Garrod**  
**Traffic Management & Network Manager**

## **SECTION 6: OUTCOME OF THE COUNCIL CABINET DECISION**

**Recommendation (Cabinet decision)**

## **SECTION 7: PROCESS LOG**

	<b>Process start date</b>	<b>Date agreement reached</b>
<b>Expression of interest and Officer Validation</b>	<b>05.06.17</b>	<b>05.06.17</b>
<b>Bath City Forum Working Group recommendations</b>	<b>08.01.18</b>	<b>12.03.18</b>
<b>Bath City Forum recommendations</b>	<b>27.03.18</b>	<b>27.03.18</b>
<b>Service Area recommendations</b>	<b>09.04.18</b>	
<b>Submission to Council Cabinet for agreement</b>		
<b>Payment of Funds</b>		

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# Bath & North East Somerset Council

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Cllr Tim Warren  
Guildhall  
High Street, Bath  
BA1 5AW  
Bath & North East Somerset Council  
Telephone: 01225 477496  
Email: [Tim\\_Warren@bathnes.gov.uk](mailto:Tim_Warren@bathnes.gov.uk)  
[www.bathnes.gov.uk](http://www.bathnes.gov.uk)

Date: 23rd November 2017

Mr G Kerr

Dear Mr Kerr

Petition – Improve Safety at the Claverton Down/Oakley Road Junction in Bath

Thank you for submitting the petition to the Council on 9<sup>th</sup> November 2017.

Although I am advised by our officers that this junction does not have a poor record in terms of injury accidents, which is usually the basis for us prioritising road safety schemes, there is clear evidence of accidents having occurred at this location that you and other residents have brought to our attention. For this reason I have asked for a feasibility study to be carried out in the next financial year (2018/19), which will look at what can be done to improve safety. I am afraid that our current year's budget for highway improvements is fully committed, but I am hopeful that when the Council confirms its budget around February next year that funding will be allocated to this feasibility study.

The study will consider the issues you have raised, and arrive at a preliminary design and costing. It will also identify whether any land outside of the Council's ownership will need to be acquired. For these reasons it means the cost of the solution will not be known until the study work has been completed. Please be aware that it may not, therefore, be possible to construct the improvement scheme within the same year, depending upon the budget available and the conclusion of any planning or land issues.

The Council does not have powers to enforce speed limits, but the approach speed of traffic to the junction will be factored into finding a way to make this location safer.

Yours sincerely

A handwritten signature in dark ink, appearing to read 'Tim Warren', written in a cursive style.

Cllr Tim Warren

Leader, Bath and North East Somerset Council



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**PROJECT EXPRESION OF INTEREST AND APPLICATION  
FOR FUNDING FORM**

**SECTION 1: FOR COMPLETION BY THE PROJECT APPLICANT**

**1) Contact Details:**

Name:	Helen Conner
Organisation:	Relish Running Races
Phone number:	
E-mail address:	

**2) Criteria**

- **2.1 How does the project address the specific impacts of the new developments from which the funding has been generated? (You may consider this on a Ward basis a Locality basis or a City wide basis.)**

There are many new developments in the area; namely the student accommodation on Lower Bristol road and the large Riverside development. Both sites have brought thousands of people into this area and the nearest green space to these areas is Brickfields park. Brickfields park is a great, underutilised space for the local community. Each year Relish Running put on 4 family friendly running events in this space. Each event attracts around 1,000 people including children and beginners and has great support from the council and Sustrans.

However, the access to this site is proving more difficult each year as the access into the park from Shophouse road has a large drop which is leading to vehicles grounding themselves, which in turns makes the surface very muddy and hinders access for other larger vehicles such as the event ambulance. This site is very important to the local community and with the ever-increasing numbers in this community, it's usage will increase. With improved access it might also encourage other events into this space which would provide additional revenue for the council and a great service for the community.

- **2.2 How does the project provide links to the locality of the area where development has taken place? (for example if your project has a City wide impact)**

The project aims to improve the on-site vehicle access to Brickfields park which is the nearest green space for the Riverside development and student development on Lower Bristol road.

- **2.3 What evidence can you provide which shows how the community have been listened to and support this project?**

We have approximately 1,000 people who take part at each of our 4 races across the year in Brickfields park. Since the commencement of the Two Tunnels events in 2015 over 12,000 runners have taken part in events from Children's fun runs up to marathon distance events.

15% of the participants have a Bath postcode (1,800 runners), 30% have a BA postcode (3,600 runners). Race on race, 20% of the participants are people taking part in their first timed event which shows how 2,500 people have been introduced to running via our events.

We have great feedback from our events from this community and in order to continue to offer these events in the future we need to ensure vehicle access onto the site is feasible. As the ground continues to deteriorate with age and general weather conditions in the winter, access will continue to become an issue. Our ambulance support seems to find it the most difficult to access due to their weight and without these vehicles on site the races cannot go ahead.

**2.4 Does the project show that it either:**

- **Support the development of the relevant area by funding the provision, improvement, replacement, operation or maintenance of infrastructure or**
- **Anything else that is concerned with addressing the demands that development places on the area.**

Yes, it is improving the infrastructure (ground works) into the entrance of the park.

### 3) Project Contact Details:

<b>Contact details for the project (if different to person completing the form)</b>	Helen Conner
<b>Project Name</b>	Brickfields park vehicle access improvement
<b>Project Location</b>	Entrance to Brickfields park off Shophouse road, Bath
<b>Locality or Ward which will benefit from this project</b>	Twerton, Bath

#### 4) Project Details:

<b>4.1 Description of your project (maximum 300 words)</b>			
<p>The aim of this project is to provide improved vehicle access to Brickfields park via Shophouse road. There is a very small area just after the track as you enter the site which is rutted and uneven. We are looking for a small amount of funds to tarmac this ground enabling improved access to the site.</p> <p>Currently this is the only vehicle access point onto the site. Vehicles are required access in order to put on events in this space.</p> <p>Brickfields park is a great open space which could be utilised more by the local community. Events such as ours bring people into the space who often were not aware of its existence. Other community events may be encouraged to utilise this space if access were to be improved.</p>			
<b>4.2 Reasons for supporting this project (maximum 300 words)</b>			
<p>Access to this green space is required should you wish to support events in this space in the future. As the surrounding community is growing dramatically in size due to the new developments, more green spaces like these are increasingly very important and should be looked after to provide the community with accessible green spaces and community events.</p>			
<b>4.3 Is this a new project or does this project link into an existing project?</b>			
New project			
<b>4.4 Target Start Date</b>	As soon as possible	<b>4.5 Target Completion Date</b>	May 2018

<b>4.6 If planning permission is required for this project has it been granted?</b>
No planning permission is required

#### 5) Funding:

<b>5.1 Total Cost of Project:</b>	£4,500 + VAT
<b>5.2 Amount sought from Neighbourhood Portion of CiL Fund:</b>	£3,500 + VAT
<b>5.3 Benefit (Money identified from other sources)</b>	£1000 to be put forward by Relish

	Running Races
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## 6) Bank Details (for successful projects)

<b>6.1 Details of the Bank Account into which the funds from the Neighbourhood Portion of CiL should be paid:</b>			
<b>Bank name:</b>		<b>Sort code:</b>	
<b>Account name:</b>		<b>Account number:</b>	

<b>6.2 If the project is being delivered internally, internal code is required below:</b>													

## SECTION 2: FOR COMPLETION BY STRATEGY & PERFORMANCE

<b>Project Form Validation Decision (Officer decision)</b>
The receipts from local developments to provide this upgrade to local infrastructure will deliver benefits to both the local Westmoreland Ward and the wider park users in Bath.

## SECTION 3: FOR COMPLETION BY BATH CITY FORUM WORKING GROUP

<b>Project Expression of Interest Recommendations (Working Group decision)</b>
<p><b>Summary:</b> Brickfields Park is a great but underutilised space for the local community, access to this green space is required for supporting events in this space in the future. As the surrounding community is growing dramatically in size due to the new developments, green spaces like these are increasingly very important and should be looked after to provide the community with accessible green spaces and community events.</p> <p><b>Project Cost:</b> £5,400  <b>Funding Requested:</b> £4,200  <b>Additional Funds:</b> £1,200 from Relish Running Races</p> <p><b>Outcome:</b> The working group recommends that £4,200 be provided to for tarmacking the on-site access into the park from Shophouse Road.</p>

## SECTION 4: FOR COMPLETION BY BATH CITY FORUM

### Recommendations received (Bath City Forum decision)

The recommendation was presented to the meeting of the Bath City Forum on 27 March 2018 and received no further comments. This application will be put forward for single cabinet member for decision within the second round of projects papers.

## SECTION 5: FOR COMPLETION BY SUPPORTING COUNCIL SERVICE AREAS

### Recommendations received on project delivery (Officer decision)

We fully support the access improvements at Brickfields as it will improve access to the site for maintenance and for events.

**Paul Pearce**

**Team Leader Parks and Trees**

I don't see any problems with the surfacing for the park entrance either. If there were to be changes to the alignment of the kerbs then we would need to check that, but if their position isn't changing then that's fine.

**Paul Garrod**

**Traffic Management & Network Manager**

## SECTION 6: OUTCOME OF THE COUNCIL CABINET DECISION

### Recommendation (Cabinet decision)

## SECTION 7: PROCESS LOG

	Process start date	Date agreement reached
Expression of interest and Officer Validation	15.01.18	15.01.18
Bath City Forum Working Group recommendations	12.03.18	12.03.18
Bath City Forum recommendations	27.03.18	27.03.18
Service Area recommendations	09.04.18	10.04.18
Submission to Council Cabinet for agreement		
Payment of Funds		





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**Neighbourhood Portion of  
Community Infrastructure Levy (CIL) for Bath**

**PROJECT EXPRESION OF INTEREST AND APPLICATION  
FOR FUNDING FORM**

**SECTION 1: FOR COMPLETION BY THE PROJECT APPLICANT**

**1) Contact Details:**

Name:	Rob Appleyard on behalf of..
Organisation:	Alice Park Trust
Phone number:	
E-mail address:	

**2) Criteria**

- **2.1 How does the project address the specific impacts of the new developments from which the funding has been generated? (You may consider this on a Ward basis a Locality basis or a City wide basis.)**

Alice Park is adjacent to a new assisted living development by McCarthy & Stone of 70 units which will provide a significant CIL contribution. The park is governed by a trust and although the main trustee is the council the park receives no inclusion in the capital spend of the Parks department budget.

The new paths will allow access to various sections and activities, old and new, within the path whilst protecting the integrity of grass area

- **2.2 How does the project provide links to the locality of the area where development has taken place? (for example if your project has a City wide impact)**

Alice Park is a very well supported area within Lambridge and attracts visitors from a wider area, it is particularly favoured by families which bring a balance to the regular daily visits of walkers, and keep fit enthusiasts and dog walkers. The park is the venue for a number of neighbourhood events and initiatives and is in addition the venue for the Julian House "sleep out" which happens each March and raised in excess of £30,000 this year.

- **2.3 What evidence can you provide which shows how the community have been listened to and support this project?**

A recent survey of park users conducted for the Trust by the park Café, engaging the park users and wider community identified the lack of path access to a number of facilities, and this inhibited the use and enjoyment of the park, and also restricted suitable access to areas such as the tennis courts, toddlers cycle training section, Boules and also to the newly agreed skate park facility which will be located in the corner of the park. A new path structure will also include an additional external access to the park from Gloucester Rd, by the new skate park facility, which will also be part of another ongoing local project to provide an access to the park from Larkhall which eliminates the need to use the heavily polluted London Rd. The request for additional pathways was within the top three items within the survey.

**2.4 Does the project show that it either:**

- Support the development of the relevant area by funding the provision, improvement, replacement, operation or maintenance of infrastructure or
- Anything else that is concerned with addressing the demands that development places on the area.

Yes

### 3) Project Contact Details:

<b>Contact details for the project (if different to person completing the form)</b>	Paul Pearce (Project advisor) Banes Parks & green spaces <a href="mailto:paul_pearce@bathnes.gov.uk">paul_pearce@bathnes.gov.uk</a>
<b>Project Name</b>	AP Connecting access Paths
<b>Project Location</b>	Alice Park, Gloucester Rd Larkhall
<b>Locality or Ward which will benefit from this project</b>	Larkhall ( Lambridge Ward )

### 4) Project Details:

#### 4.1 Description of your project (maximum 300 words)

With reference to the attached map, the first section of path will run alongside the play area fence and link to the Boules Terrain ( which is expected to be enlarged for competition and club matches shortly ) and join an existing section of path where the new skate park facility will be situated, it will then divide with one section going and terminating at the new corner proposed entry, this will include a wider element for any future need for emergency vehicles attending, the other section will connect to the cycle training section along the existing path. This section will provide a definite route and protect the grass area on anticipation of a greater footfall to those facilities.

The second section will pass in front of the tennis courts, providing safe access to the courts and taking the foot traffic away from behind the courts and so eliminating a perceived safeguarding issue and discontent from neighbouring residents due to groups gathering in isolation behind the courts at times. It is anticipated the footfall to the tennis courts will significantly increase due to their inclusion with a project with the Lawn Tennis Association which is looking to invest in Alice Park as a hub as part of an Authority wide Tennis participation project. This will also provide a route to the cycling training area on the far side of the park.

#### **4.2 Reasons for supporting this project (maximum 300 words)**

The Park will be well used by a range of communities and the addition of these footpaths will cater for existing users but also for the new facilities being delivered within the park. They will provide safe access to all areas within the park and allow for activities to be positioned around the park and not the immediate area by the large gates, therefore putting pressure on the quality of the grassed areas there.

Banes parks department have indicated a suitable path material would be around £135 per metre, although its anticipated there will be an opportunity to make savings over the 320 metres, which will be passed back to the CIL fund. The Parks & Green spaces manager has indicated that this is a relatively simple project and he would anticipate minimal officer support needed, again making savings against the budget.

#### **4.3 Is this a new project or does this project link into an existing project?**

This is a new project, but will link in with the Larkhall Alice Park bridge project which will deliver a safe route from Larkhall Square to the new corner entrance to Alice Park, where the skate park facility will be located. This project will also enhance the improvement work funded by The Lawn Tennis Association to upgrade the tennis courts to become a hub for an Authority wide participation project, this project will provide a good income to the Alice Park Trust for future investment into facilities. There is a strong demand for better tennis facilities and safe access.

<b>4.4 Target Start Date</b>	July 2018	<b>4.5 Target Completion Date</b>	September 2018
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<b>4.6 If planning permission is required for this project has it been granted?</b>
Planning consent is not required and the Banes Council quality criteria will be followed by either one of two approved contractors.

## 5) Funding:

<b>5.1 Total Cost of Project:</b>	<b>45,200</b>
<b>5.2 Amount sought from Neighbourhood Portion of CiL Fund:</b>	43,200
<b>5.3 Benefit (Money identified from other sources)</b>	<b>2,000 (in kind)</b>

## 6) Bank Details (for successful projects)

<b>6.1 Details of the Bank Account into which the funds from the Neighbourhood Portion of CiL should be paid:</b>			
<b>Bank name:</b>		<b>Sort code:</b>	
<b>Account name:</b>		<b>Account number:</b>	

<b>6.2 If the project is being delivered internally, internal code is required below:</b>													

## SECTION 2: FOR COMPLETION BY STRATEGY & PERFORMANCE

<b>Project Form Validation Decision (Officer decision)</b>
This park has not received infrastructure upgrades in the recent past and the project offers improvements that will not only benefit local residents but those that travel from further afield to use the facilities. Developments have taken place locally and the positive impact of this project has support from the community.

## SECTION 3: FOR COMPLETION BY BATH CITY FORUM WORKING GROUP

<b>Project Expression of Interest Recommendations (Working Group decision)</b>
<p>Summary:</p> <p>To join up two sections of pathway totalling 320 metres at Alice Park, to enable users to benefit from all areas of the park and to provide a safe circular walk for all, if delivered will proved huge improvement to the user experience of the park. The Park will be well used by</p>



the new residents of the McCarthy & Stone assisted living facility, and the many current users of the Park who come from a wider areas including new development in Ensleigh. In a recent survey of park users and wider participation the lack of suitable pathways around the park was strongly identified.

Project Cost: £43,200

Funding Requested: £43,200

Outcome:

The working group felt that further information was provided and were in favour of proceeding with this project:

- Parks have been consulted around the joining up of pavement and showed no real concerns.
- This park is predominantly used by families and the inclusion of works by Highways in providing a safe entrance was welcomed.
- The movement of this park to the management of Alice Park Trust resulted in a lack of investment in recent times. Increased future usage in this parks Tennis and Skate Park Facilities will be greatly helped by the works proposed.

#### **SECTION 4: FOR COMPLETION BY BATH CITY FORUM**

##### **Recommendations received (Bath City Forum decision)**

The recommendation was presented to the meeting of the Bath City Forum on 27 March 2018 and received no further comments. This application we be put forward for single cabinet member for decision within the second round of projects papers.

#### **SECTION 5: FOR COMPLETION BY SUPPORTING COUNCIL SERVICE AREAS**

##### **Recommendations received on project delivery (Officer decision)**

Alice Park is managed by the Alice Park Trust, so the Parks team don't have responsibility for capital investments and their maintenance. The Trust will need to consider whether or not it has the resources to maintain the path and what it will do when the path reaches its end of life (15-20 years?) as the Council will not be responsible for any of these matters nor responsibilities.

The trust will need to set out how it will manage this asset as it will not be covered under the Council's existing service level agreement with the Trust.

The construction work will also likely disrupt routine maintenance so the Trust will need to liaise closely with us to minimise disruption.

However from a parks' user's perspective, the path will improve access around the site – which will be positive.

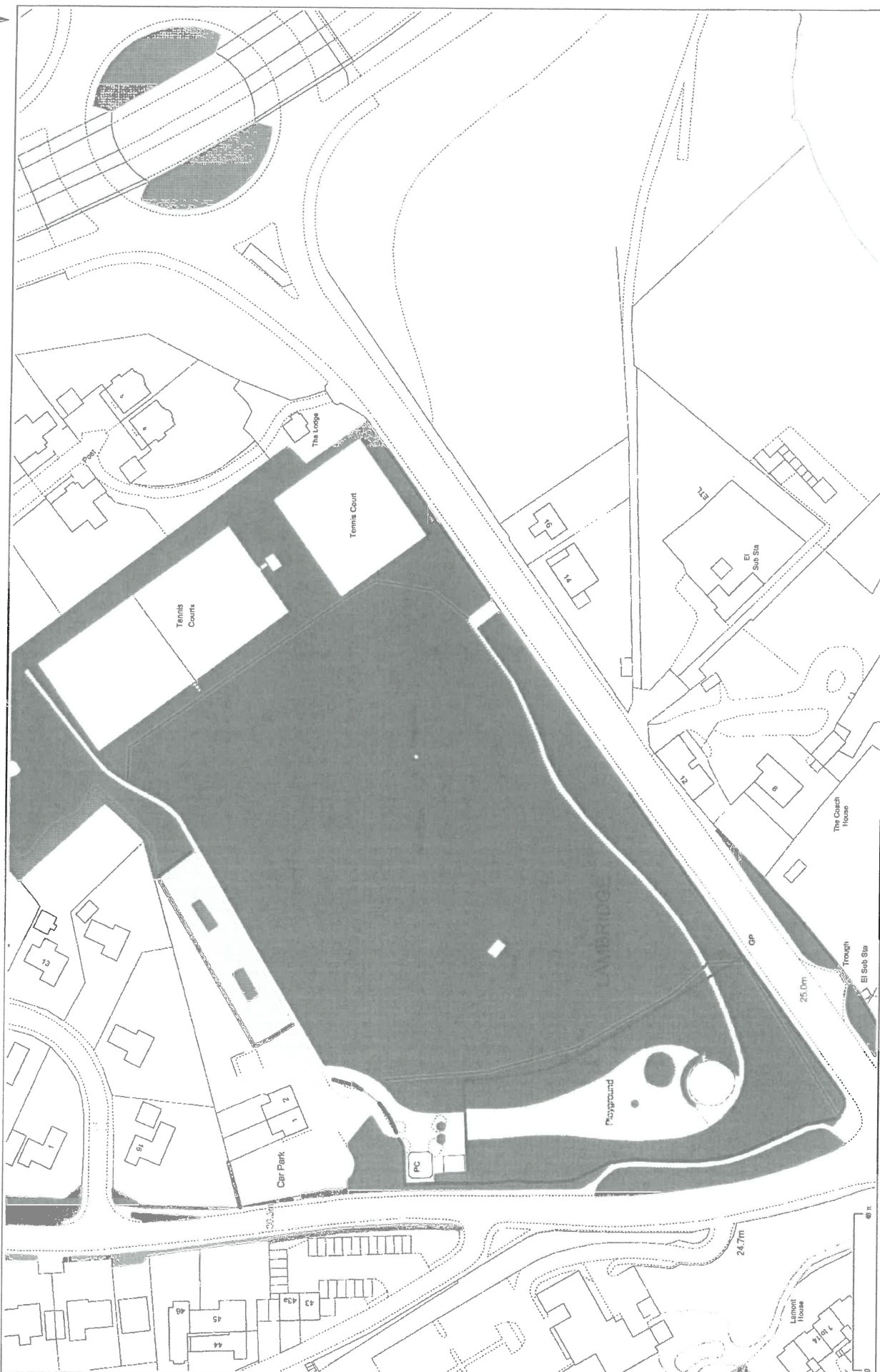
**Paul Pearce**  
**Team Leader Parks and Trees**

## **SECTION 6: OUTCOME OF THE COUNCIL CABINET DECISION**

<b>Recommendation (Cabinet decision)</b>

## **SECTION 7: PROCESS LOG**

	<b>Process start date</b>	<b>Date agreement reached</b>
<b>Expression of interest and Officer Validation</b>	<b>15.01.18</b>	<b>15.01.18</b>
<b>Bath City Forum Working Group recommendations</b>	<b>12.03.18</b>	<b>23.03.18</b>
<b>Bath City Forum recommendations</b>	<b>27.03.18</b>	<b>27.03.18</b>
<b>Service Area recommendations</b>	<b>09.04.18</b>	<b>10.04.18</b>
<b>Submission to Council Cabinet for agreement</b>		
<b>Payment of Funds</b>		





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**Neighbourhood Portion of  
Community Infrastructure Levy (CIL) for Bath**

**PROJECT EXPRESION OF INTEREST AND APPLICATION  
FOR FUNDING FORM**

**SECTION 1: FOR COMPLETION BY THE PROJECT APPLICANT**

**1) Contact Details:**

Name:	Rob Appleyard
Organisation:	21 <sup>st</sup> Larkhall scouts
Phone number:	
E-mail address:	

**2) Criteria**

- **2.1 How does the project address the specific impacts of the new developments from which the funding has been generated? (You may consider this on a Ward basis a Locality basis or a City wide basis.)**

Pockets of development within the Larkhall and wider area (particularly at Ensleigh) have created a growing family catchment increasing demand for youth development activities alongside formal education. The 21<sup>st</sup> Bath Scout Group are one such activity with reported benefits to mental and physical wellbeing from the activities provided. The council has recognised the importance of this activity by renegotiating to extend the current lease on the Scout site at Charlcombe Lane to safeguard this provision and enable investment in improvements to take place. The Scouts recognise the importance of fundraising to create ownership of this work and will look to add to the monies already identified. The award from CIL will enable the project to be completed within a suitable timeframe and avoid yet another cold winter as the heating and lack of electricity in some rooms is a priority item to be addressed.



- **2.2 How does the project provide links to the locality of the area where development has taken place? (for example if your project has a City wide impact)**

The improvement of the buildings will add to the viability to bring other users into the site, existing room hire is at capacity within the area. The current sub lease for the playschool will be protected with a warmer and safer building. There is much local support for this initiative following a successful recruitment drive for adult Leaders, ensuring those children on the waiting list can be brought into Scouting. This refurbishment will ensure a safer and more up to date environment now exists for Scouting within Larkhall both inside and outside.

- **2.3 What evidence can you provide which shows how the community have been listened to and support this project?**

The District Scouts have just completed a fast track campaign to recruit additional adult Leaders, this was well supported by the community with 12 new Leaders identified. A strong response from the community also indicated support to the refurbishment of the existing facilities. The additional leaders have ensured that in addition to the pre-existing Cub pack of 24 young people, Beaver and Scout sections have been added, with 22 and 20 young people respectively. In addition to front line leaders, additional assistance from the community has enabled the establishment of a supporting Executive committee (Trustees) to undertake governance who support the uniformed Leaders.

**2.4 Does the project show that it either:**

- **Support the development of the relevant area by funding the provision, improvement, replacement, operation or maintenance of infrastructure or**
- **Anything else that is concerned with addressing the demands that development places on the area.**

Yes

**3) Project Contact Details:**

<b>Contact details for the project (if different to person completing the form)</b>	S
<b>Project Name</b>	21 <sup>st</sup> Scout HQ refurbishment
<b>Project Location</b>	21 <sup>st</sup> Larkhall Scout HQ
<b>Locality or Ward which will benefit from this project</b>	Larkhall

**4) Project Details:**

<b>4.1 Description of your project (maximum 300 words)</b>			
<p>Following the renewal of the current lease with the council there is a need to invest in the Scout HQ and associated spaces, including the outside areas, so as to enable the delivery of good Scouting in Larkhall and the surrounding area. This will include improvements to existing access which is rough and would be difficult for a wheelchair user to traverse, replacement of an outdated, broken heating system with something more environmentally appropriate, along with updates to the electrical system to include efficient LED lighting. Conservation of the outdoor space is also important so that young people in the group can appreciate the natural environment as part of their activities and fully utilise the space for camping, cooking, games etc.</p>			
<b>4.2 Reasons for supporting this project (maximum 300 words)</b>			
<p>There was un met capacity for Scouting within the area and as such many youngsters were missing out on the activities and development of life skills through the association with Scouting. The refurbishment of the building would not only benefit the scouts etc but provide additional room hire facilities within the area (with car parking ). This would also help with the viability of the Scouts by providing an income stream in addition to the current pre-school sub lease income (shared with the council).</p>			
<b>4.3 Is this a new project or does this project link into an existing project?</b>			
<p>This is a new project, but one of many initiatives coming forward to improve the user experience of a much supported Scout Group on site</p>			
<b>4.4 Target Start Date</b>	June 2019	<b>4.5 Target Completion Date</b>	November 2019
<b>4.6 If planning permission is required for this project has it been granted?</b>			
<p>Planning permission will be required for external tree work as a TRO exists</p>			

## 5) Funding:

5.1 Total Cost of Project:	31,100
5.2 Amount sought from Neighbourhood Portion of CiL Fund:	19,600
5.3 Benefit (Money identified from other sources)	11,500 ( includes local donations, fundraising and 150 hours volunteer time @£10ph )

## 6) Bank Details (for successful projects)

**6.1 Details of the Bank Account into which the funds from the Neighbourhood Portion of CiL should be paid:**

Bank name:

Account  
name:

**6.2 If the project is being delivered internally, internal code is required below:**

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## SECTION 2: FOR COMPLETION BY STRATEGY & PERFORMANCE

### Project Form Validation Decision (Officer decision)

This application shows that the improved infrastructure will not only help deliver improved availability of activities provided by the scouts. The building will offer the wider community the opportunity to use the enhanced facilities for community activities.

The location will not only provide for the immediate ward but those others that are within close proximity.

## SECTION 3: FOR COMPLETION BY BATH CITY FORUM WORKING GROUP

### Project Expression of Interest Recommendations (Working Group decision)

#### Summary:

Development in Larkhall and the wider area (particularly at Ensleigh) have created a growing family catchment increasing demand for youth development activities alongside formal education. The 21<sup>st</sup> Bath Scout Group are one such activity with reported benefits to mental and physical wellbeing from the activities provided. The infrastructure improvements of the buildings will add to the viability to bring other users into the site, existing room hire is at capacity within the area. The current sub lease for the playschool will be protected with a warmer and safer building. There is much local support for this initiative following a successful recruitment drive for adult Leaders, ensuring those children on the waiting list can be bought into Scouting.

Project Cost: £31,100

Funding Requested: £19,600

Additional Funds: £11,500 in local donations, fundraising and volunteering has been secured.

Outcome: The working group recommended that funds of £19,600 be provided for the work that was outlined in the application.

#### **SECTION 4: FOR COMPLETION BY BATH CITY FORUM**

<b>Recommendations received (Bath City Forum decision)</b>
The recommendation was presented to the meeting of the Bath City Forum on 27 March 2018 and received no further comments. This application we be put forward for single cabinet member for decision within the second round of projects papers.

#### **SECTION 5: FOR COMPLETION BY SUPPORTING COUNCIL SERVICE AREAS**

<b>Recommendations received on project delivery (Officer decision)</b>

#### **SECTION 6: OUTCOME OF THE COUNCIL CABINET DECISION**

<b>Recommendation (Cabinet decision)</b>

#### **SECTION 7: PROCESS LOG**

	<b>Process start date</b>	<b>Date agreement reached</b>
<b>Expression of interest and Officer Validation</b>	<b>24.01.18</b>	<b>24.01.18</b>
<b>Bath City Forum Working Group recommendations</b>	<b>12.03.18</b>	<b>12.03.18</b>
<b>Bath City Forum recommendations</b>	<b>27.03.18</b>	<b>27.03.18</b>
<b>Service Area recommendations</b>	<b>N/A</b>	<b>N/A</b>
<b>Submission to Council Cabinet for agreement</b>		
<b>Payment of Funds</b>		





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**Neighbourhood Portion of  
Community Infrastructure Levy (CIL) for Bath**

**PROJECT EXPRESION OF INTEREST AND APPLICATION  
FOR FUNDING FORM**

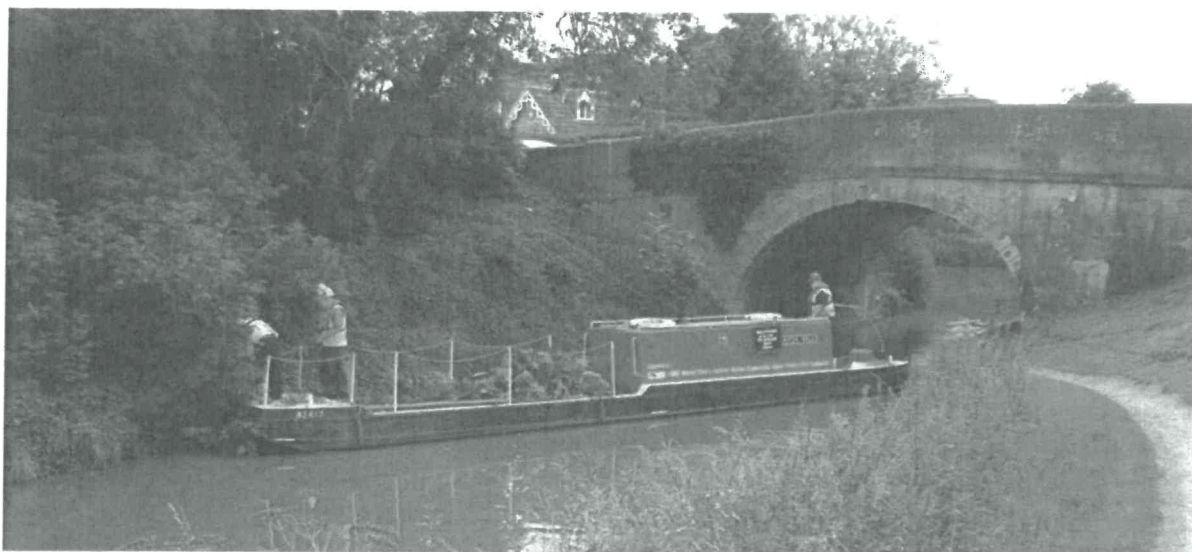


Image: Worcester Community Workboat

**SECTION 1: FOR COMPLETION BY THE PROJECT APPLICANT**

Name:	Mark Evans
Organisation:	
Phone number:	

E-mail address:

**1) Contact Details:**

**2) Criteria**

- **2.1 How does the project address the specific impacts of the new developments from which the funding has been generated? (You may consider this on a ward basis, a locality basis or a city wide basis.)**

- **2.2 How does the project provide links to the locality in the area where development has taken place? (if your project has city wide impact you will need to demonstrate how the broader community in the city will benefit)**

- **2.3 Please provide evidence which shows how the community has been listened to and what support exists for your project?**



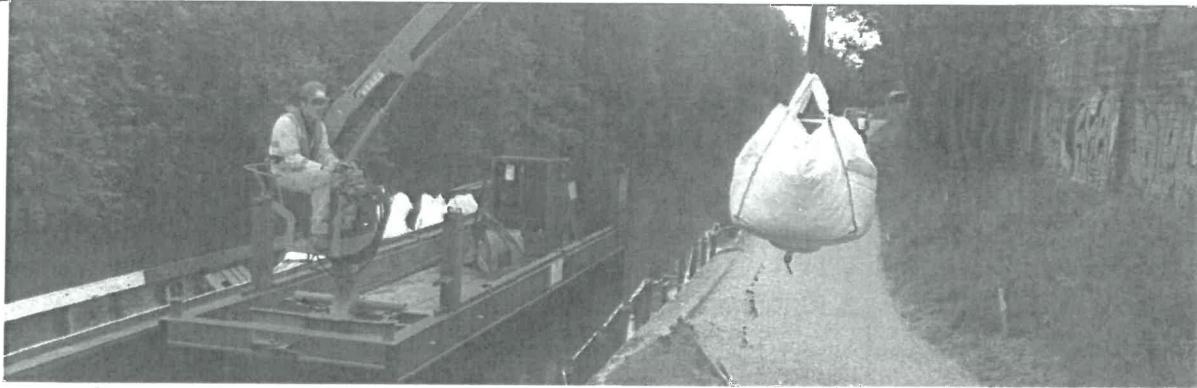


Image: Community volunteering, arts and heritage projects in Bath could utilise the workboat

The proposal for a Community Workboat for Bath, was proposed by local volunteers from the Canal & River Trust and the Kennet & Avon Canal Trust, as part of a "call for ideas" from the community as part of the WaterSpace project. It is included as a project in the WaterSpace Study (see Appendix 1: Page 84), and has been identified as a priority project for the WaterSpace Partnership for the next 5 years (see Appendix 2: Page 4).

As part of this process significant consultation and engagement was undertaken to determine priorities and gather information, including:

- 70 project/design ideas put forward by local people.
- Residents survey – waterways questions asked to over 1000 B&NES residents (10% B&NES residents cycle every day/week along river/canal paths and 13% B&NES residents would actively like to get involved in volunteering near the river/canal)
- 20 Interviews with commercial operators
- 1 Focus group of waterways users
- 100+ responses to a Liveaboard Boater Survey (using smartphones)
- 24 events held, with over 6,000 residents attending the waterways themed Festival of Nature events in Bath during 2016 and 2017.

Public consultation on the Workboat idea was held in Spring 2017, during consultation on the draft WaterSpace Study.

**2.4 Does the project show that it either:**

- **Support the development of the relevant area by funding the provision, improvement, replacement, operation or maintenance of infrastructure or**
- **Anything else that is concerned with addressing the demands that development places on the area.**

Yes

**3) Project Contact Details:**

Contact details for the project (if different to

Mark Evans

<b>person completing the form)</b>	
<b>Project Name</b>	Bath Area Community Workboat
<b>Project Location</b>	Bath – River Avon and Kennet & Avon Canal.
<b>Locality or Ward which will benefit from this project</b>	<p>A large proportion of Bath's Wards included these waterways e.g. Widcombe, Westmoreland, Newbridge, Abbey, Twerton, Weston &amp; Kingsmead.</p> <p>As workboat is mobile, it could be deployed on 16 miles of navigable waterways in B&amp;NES between Dundas Widcombe on the Canal, and between Pulteney Weir and Hanham the River Avon (via Saltford and Keynsham).</p>

#### 4) Project Details:

##### 4.1 Description of your project – including your outcomes and objectives (maximum 300 words)

A workboat is typically an adapted narrowboats or river cruiser with an open deck, and power supply to support the use of powertools etc. on board (photo above). Trained volunteers use and manage the workboats to an agreed work programme. These are typically adapted second-hand boats; they can operate for decades with good repair and maintenance.

The community workboat model is a tried and tested approach; with workboats operate in a number of areas in the UK – including Worcester, Birmingham and on the Thames. Nearby, Bradford-upon-Avon has its own community workboat. Workboats are typically owned and run by the Canal & River Trust (a registered charity), day to day management would be led by CRT employed volunteer coordinators and the CRT volunteer taskforce managers. During 2017, the CRT secured a six workboat loan (pictured below), the boat proved invaluable, work included, moving material and providing access to complete:

- River safety equipment inspection and repair
- Tree felling and vegetation clearance
- Removing off-side soil and debris
- Painting and repairs to railings/locks
- Removing debris from the towpath
- River mapping
- Graffiti removal
- Repair and improvements to historic
- Training – including deckhands, skippers and boat handling.
- Stakeholder site visits to support funding bids





Image: B&NES Cabinet with the WaterSpace Team and the Canal & River Trust on the Temporary Workboat (secured as a six-month loan, 2017).

This has emerged as a priority project, as a workboat would unlock Bath based volunteering opportunities. In particular it has facilitated more responsive repairs to river safety equipment (undertaken within 7 days rather than 1-2 months) and supporting night time river safety patrols.

A community workboat would also support the delivery of a number of further waterside projects, including:

- Delivery of the River Avon Park – enhancement funding has been secured from s106 funding, and a management plan is underway to bring together the river towpath and five parks into one “River Avon Park” within the Bath Enterprise area. Some management activities can only be undertaken from the water.
- Further volunteering activity - activity has already started on the river with 80 bin liners of recycling/rubbish being collected by volunteers in the last 3 months alone via community litter picks. Some areas can only be reached by boat.
- River Safety equipment installation, repair and safety checks – these are currently expensive and time consuming to organise and schedule as a boat has to be deployed from another area of a boat and trailer used.
- Many biodiversity projects can be delivered using workboats.
- Invasive species management can be undertaken from the water.
- Education, specialist training, arts projects and campaigns

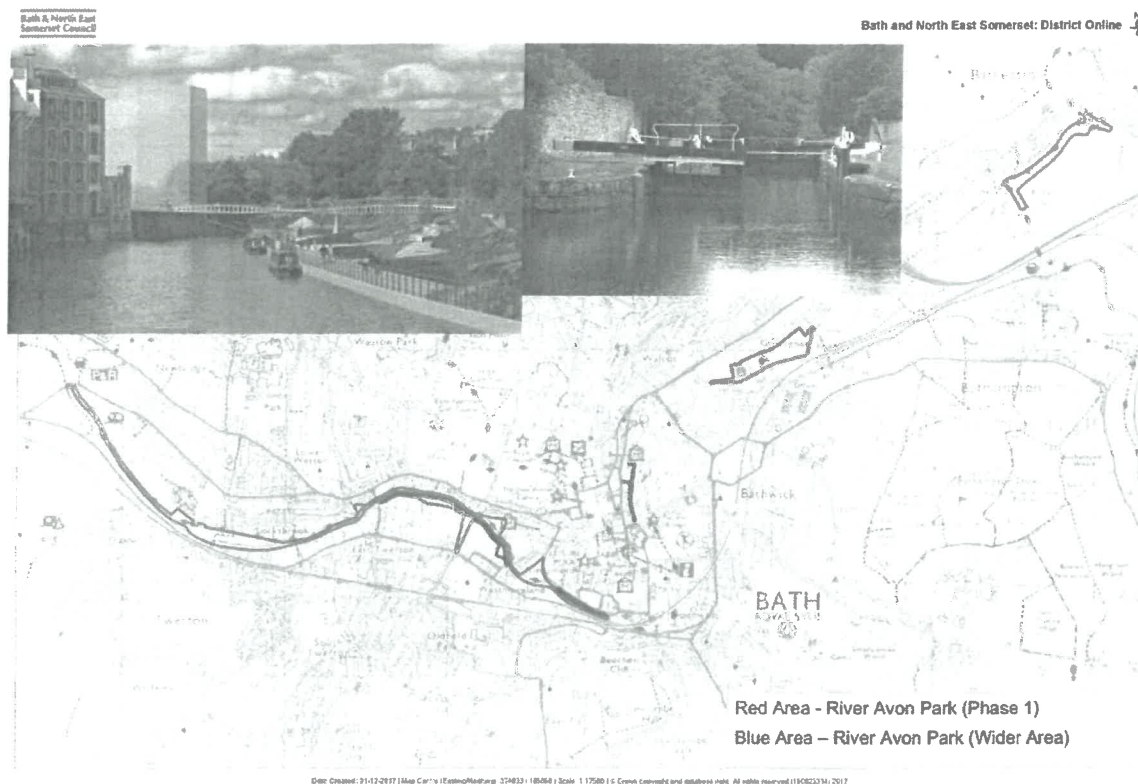


Image: River Avon Park – A Management and Investment Plan is currently underway for completion May 2018.

### The Canal & River Trust

The Canal & River Trust is a registered charity formed in 2012 to care for 2,000 miles of historic inland waterways across England and Wales (formerly British Waterways). As a charity with a wellbeing focus, our vision is for living waterways that transform places and enrich lives. We are responsible for a substantial heritage property portfolio, and a large network of bridges, aqueducts, locks, docks and reservoirs, many of which are over 200 years old. We strive to ensure a balance between the waterways achieving their full economic potential, whilst maximising their social, environmental and heritage potential. This project fits well with our charitable aims.

CRT has 1600 employed staff across England and Wales along with thousands of active volunteers. As a charity we have a Board of Trustees, Chairman and Chief Executive. The structure is broadly in two parts; central specialist teams like heritage, environment, museums, commercial and estate management, and eleven regional waterway teams who are responsible for the day to day operation of the network. The waterway teams have increased their focus on volunteering development, engaging communities and customer service.

The Kennet & Avon (K&A) waterway is one of ten waterways owned and managed by Canal & River Trust. The K&A has an overall length of 87 miles, comprising two lengths of navigable river linked by a canal. In the latter half of the 20<sup>th</sup> century, after decades of dereliction, the canal was restored in stages, largely by volunteers from the Kennet & Avon Canal Trust. It was reopened in 1990. The K&A currently has 300 active volunteers along the waterway,



which includes a Bath volunteer group.

The Bath volunteer group covers an extensive stretch of river and canal from Hanham through to Dundas covering 12 locks – 5 with landing stages, 2 tunnels, 6 Bridges over 16 miles. The group meets every Thursday and carries out a wide range of activities completing major building restoration, preparing and painting locks, repairing broken seats, drainage work and vegetation clearance alongside the towpath and on the riverbank.

The group work alongside Canal & River Trust staff and contractors. There are currently 24 volunteers and an increase of 9 over the year. An annual estimate would be that the volunteers contribute around 3500 - 4000 hours a year. The importance of a permanent work boat in Bath for the K&A and the River Avon has become paramount as it has become central in the continuing work of the volunteers.

Additionally, the workboat will help to support local projects, such as the newly funded Sydney Gardens project (by improving the look of the canal and its structures which run through the gardens), and also help to promote and support important initiatives with a Bath focus, such as the Canal & River Trust's 'Don't Drink and Drown campaign' and associated river safety projects.

### **The WaterSpace Partnership in Bath**

This project idea is supported and would be part-funded by the Bath WaterSpace Partnership (B&NES Council, Canal & River Trust, the Environment Agency and Wessex Water, whose joint aim is to revitalise the waterways in the Bath area - specifically the River Avon and the K&A Canal.

The WaterSpace Study undertook a joint funded project during 2016-17, the partnership also jointly fund a part-time River Avon Project Coordinator post, hosted by B&NES Council.

Follow us on twitter at @waterspacebath

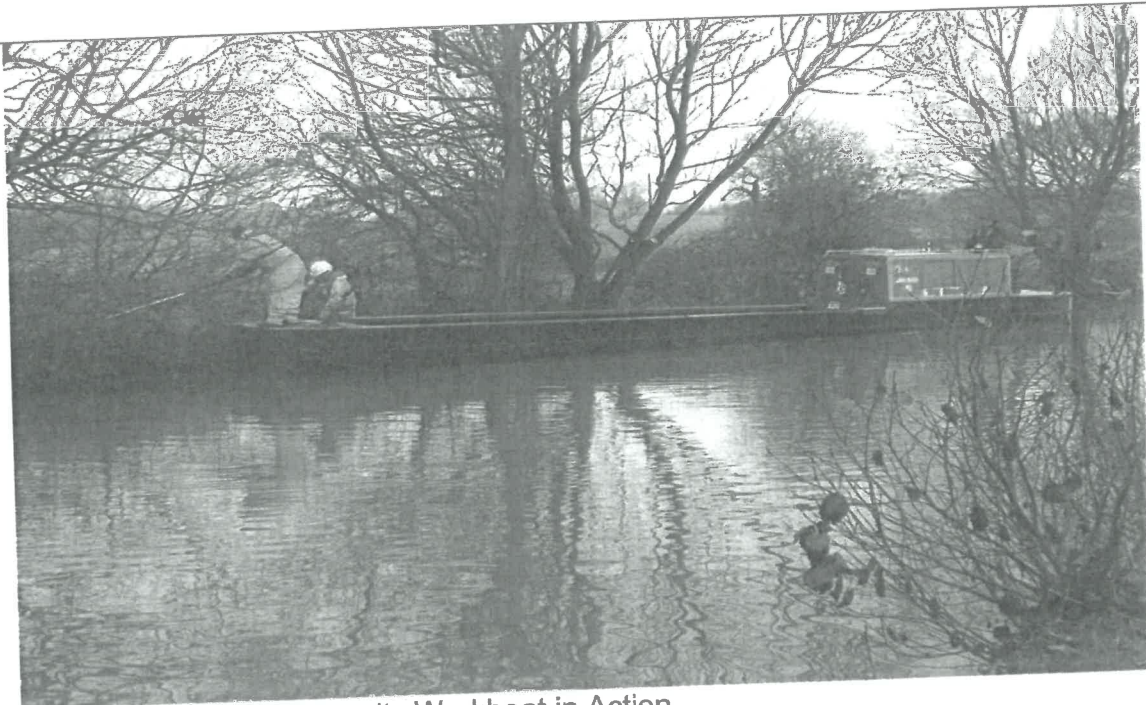


Image: Example Community Workboat in Action

**4.2 Reasons for supporting this project (maximum 300 words)**

See 4.1

**4.3 Is this a new project or does this project link into an existing project? (include a breakdown of how you plan to allocate the funding)**

See 4.6

<b>4.4 Target Start Date</b>		<b>4.5 Target Completion Date</b>	
------------------------------	--	-----------------------------------	--

**4.6 If planning permission is required for this project has it been granted?**

**\*Planning already in place which support this application\***

**A total of £12,500 one-off funding has been secured towards Capital costs of workboat purchase:**

- i) A grant for **£2,000** Workboat Volunteer Kit (for use in the Bath area) was secured by the WaterSpace Partnership in September 2017. The kit has now been purchased, it includes: life-saving equipment, hi-vis jackets, first aid kit, a river anchor, boat ropes/fixings for use on the river and a boat hook etc.

- ii) Should this funding be secured, a number of partners have pledged match funding to enable this project to be delivered. This funding is to the value of **£10,000**. This funding is from the Canal & River Trust, Avon Frome Partnership and WaterSpace Project funding.
- iii) **£500** was secured by CRT volunteers during 2017; in addition local volunteers are willing to undertake additional fund raising to support the ongoing costs.

**There is a funding gap of £28,500 which is the purpose of this bid. Costs are based on actual quotes from suppliers (see Annex 1).**

**£9,000 funding p.a. to cover running costs have been pledged by the Canal & River Trust, this is made up of:**

- iv) In-kind contributions from the Canal & River Trust include:
    - £903 per annum boat licencing fee;
    - £3,000 Mooring provision per annum;
    - £3,000 per annum volunteer crew and boat handling/specialist training;
    - £350 Insurance per annum;
    - Other running costs - engine servicing; repairs; winter repairs; gas bottles and fuel (approx. £10 per week) – are estimated at around £1,700 per annum.
- Total: £9,000 per annum.**

The above running costs are based on figures provided to the Canal & River Trust volunteer taskforce and are based on the 'Dawn til Dusk' BCBM Boatshare Syndicate budget (Oct 2016-Sept 2017).

It is proposed that the Workboat would be hosted by the Canal & River Trust for use in the Bath area, ongoing running costs would be met by the Canal & River Trust (based on similar projects on other UK waterways) by a combination of local area funds, fundraising and specialist work contracts (funded by third parties such as rowing clubs).

**Attached:**

Annex A Costing for Boat from Colecraft Engineering.

Annex B Example of Crew Training Costs

Annex C Presentation Summary Workboat Bid (PowerPoint Slides)

Annex D Letters of Support (in preparation)

- Avon Frome Partnership
- River Avon Users Group (B&NES)
- Julian House (Boater Outreach Team)
- Wessex Water (Environment Team)
- Environment Agency (Catchment Coordinator)
- CRT Volunteer Taskforce (Bath Group)

22 November 2016

**SPECIFICATION  
DESIGN CATEGORY D****38 FT TRADITIONAL NARROWBOAT WITH CRUISER STERN £ 15,579.00**

STEELWORK: 10mm floor plates; 6mm hull sides; 4mm roof section; end bulkheads and side plates to superstructure; 2" rubbing strakes continuously welded top and bottom.

PRICE INCLUDES: diesel tank (50 gals approx with take off & return); gas locker; weed hatch; anchor points; engine beds and drip tray; steel cants fore; self draining stern deck; front rope stud; two rear rope bollards; bumper car bow flares; rudder with balance plate and tiller; fender eyes to bow and stern of boat; centre handling ring; bow and stern door apertures; apertures for sliding hatch; window and porthole apertures. 4 x low level vents.

All steelwork, inside and out, painted with Hempel Paint. Inside of hull and cabin painted with hempel Hempadur. Outside of Cabin, decks, bilges and gunwales, painted with two coats of grey Hempel Hempadur. Hull exterior painted in Hempel Hempadur Black. Engine bay painted in light grey with Hempel Hempadur.

Keel cooling tanks	£	80.00
Steel doors to stern	£	105.00
Sliding hatch on brass runners	£	130.00
Pair steel bow doors (folded to take timber inserts)	£	240.00
Handrails - Fingergrip	£	115.00
4 Sacrificial anodes (large flat n/b type)	£ 55.00	£ 220.00
6 Recessed fender eyes	£ 25.00	£ 150.00
Stern rail (rolled RHS)	£	155.00
Spray coat of semi-gloss paint	£	600.00
1-1/2" Stern tube fitted (weld-in type)	£	200.00
Steel stairs into rear of cabin	£	325.00
Steel Internal bulkheads to form tool store and emergency room	£	450.00

VAT Reg No 273 5948 22 Registered in England No: 1186450  
Registered Office: Southam Road, Long Itchington, Southam, CV47 9QL  
Directors: D C Cole, G W Cole

CRT 38ft Work Boat 221116

#### WINDOWS / VENTS

Channel Glaze Flushline, toughened glass, double glazed.

3	15" DBV Ports	£	230.00	£	690.00
2	7"x23" windows for bow doors (double glazed)	£	185.00	£	370.00
3	Mushroom Vents (MV2 fixed)	£	72.00	£	216.00

**Beta Marine Green Line 38 Kubota 4 cyl Marine Diesel 38BHP** £ 7,831.00

Arranged for keel cooling, c/w PRM 150D 2:1 gearbox, 12v electrics, 2 off alternators, hospital silencer.

Fitting includes: uniflex coupling; sump pump; remote greaser to stern tube; 1-1/2" stainless steel prop shaft; propeller; bilge pump.

ELECTRICS: split charge; three 110amp hr leisure batteries to domestics; one 110amp hr battery to engine; panel with key start/stop; tachometer with hour counter; three warning lights; audible alarm.

Non slip deckboard to stern deck with lock £ 150.00

**FLOORING AND BALLAST** £ 836.00

Estimated ballast to be trimmed by customer on completion.

Paving slab ballast on felt membrane, 22mm WBP plywood boarding laid on 3"x1-1/2" coated batons.

Tiller bar (30"), tiller pin and hardwood handle £ 75.00

Total for Above £ 28,517.00

VAT @ 20% £ 5,703.40

Total Price (ex-works) £ 34,220.40

#### PAYMENT TERMS

10% with order (secures build slot)

40% on completion of steelwork

Balance on completion to customers satisfaction, payable by bankers draft, building society cheque or bank transfer to reach our account by delivery date.

#### VALIDITY

This quotation is valid for 30 days.

#### EX-WORKS PRICE

This specification is based on an ex-works price (customer to arrange and pay delivery). Contact AB Tuckey on 01926 812 134 for further details.

VAT Reg No 273 5948 22 Registered in England No: 1186450  
Registered Office: Southam Road, Long Itchington, Southam, CV47 9QL  
Directors: D C Cole, G W Cole

CRT 38ft Work Boat 221116



Annex B Example Training Costs (factored into running costs to be met by CRT, some of the Bath Volunteer Taskforce are already trained to run these courses, which further reduces costs).

### *Training*

**Kennet and Avon Canal Boats is RYA Certified Training Centre providing certification for the following courses:**

**Inland Waterways Helmsman Certificate** £250.00 per person (2 day course)

**Inland Waterways Helmsman Certificate Assessment** for experienced boaters £140 (1 day course)

**ICC (International Certificate of Competence)** (inc. CEVNI) £280.00 per person

**Inland Waterways Helmsman Certificate** is run over 2 days and covers all aspects of Boat Handling from daily maintenance to mooring, lock work and swing bridges. The cost of this course is £250 per head (maximum of 3 students to one instructor) for the two day course.

**Inland Waterways Crew Course** can be run as a standalone course, or in conjunction with the Helmsmans Course. It is useful as an introduction to friends and family crewing a boat on the inland waterways, giving them an understanding of assisting the helm. This course is £130 per person

**Inland Waterways Helmsman Certificate Assessment** is a one day refresher course covering the above aspects for the more experienced boaters. The cost of this is £140 per head (maximum of 3 students to one instructor).

Both courses cover the same syllabus but the 2 day course gives you more time to practice your skills and conditions permitting, go down onto the River Avon to test out your newfound knowledge.

## 5) Funding:

5.1 Total Cost of Project:	£40, 000 capital cost to purchase workboat
5.2 Amount sought from Neighbourhood Portion of CiL Fund:	£28,500
5.3 Benefit (Money identified from other sources)	<p>£12,500 capital contribution already secured.</p> <p>£9,000 pa running costs to be met as an in-kind contribution from Canal &amp; River Trust.</p>

## 6) Bank Details (for successful projects)

**6.1 Details of the Bank Account into which the funds from the Neighbourhood Portion of CiL should be paid:**



<b>Bank name:</b>		<b>Sort code:</b>	
<b>Account name:</b>		<b>Account number:</b>	

**6.2 If the project is being delivered internally, internal code is required below:**

--	--	--	--	--	--	--	--	--	--	--	--	--	--

## SECTION 2: FOR COMPLETION BY STRATEGY & PERFORMANCE

### Project Form Validation Decision (Officer decision)

A large proportion of Bath's Wards which are included these waterways e.g. Widcombe, Westmoreland, Newbridge, Abbey, Twerton, Weston & Kingsmead have supported extensive developments along the river corridor.

The provision of this infrastructure will empower local communities to manage the waterways through the volunteering schemes.

## SECTION 3: FOR COMPLETION BY BATH CITY FORUM WORKING GROUP

### Project Expression of Interest Recommendations (Working Group decision)

#### Summary:

The purchase of a Community Workboat that will manage the Waterways in and around and create local volunteering opportunities:

- River safety equipment inspection and repair
- Tree felling and vegetation clearance
- Removing off-side soil and debris
- Painting and repairs to railings/locks
- Removing debris from the towpath
- River mapping
- Graffiti removal
- Repair and improvements to historic sites

**Project Cost: £40,000**

**Funding Requested: £28,500**

**Additional Funds: £12,500 capital already secured. £9,000 per annum running costs is secured.**

**Outcome:** The working group recommended funds of £28,500 be provided to fund the contribution to this project. A large number of developments in Bath have been located close to the river corridor; this project will see valuable improvements to the management of infrastructure on the waterways in Bath.

#### SECTION 4: FOR COMPLETION BY BATH CITY FORUM

<b>Recommendations received (Bath City Forum decision)</b>
The recommendation was presented to the meeting of the Bath City Forum on 27 March 2018 and received no further comments. This application we be put forward for single cabinet member for decision within the second round of projects papers.

#### SECTION 5: FOR COMPLETION BY SUPPORTING COUNCIL SERVICE AREAS

<b>Recommendations received on project delivery (Officer decision)</b>
Council Officer, Cleo Newcombe Jones supports this application as this fits with the Council Waterspace programme.

#### SECTION 6: OUTCOME OF THE COUNCIL CABINET DECISION

<b>Recommendation (Cabinet decision)</b>

#### SECTION 7: PROCESS LOG

	Process start date	Date agreement reached
Expression of interest and Officer Validation	04.12.17	26.01.18
Bath City Forum Working Group recommendations	12.03.18	12.03.18
Bath City Forum recommendations	27.03.18	27.03.18
Service Area recommendations	Received	Received
Submission to Council Cabinet for agreement		
Payment of Funds		