

STONE TOWN COUNCIL

Town Clerk

Les Trigg

15 Station Road
Stone
ST15 8JP

Tel: 01785 619740

Fax: 01785 619741

15th May, 2017

A meeting of the **TOURISM & TOWN PROMOTION SUB COMMITTEE** will be held in Stone Station Community Centre, Stone, on **TUESDAY 23RD MAY, 2017** at 7.05 pm or on the rising of the Planning Committee if later.

I trust you will be able to attend.

Les Trigg
Town Clerk

Councillors: As determined by the General Purposes Committee on 16 May 2017

Co-opted: Mr J Heal

AGENDA

1. **To receive apologies for absence**
2. **Declarations of Interest and Requests for Dispensations Received**
3. **Representations from Members of the Public**

To consider representations from members of the public on items to be considered at this meeting, in accordance with the Council's scheme of public participation

4. **Train Service Update**

To receive updates from Mr Jon Heal

5. **Stone Town Trail**

To consider the draft wording for the latest edition of the Stone Town Trail (document attached)

6. **Visit Stafford**

To consider whether to re-subscribe to the service (invoice attached)

7. **Visit by Coach**

To consider being part of the scheme (documentation attached)

8. **Items Referred from General Purposes Committee on 25 April 2017**

a) Town Centre Issues (Draft Minute GP17/190)

- i) Market Advertising
- ii) Establishment of a Town Centre Partnership

b) Members' Motions under Standing Order 4 (Draft Minute GP17/191)

Councillor Mrs J Hood

"I ask the General Purposes Committee to consider the benefits of an ENJOY STONE card, similar to the existing ENJOY STAFFORDSHIRE card.

This would offer a vehicle for local traders to be part of the card scheme and offer discounts, special offers and promotions throughout Stone to encourage shoppers to shop locally.

Discussions would need to be held with traders to determine the arrangements for managing card issue, communications, advertising, and the card benefits."

Stone Town Trail

A PLEASANT ONE HOUR WALK

The Tower of Stone was named after the pile of stones raised on the plain at the Priory, killed in 995 AD by then-Later King Wulfstan of Mercia, the first of the eponymous Cnut dynasty. The church, built over the site from 1175 AD, was dedicated to St. Michael on August 29th 1179, which survived until its demolition in the reign of Henry VIII. The building collapsed in 1749 and the present church of St. Michael and St. Wulfad was built in the 1950s.

The population of the Cotswolds grew reflected with the arrival from London to Clarks, Molyneux and the North of England, the building of the Trent and Mersey, and in the 18th century and the railway in the 19th, factors that spurred the development of Stone from a village to a town.

Knitting and Dressmaking produced Stone's first work in small shops and factories and by 1924, when people were equipped the industry with considerable resources to rival the new Zealand and South Africa. Some machinery was imported in the 18th century and 19th century and 19th century amongst the work force.

Today our factories have all gone or disappeared, but new modern factories have been created and the town, now the 2nd largest in the county, is a beautiful sight. Stone is still a thriving market town with an excellent reputation of 1200.



01



02



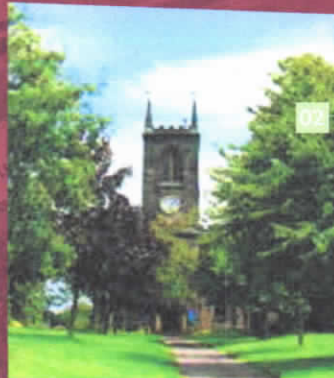
03

The Trail begins at St. Michaels and St. Wulfad's Church in Church Street.

CHURCHYARD | 01 | Prior to dissolution (1536) was part of Augustinian Priory of St. Mary and St. Wulfad, which became the parish church. Collapse of the church in 1749 damaged the tomb of W. M. Compton (died 1603) and wife now situated to the right of the path.

ST. MICHAEL'S CHURCH | 02 | Gothic revival architecture, 1753 - 1758. Nave retains original box pews. Note brass in memory of Thomas Crompton (died 1619) and memorial to Earl St. Vincent. Examples of windows by Charles Earner Kemp. Porch holds two 13th century priory effigies.

JERVIS MAUSOLEUM | 03 | (situated at the rear of the church) Admiral John Jervis, Earl St. Vincent of Meaford Hall near Stone died 1823. Famous colleague of Nelson, defeated the Spanish off Cape St. Vincent 1797. Follow the path down to Lichfield Street. Note memorials to Henry Fourdrinier (died 1844) developer of paper making machine and Thomas Bakewell (enlightened treatment of the insane).



02

Early example of Gothic Revival style, built on the grounds of earlier Augustinian Priory. The present church was designed by William Robinson of Greenwich.



04



06



07



09



10



11

THE MANSION HOUSE [04] At the road, observe the Mansion House on the left with elaborate iron balustrade belonging to Rangeley and Dixon Foundry, manufacturers of many cast iron mileposts. Former leather works at rear. Turn right onto Lichfield Street, the main highway from 18th century to form direct approach to High Street. Mainly 18th and 19th century buildings.

FRANK JORDAN CENTRE [05] Built in 1858 as a National School, now a community centre.

THE PRIORY [06] On the right is a large 19th century house containing the only remaining section of rib-vaulted undercroft of the Medieval Priory. Continue straight on to the pedestrianised High Street, which contained at least 12 staging inns in 1834. At the rear of many of the buildings are the former shoe industry workshops (although no longer visible from the High Street).

CUMBERLAND HOUSE [07] On the left - note the plaque commemorating the visit of Duke of Cumberland (1745), Commander, English Forces who encamped north of town during Jacobite rebellion although no battle took place. Note torch snuffer on right of doorway. Pre-street lighting torches were extinguished on arrival.

Landscape painter Peter de Wint born 1784 in **36 HIGH STREET [08]**. Paintings in National Gallery, London and in Lincoln.

THE CROWN HOTEL [09] Designed by Henry Holland in 1780. Stop for coaches from London, Birmingham, Manchester and Liverpool. Acted as a Post Office. Distributing mail to Holyhead, Lancaster and Stockport. Founding place of Trent and Mersey Canal.

MILL STREET [10] Morrison's Supermarket now on the site of Medieval Fishponds. The street passes under the line built by North Staffs Railway Company 1849. (Note-worthy occupant of The Mill, now a restaurant, was Stoney Richard Smith, born 1835, who patented Hovis flour in 1887 at Stowe Mill).

Return to High Street, turn right, on the left is the - **MARKET SQUARE [11]** Charter granted in 1251. Markets still held Tuesdays and Saturdays. The Market Hall, now housing the Library, was built in 1868 on the site of the Old Butter Market by Lady Forester to fulfil the wish of Edward Jervis Jervis, Viscount St. Vincent.



With the neighbouring Library and Crown Hotel the Market Square is the heart of the town centre and the focus of many community events throughout the year



12



13



14



16



17



18

50 - 52 HIGH STREET [12] Joules Brewery was here. Note commemorative plaque.

64 HIGH STREET [13] Original milestone from Coach Road. The faceplate has been removed.

COMMEMORATIVE RAILINGS [14]

These refer to the legend, described overleaf, of the founding of the town.

GRANVILLE SQUARE [15] Pump Square till 1903. A magnificent plane tree replaced the pump to commemorate Coronation of Edward VII.

Take left fork along Station Road to Margaret Street, turn left. Roman Catholicism was revived in Stone in 19th Century by Father Dominic and later Mother Margaret Hallahan, hence Margaret and Dominic Streets. The stone church of St. Dominic's was designed by Joseph Hansom (1853). Expansion provided a still flourishing school and convent. Turn right along Newcastle Street.

CHAPEL OF ST. ANNE [16] Can be viewed from the highway, via gate of St. Dominic's convent, designed by Pugin and blessed by Father Dominic in 1844. Continue along the road to Canal Bridge; go right onto towpath and right through Horse Tunnel under road. At the entrance note rope roller and rope wear in stonework.

TRENT AND MERSEY CANAL [17] Supported by Josiah Wedgwood and built by James Brindley. By 1771 the canal had reached Stone when boisterous celebrations caused one of the four locks and a bridge to collapse. The canal was completed in 1777 and Stone developed as a bustling canal town. With eventual decline in trade many buildings disappeared, but some still existing, are in use by cruising companies. Continue along towpath.

JOULE'S BREWERY WAREHOUSE [18] (1881). On the site of the Canal Company warehouse. Joule's produced Stone Ales for export to Australia and California and the Warehouse dominated this part of town.

OLD TRENT HOSPITAL [19] Former workhouse building (1793) which replaced earlier thatched building. The bridge is still called Workhouse Bridge. Leading to Workhouse Lane.

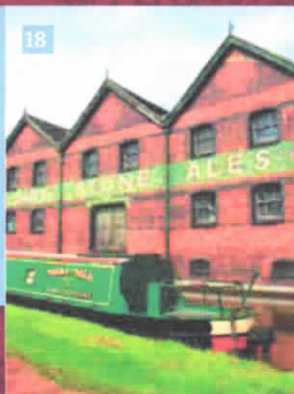
Originally named Pump Square, when the pump was removed the square was renamed after Earl Granville of Stonepark. Unveiled in 1921 the War Memorial bears the names of the Stone men who lost their lives during the First and Second World Wars.



15

Francis Joule established Joule's Brewery in Stone in 1780. By the second half of the nineteenth century Joule's was exporting ale to America and Europe, as well as to other parts of the country.

Joule's was taken over by Bass Charrington in 1970, but production ceased four years later.



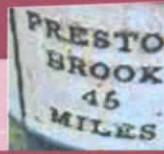
18



[20]



[21]



[22]



LATE 18TH CENTURY TRUNK WHARF [20]
 Busiest part of the waterfront that repaired an average of 10 boats per month. Still a fully working boat yard and a base for the country's oldest existing family run narrowboat hire company.

STAR INN [21] The Star Inn pre-dates the canal having existed since 16th century. Fully licensed in 1819, it relied heavily on canal trade, with stabling for 12 horses. A plaque on the wall commemorates the opening of the canal. Continue under road bridge.

On the right, note a cast iron milepost [22] showing Shardlow 47, Preston Brook 45, cast by Rangeley and Dixon foundry dated 1819.

WAREHOUSES [23] Look across the canal at the fine late 18th century warehouses and Wharfinger's cottage now incorporated into a housing development. The buildings still show signs of the arches where boats entered to unload coal and other commodities.

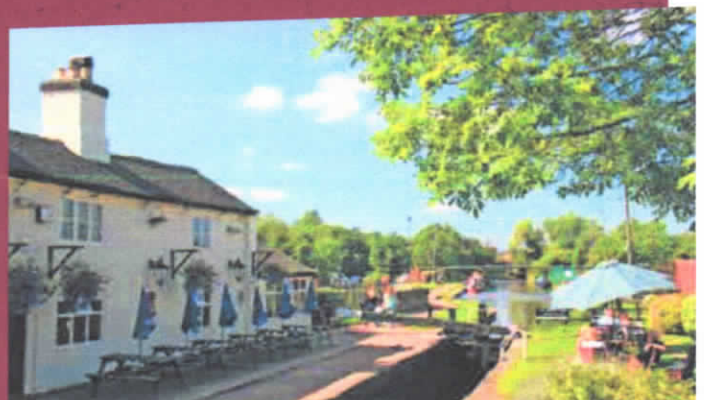
[24] Make a detour at this point across Westbridge Park to Walton Bridge, now used as a footbridge, where under the arches, the abutments of the old Packhorse Bridge can still be seen.

[25] Retrace your steps up Stafford Street where tanneries existed in the 19th century. Crown Street on the left and Abbey Street on the right marks the route of London to Chester Road.

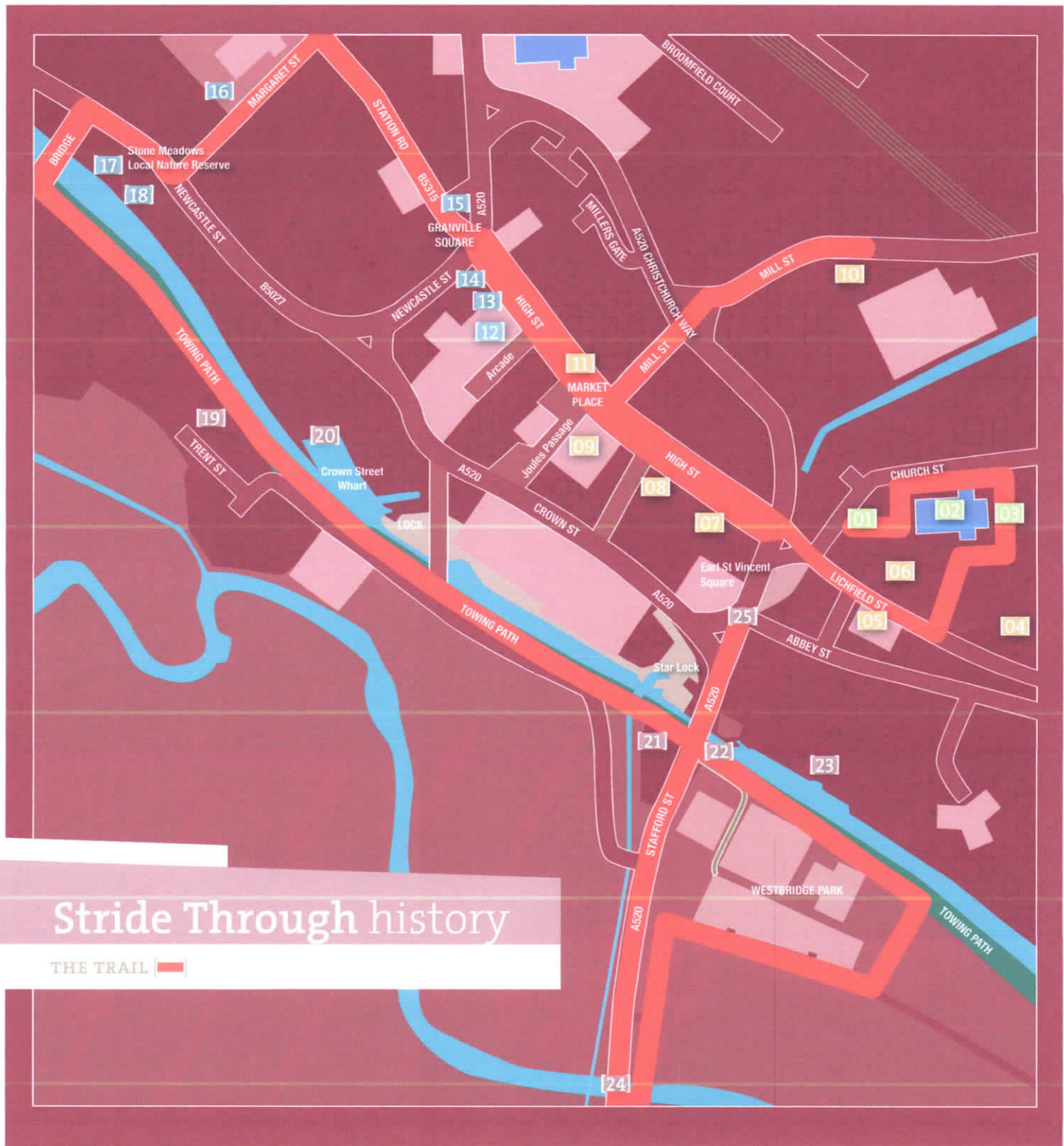
Recent regeneration of the canal network plays an important part in wildlife conservation. Rabbits, foxes, badgers, ducks, moorhens and coots frequent the canalside and birds like the kingfisher and heron now make it their natural habitat. The water vole has been encouraged back by special provision, which enables them to burrow into the canal bank. New arrivals like the great-crested grebes and otters are increasingly evident.

Spectacular views, historic houses and rich industrial heritage, these are just some of the fascinating things you will see whilst walking along the canals. Traffic free routes through contrasting scenery – rural countryside, rich industrial heritage and urban green space, canals are often a bridge between town and country.

Walks information can be obtained from Stafford Tourist Information Centre, Market Street, Stafford, ST16 2LQ.
 T ▶ 01785 619 619



Known as the 'Canal Town', Stone has the Trent and Mersey at its heart bringing visitors from far and wide to this busy market town.



Stride Through history

THE TRAIL 

Stone Town Trail:

A pleasant one to two hour walk.

Legend has it that Stone was named after the cairn raised over the graves of Prince Wulfad and Rufin who were killed in 665AD by their father, Wulfhere King of Mercia (658-675 AD) because of their conversion to Christianity. A small house of secular canons and nuns was built on the site in 670 AD but was replaced in 1135 AD by an Augustinian Priory, which survived until its dissolution in the reign of Henry VIII. The priory church, which became the parish church, collapsed in 1749. The present church of St Michael and St Wulfad was built on a neighbouring site 1753-8.

Stone's position on the communications network with the road from London to Chester, Holyhead and the North of England, and later the building of the Trent and Mersey Canal in the 18th century and the railway in the 19th century ensured its continued development.

Brewing and shoemaking prospered during the 18th and 19th centuries. Shoemakers worked in small shops and factories with considerable trade to Australia, New Zealand and South Africa. Mechanisation was introduced in the 1850's provoking strikes and violent incidents amongst the workforce.

Today old industries have declined or disappeared, but new industrial estates have been created, while the canal now has an important part to play in the visitor economy. Stone remains an attractive and thriving market town with an expanding population of over 16,000.

The trail begins at Christchurch Car Park in Christchurch Way.

Exit the car park and turn right.

CHRISTCHURCH [01] is a stone-faced brick built Victorian Gothic church. Its foundation stone was laid in 1938, although elements are from 1885 and 1899 – 1900.

Cross the road via the Pelican Crossing.

Turn left at the junction with Radford Street. Turn right on to Station Road and walk for 100m before turning left on to Margaret Street. Roman Catholicism was revived in Stone in the 19th century by Father Dominic and later Mother Margaret Hallahan, hence Margaret and Dominic Streets. St Dominic's church was built in two phases by Charles Hansom (1852-54) and by Gilbert Blount (1861-63). The foundation stone, however, was laid in 1853. Expansion provided a still flourishing school and convent.

Turn right along Newcastle Street. The CHAPEL OF ST ANNE [2] may be viewed from the highway, via the gate of St Dominic's Convent. The small chapel was designed by Pugin and blessed by Father Dominic in 1844.

Continue along the road and over the canal bridge; go right on to the towpath and pass through Horse Tunnel under the road. At the tunnel entrance note the rope roller and rope wear in the stonework.

The TRENT AND MERSEY CANAL [3], originally known as the Grand Trunk Canal, was supported by Josiah Wedgwood and built by James Brindley. By 1771 the canal had reached Stone, boisterous celebrations at the time caused one of four locks and a bridge to collapse. The canal was completed in 1777 and Stone developed as a bustling canal town. Over a century and a half later, following a decline in trade, many canal side buildings disappeared, those that still exist are used today by canal cruising companies.

Continue along the towpath. JOULE'S BREWERY WAREHOUSE (1881) [4] was built on the site of the canal company warehouse. Joule's produced Stone Ales for export to Australia and California, the warehouse dominated this part of town.

Now private apartments, the old TRENT HOSPITAL [5] on your right occupied the former workhouse building (1793). This had replaced an earlier thatched building. The neighbouring bridge is still called Workhouse Bridge and leads to Workhouse Lane.

The late 18th century TRUNK WHARF [6] is situated on the busiest part of the waterfront where an average of ten boats a month were once repaired, it remains a fully working boatyard and a base for the county's oldest family run narrowboat hire company.

Continue along the towpath until you reach a beacon. To your right is an information board with details of Crown Meadow and a '*Peace Pole*' [7] one of over 250,000 located by the Quaker movement in 180 countries.

Further along the towpath is the STAR INN [8] which predates the canal having existed since the 16th century. A plaque on the wall commemorates the opening of the canal.

Continue under the road bridge. On the right note a cast iron milepost [9] showing '*Shardlow 47, Preston Brook 45*'. The sign was made by Rangeley and Dixon foundry, Lichfield Street, Stone in 1819.

As you continue look across the canal at the fine 18th century WAREHOUSES [10] and Wharfinger's cottage, now incorporated in to a residential development. The buildings still show traces of the arches where boats entered to unload coal and other commodities.

Make a short detour at this point either across Westbridge Park (walking parallel to Stafford Street) or along Stafford Street to Walton Bridge, now used as a footbridge, where under the arches the abutments of the Old Packhorse Bridge can still be seen.

[12] Walk along Stafford Street where tanneries once existed in the 19th century. Crown Street on the left and Abbey Street on the right were the route for the important London to Chester Road. Continue along Stafford Street before turning right in to Church Street and entering St Michael's Churchyard.

The CHURCHYARD [13], prior to its dissolution in 1536 the land was part of the Augustinian Priory of St Mary and St Wulfad. Its chapel survived to become the parish church. This collapsed in 1749 damaging the tomb of William Crompton (died 1603) and his wife Jane which is situated to the right of the path.

Information boards in front of the Church provide details of the Two Saints Way.

ST MICHAEL'S CHURCH [14] is an example of Gothic Revival architecture. The nave retains its original box pews. Note the brass 'in memory' of Thomas Crompton (died 1619) and a memorial to Earl St Vincent. There are examples of stained glass windows by Charles Eamer Kempe. The church's peal of bells, dating back to 1710, was recently restored with four bells being returned and six new bells commissioned. The porch houses two 13th century effigies, relics of the former priory.

The JERVIS MAUSOLEUM [15] is situated at the rear of the church. Admiral John Jervis, 1st Earl St Vincent of Meaford Hall, near Stone (died 1823) commanded the British fleet which defeated the Spanish off Cape St Vincent in 1797. One of his subordinates was Horatio Nelson. Follow the path down to Lichfield Street. Note memorials to Henry Fourdrinier (died 1854) developer of machinery for making continuous lengths of paper (rolls) and Thomas Bakewell, keeper of the Spring Vale Asylum, near Stone, noted for his humanitarian work.

Illustration [16] An early example of Gothic Revival style built on the grounds of earlier Augustinian Priory. The present church was designed by William Robinson of Greenwich.

Retrace your steps exiting the churchyard via the path to the left. At the road observe the MANSION HOUSE [17] on the left with its elaborate iron balustrade belonging to Rangeley and Dixon Foundry, manufacturers of many cast iron mileposts, leatherworkers were at the rear of the site.

Turn right on to Lichfield Street, the main highway from the 18th century forming a direct approach to High Street. Here the buildings are mainly 18th and 19th century. Across the road the FRANK JORDAN CENTRE [18] now a community centre was built in 1858 as a National School.

Walking forward directly opposite is THE PRIORY [19] a large 19th century house. The cellars feature a section of the rib-vaulted undercroft of the medieval priory. Continue straight on to the pedestrian High Street which in 1834 contained at least 12 stage coaching inns. To the rear of many of these buildings are the former shoe industry workshops, these are no longer visible from the High Street.

On the left is CUMBERLAND HOUSE [20] where a plaque commemorating the visit of Duke of Cumberland, Commander of the English Forces who encamped north of the town during the Jacobite rebellion (1745) although no battle took place. Note the torch snuffer on the right of the doorway this dates to the days before street lighting when flaming torches were extinguished on arrival.

Landscape painter Peter de Wint (1784 – 1849) was born in 36 HIGH STREET [21]. A number of his pictures are in the National Gallery, the V &A and The Collection, Lincoln.

The CROWN HOTEL [22] was designed by Henry Holland in 1780. It served as a stop for coaches from London, Birmingham, Manchester and Liverpool. The Post Office also operated from these premises distributing mail to Holyhead, Lancaster and Stockport. The building later became the main office of the Trent and Mersey Canal.

Turn down MILL STREET [23] and look across to Morrison's Supermarket which stands on the site of medieval fishponds. The street passes under the line opened by North Staffs Railway Company in 1849. A noteworthy occupant of the Mill, now a restaurant, was Stoney Richard Smith, born in 1835 Smith patented Hovis flour in 1887 at Stowe Mill.

Return to the High Street, turn right, on the left is the MARKET SQUARE [24] Stone's 'Market Charter' was granted in 1251. Markets are still held here on Tuesdays and Saturdays. The Market Hall, now the library, was built in 1868 on the site of the old 'Butter Market' by Lady Forester to fulfil the wish of Edward Jervis Jervis, Second Viscount St Vincent. The Market Square is the heart of the town centre and the focus of many community events throughout the year.

50-52 HIGH STREET [25] Joules Brewery occupied these premises. Details may be found on a commemorative plaque.

Outside Number 64 HIGH STREET [26] an original milepost from the days when Stone was an important coaching town. The faceplate has been removed

Ahead a set of COMMEMORATIVE RAILINGS [27] illustrate the legend surrounding the origins of Stone.

GRANVILLE SQUARE [28] was known as Pump Square until 1903 when, to commemorate the coronation of Edward VII, a plane tree was planted to replace the pump, which had become redundant.

Illustrations

[29] Unveiled in 1921 the War Memorial now bears the names of the Stone men who lost their lives during the First and Second World Wars.

[30]Francis Joule established Joule's Brewery in Stone in 1780. By the second half of the nineteenth century Joule's was exporting ale to America and Europe as well as supplying the UK market.

Joule's was taken over by Bass Carrington in 1970 but production ceased four years later.

Turn right and re-trace your steps to Christchurch Car Park.

Recent regeneration of the canal network has played an important role in wildlife conservation. Rabbits, foxes, badgers, ducks, moorhens and coots frequent the canal side and birds like the kingfisher and heron now make it their natural habitat. The water vole has been encouraged back by special provision which enables them to burrow in to the canal bank. New arrivals like the great-crested grebe and otter are increasingly evident.

Further information on events and activities, walks and places of interest to visit in and around Stone can be found in the Stafford Visitor Centre, The Gatehouse Theatre, Greengate Street, Stafford, ST16 2LT. T: 01785 619619 Email: vic@stafford.gov.uk Website: visitstafford.org

Photos / Illustrations:

The following list provides details of which photo number relates to which 'old' leaflet photo.

[1] – a new photo is required

[2] – old [16]

[3] – old [17]

[4] – old [18]

[5] – old [19]

[6] – old [20]

[7] – a new photo is required

[8] – old [21]

[9] – old [22]

[10] – old [23]

[11] – old [24]

[12] – old [25]

[13] – old [01]

[14] – old [02]

[15] – old [03]

[16] – illustration label old [02]

[17] – old [04]

[18] – old [05]

[19] – old [06]

[20] – old [07]

[21] – old [08]

[22] – old [09]

[23] – old [10]

[24] – old [11]

[25] – old [12]

[26] – old [13]

[27] – old [14]

[28] – old [15]

[29]

[30]

16/513



c/o Fiona Borgars | Membership Administrator
Millhaven Barn | Bradley Lane
Haughton | Staffordshire | ST18 9DL

INVOICE NUMBER: STB201754
INVOICE DATE: 20th January 2017

INVOICE 2017 Membership

To : **Stone Town Council**

Visit Stafford Membership 2017 (1 st January 2017 – 31 st January 2017)	£30.00
Amount Due	£30.00 ZERO VAT

Payment Details

Account Name: Visit Stafford [Lloyds TSB Bank Plc]
Sort Code: 30-98-00
Account Number: 00659577

or cheques payable to **Visit Stafford** and sent to:
Fiona Borgars, Millhaven Barn, Bradley Lane, Haughton, Staffs, ST18 9DL

PAYMENT TERMS – 30 DAYS

Many towns struggle to get their offering to the industry and when they do, they get the passengers into the town but not actually into the businesses. We advertise each individual business offer to attempt to increase the actual spend in the town.

It's a three fold thing really, we promote your destination to the industry, and more importantly to us, actually encourage the passengers into the businesses when they are there and also encourage footfall into the quieter parts of town.

You can do this yourself by setting up meet and greet systems etc., and also doing your own marketing to the industry, but what we have is a cheaper alternative and we already have databases of industry contacts who make the decisions, which would take you years to build!

It can also, with clever picking of your businesses, drive the footfall to areas of your town that the visitors don't normally go to. If you follow visitors in any town they will go so far, stop and turn around. This is normally at a road junction or somewhere they have to make a choice or don't see much in front. If you use your offers correctly they can break these invisible barriers and give benefit to parts of the town that don't normally benefit from visitors.

Our website will become the one stop shop for group travel passengers and coach driver/operators to see where they can get offers in a town. We have done this in towns as a pilot scheme and it has been very successful, even with one town being the coach friendliest town in the UK at present from the work we carried out there. Many coach drivers and GTO's are already saying they will print these off for the passengers as they know where they are stopping in advance.

As we are initiating this UK wide now, we are offering BID areas / councils etc an unlimited amount of businesses to benefit from this for just £500 per year. Normal price for each business alone would be £50 per year. A BID / council could give this to its members for free as part of the work you carry out for them or you could charge each business a massively reduced price to recoup your investment, that really is down to you!

A lot of our promotion of this will be carried out on group travel and coaching forums, sites and social media where access is only limited to those in the industry, of which we have access because of the name and contacts we have in that field. We will also be going to many shows, using our contacts to gain editorial through GTO and industry publications etc

Please take a look at the website www.visitbycoach.com and click on South-West and then Wells to get a feeling of how your listing could look and the type of offers that may go on there.

Importantly, we are not always looking at offers where the business will be losing cash off their bottom line, it can be existing offers they put to all their customers (eg. 2 meals for £12) but it gets their name to the Industry and more importantly to the passengers that arrive and are wondering where to go!

The more offers the better, which is why we are going with this unlimited amount of businesses offer to BID's and Councils, as every passenger loves to feel they are getting an offer!

If you decided to go forward with this, you could collate all offers and send them through as one, or if easier for you, i can give you an email where each business can talk to us to get it right.

Our product has just been shortlisted into the top six for 'innovation of the year' in the British Coach Tourism Awards' being recognised for its benefit to the coach industry and the towns.

As i have said, you can do this yourselves but it would a much increased input in funding and time. We do work with other towns seperate from this to advise them on getting the most out of the coach industry and one of our clients this year, Wells in Somerset, has just been shortlisted for 'Coach friendliest destination' for 2017.

The input from coaches into a town can vary on length of stay etc but to give you an idea, each coach stopping for approx 2 hr short stop (T+P) the average spend is £12-£18 per head. Times that by 50 pax and by 2 coaches a day extra and already you are talking about big rewards. If the stay is longer or you take on a bigger project within this it improves massively. In Burnham-on-Sea where we set this project off, they are getting 1000 more coaches each year! We did advise on a lot more changes there also though, but it gives a feel of what can be achieved.

Please contact me if you have any specific questions.