

AGENDA

Meeting: Pewsey Area Board
Place: Bouverie Hall, Goddard Road, Pewsey, SN9 5EQ
Date: Monday 27 November 2023
Time: 7.00 pm

Including the Parishes of: All Cannings, Alton, Beechingstoke, Burbage, Buttermere, Charlton, Chirton, Easton, Froxfield, Grafton, Great Bedwyn, Ham, Little Bedwyn, Manningford, Marden, Milton Lilbourne, North Newton, Patney, Pewsey, Rushall, Shalbourne, Stanton St Bernard, Tidcombe and Fosbury, Upavon, Wilcot, Huish and Oare, Wilsford, Woodborough, Wootton Rivers.

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

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

Networking opportunity from 6:30pm

Please direct any enquiries on this Agenda to Stuart Figini Senior Democratic Services Officer, direct line 01225 718221 or email lisa.alexanda@wiltshire.gov.uk
All the papers connected with this meeting are available on the Council's website at www.wiltshire.gov.uk

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

Wiltshire Councillors

Cllr Jerry Kunkler, Pewsey (Chairman)
Cllr Paul Oatway QPM, Pewsey Vale West (Vice-Chairman)
Cllr Stuart Wheeler, Pewsey Vale East

Recording and Broadcasting Information

Wiltshire Council may record this meeting for live and/or subsequent broadcast. At the start of the meeting, the Chairman will confirm if all or part of the meeting is being recorded. The images and sound recordings may also be used for training purposes within the Council.

By submitting a statement or question for a meeting you are consenting that you may be recorded presenting this and that in any case your name will be made available on the public record. The meeting may also be recorded by the press or members of the public.

Any person or organisation choosing to film, record or broadcast any meeting of the Council, its Cabinet or committees is responsible for any claims or other liability resulting from them so doing and by choosing to film, record or broadcast proceedings they accept that they are required to indemnify the Council, its members and officers in relation to any such claims or liabilities.

Details of the Council's Guidance on the Recording and Webcasting of Meetings is available on request. Our privacy policy can be found [here](#).

Parking

To find car parks by area follow [this link](#).

Public Participation

Please see the agenda list on following pages for details of the items for discussion. The Area Boards welcome public participation and the Chairman will try to ensure that everyone has the opportunity to participate where possible. To discuss matters not on the agenda, please contact the officer named on the front page, ahead of the meeting.

For extended details on meeting procedure, submission and scope of questions and other matters, please consult [Part 4 of the council's constitution](#).

The full constitution can be found at [this link](#).

Our privacy policy is found [here](#).

For assistance on these and other matters please contact the officer named above for details

Area Board Officers

Strategic Engagement & Partnerships Manager – Richard.rogers@wiltshire.gov.uk

Area Board Delivery Officer – caroline.lequesne@wiltshire.gov.uk

Democratic Services Officer – stuart.figini@wiltshire.gov.uk

Items to be considered	Time
<u>Highways Matters Event</u>	
<u>Welcome and Introductions</u>	
<p>1 Highways and Transport Matters</p> <p>To receive a presentation covering the following topics:</p> <ul style="list-style-type: none"> • Strategic Business Plan Priorities • Maintenance • Local Transport Plan • Congestion • Public Transport • Air Quality 	7.05pm
<p>2 Question and Answer Session</p> <p>An opportunity to ask any highways questions.</p>	7.25pm
<p>3 Session Summary and Next Steps</p> <p>To consider the next steps arising from the presentation and subsequent discussions.</p>	8.20pm
<u>Short Interlude - Before Area Board</u>	
<u>Area Board Business Items</u>	
<p>4 Apologies for Absence</p>	8.30pm
<p>5 Minutes (<i>Pages 7 - 12</i>)</p> <p>To confirm the minutes of the meeting held on 18 September 2023.</p>	
<p>6 Declarations of Interest</p> <p>To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.</p>	
<p>7 Information Items and Updates (<i>Pages 13 - 28</i>)</p> <p>To note the following written updates and information items:</p> <ul style="list-style-type: none"> • Area Board Priorities Update • Community First • BSW Together Integrated Care Board • Healthwatch Wiltshire 	

8 Area Board Funding (Pages 29 - 32)

To note the remaining budgets and to consider any applications for funding, as detailed in the attached report and summarised below:

Remaining Budgets:

Community Area Grant	Older & Vulnerable	Young People
£8,849.46	£5,200	£8,235

Community Area Grants:

Ref/Link	Grant Details	Amount Requested
ABG1407	The Bouverie Hall - replacement of florescent lighting with led panels. Total project cost £2304.72	£1152.36
ABG1421	Manningford Memorial Hall - Village Hall New UPVC Facias soffits and guttering. Total project cost £3858	£1929

Young People Grants:

Ref/Link	Grant Details	Amount Requested
ABG1367	Upavon Parish Council - Blue Bus monthly services. Total project cost £3000	£1500

Delegated Funding

There have been no grants awarded under delegated powers since the last meeting.

Further information on the Area Board Grant system can be found [here](#).

9 Local Highways and Footpaths Improvements Group (LHFIG) (Pages 33 - 64)

To note the minutes and consider any recommendations arising from the last LHFIG meeting held on 18 October 2023, as set out in the attached report.

Recommendations:

- 10.20.99 – Chirton – request for 20 mph speed limit assessment- £2,320

- 10.22.10 - North Newnton – request for Phase 3 of Footway project to complete the link from Rushall Road to the Bus Stops on A345 - £8,000
- 10.23.2 - Froxfield A4 – request for Speed Limit Review - £5,000
- 10.23.11 - Oxenwood – request for Speed Limit Review - £2320

10 **Future Meeting Dates**

Future Meeting Dates (7.00-9.00pm):

- 4 March 2024
- 17 June 2024
- 23 September 2024

For information on applying for a grant or grant application deadlines for these meetings, contact the Area Board Delivery Officer, Caroline.LeQuesne@wiltshire.gov.uk

Close 9.00pm

This page is intentionally left blank

MINUTES

Meeting: Pewsey Area Board
Place: Bedwyn Village Hall, Frog Lane, Gt Bedwyn, SN8 3PB
Date: 18 September 2023
Start Time: 7.05 pm
Finish Time: 8.55 pm

Please direct any enquiries on these minutes to:

Cameron Osborn, (Tel): 01225 718221 or (e-mail) cameron.osborn@wiltshire.gov.uk

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

In Attendance:

Wiltshire Councillors

Cllr Jerry Kunkler (Chairman), Cllr Paul Oatway QPM (Vice-Chairman) and Cllr Stuart Wheeler

Wiltshire Council Officers

Richard Rogers – Strategic Engagement & Partnership Manager
Caroline LeQuesne – Area Board Delivery Officer
Cameron Osborn – Democratic Services Officer
Nic Thomas – Director of Planning (allocated to the Area Board)

Partners

Wiltshire Police – Inspector Ben Huggins and Superintendent Conway Duncan
Pewsey Community Area Partnership
North Newton Parish Council – Andrew Crane
Rushall Parish Council – Colin Gale
Woodborough Parish Council – John Brewin

Total in attendance: 24

<u>Minute No.</u>	<u>Summary of Issues Discussed and Decision</u>
83	<p><u>Apologies for Absence</u></p> <p>Apologies were received by Mr Curly Haskell and Mr Peter Deck.</p>
84	<p><u>Minutes</u></p> <p><u>Resolved:</u></p> <p>To approve and sign the minutes of the meeting held on 22 May 2023 as a true and correct record.</p>
85	<p><u>Declarations of Interest</u></p> <p>There were no declarations of interest.</p>
86	<p><u>Chairman's Updates</u></p> <p>The Chairman updated the Area Board as to the status of the Wiltshire Local Plan Review consultation and referred to the video linked in the agenda pack on the Council's activity and progress on the Climate Emergency.</p>
87	<p><u>Information Items</u></p> <p>The Chairman noted information items included in the agenda pack from the following organisations:</p> <ul style="list-style-type: none"> • Community First • Healthwatch Wiltshire • Updates from BSW Together (Integrated Care System) • Wiltshire Life Awards 2024 <p><u>Resolved:</u></p> <p>To note the above information items.</p>
88	<p><u>Area Board Priority Updates</u></p> <p>The Lead Representatives for each of the local Area Board priorities updated the Area Board on their recent activity.</p> <ul style="list-style-type: none"> • Improving Opportunities for Young People: Lead Member – Councillor Kunkler <p>The Chairman noted that Pewsey Leisure Centre was due to be used from October as a youth café at night, with a pool table purchased and five CRB-checked volunteers in place.</p>

	<ul style="list-style-type: none"> • Addressing Climate Change and Protecting the Environment: Lead Member – Councillor Kunkler <p>The Chairman introduced Jeremy and Sylvia Wyatt of Great Green Bedwyn, who spoke on the recent publication of a checklist to support parish councils with promoting sustainability. They also noted their Green Open Homes initiative, where residents of sustainable houses open their homes to others who might be interested in installing similar measures in their own homes.</p> <p>The Area Board discussed other environmental measures at length, touching upon double glazing in listed buildings, EV charging points and the capacity of the local grid to support them, the challenges to the house-building programme posed by low water levels and the different ways to utilise solar power.</p> <ul style="list-style-type: none"> • Valuing and Supporting our Vulnerable and Older People: Lead Member – Councillor Wheeler <p>Councillor Wheeler noted that a meeting on 27 July had been constructive, with tremendous work being done by the local villages. He stated that the establishment of a memory café was a positive step, and also remarked on the high quality of the local footpath work, mentioning that there was not a single stile on footpath route.</p> <ul style="list-style-type: none"> • Improving Public Transport and Encouraging Walking and Cycling: Lead Member – Councillor Oatway <p>Councillor Oatway commented on the success of the new bus routes but raised reports of taxis block-booking the buses. Several attendees then voiced their own difficulties in booking the bus on certain routes.</p>
89	<p><u>Partner and Community Updates</u></p> <p>The Area Board received updates from the following partner organisations:</p> <ul style="list-style-type: none"> • Pewsey Community Area Partnership <p>The Pewsey Community Area Partnership updated the Area Board on their recent activity, touching on a recent transport stakeholder conference and the status of the proposal to remove ticket offices, specifically raising concerns about the absence of staff at Pewsey Train Station’s ticket office. Regarding tourism in the local area, the Partnership noted the quality of walking routes, and updated the Area Board on the Partnership’s endeavours to secure grant funding from organisations like Great Western Railway (GWR). They also noted their work on local draft plan sessions, design statement briefings, helping with recruitment for the youth café, and a recent successful grant application to work on crisis prevention.</p>

	<ul style="list-style-type: none"> • Parish Councils Rushall Parish Council announced that they had recently been declared the Best Kept Village Winner of Winners for the third time. Great Bedwyn raised concerns about planning notices not being visible on properties with applications, explaining that they had taken to notifying neighbours themselves instead sometimes. They also queried how a local householder had been given permission to run an Airbnb at end of a residential cul-de-sac 365 days a year against the wishes of all the other residents, giving rise to a general feeling that tourism was being given precedence over residency. Woodborough raised the issue of a lack of verge and hedge-cutting, noting that the perceived width of some of the roads has narrowed considerably. It was explained that Highways have reduced verge and hedge cutting to once a year for environmental reasons, but that it was dangerous on the C261 in particular. Upavon echoed the sentiment, stating that it was an issue in their parish as well. North Newton noted that the electricity board needed to look at a tree overhanging a powerline on Council land on SL9 6LU. • Wiltshire Police Inspector Ben Huggins and recently appointed Superintendent Conway Duncan were in attendance to talk through the latest reports from Wiltshire Police. Taking the Area Board through the presentation available in the agenda pack, Inspector Huggins highlighted PC Nicki Crabbe’s role as dedicated Pewsey PC. He also noted that the highest proportion of offences remained violent offences in private spaces, with a spike in opportunistic thefts from vehicles and outbuildings, especially in Housing Association properties. Inspector Huggins also mentioned a recent high-profile stabbing in the Pewsey Co-Op, and reassured the Area Board that it was an isolated incident, and that the perpetrator was remanded in custody. Inspector Huggins highlighted the work of the Speed Enforcement Officer team and introduced Conway Duncan as the new Superintendent having recently moved down from Birmingham, explaining how he was a major proponent of neighbourhood policing. Councillor Oatway commended the presentation from Inspector Huggins but requested that the data, particularly regarding speeding offences, was overly selective and narrow given the size of the Pewsey area, and that the work of the Rural Crime team would be worth including in future information packs. Inspector Huggins also fed back that he felt progress was being made in Engage measures, with the new Chief Constable Catherine Roper bringing a fresh approach to Wiltshire Police as a whole. Inspector Huggins also fielded questions on dog violence, specifically dog-on-dog attacks, noting that oftentimes the Dog Warden at Wiltshire Council was actually more empowered to act than the Police in such instances.
90	<p><u>Area Board Funding</u></p> <p>The Area Board considered the following applications for grant funding:</p>

Area Board Initiatives:

Ref/Link	Grant Details	Amount Requested
ABG1318	Pewsey Area Board - Pewsey Village Youth Work	£5,000

Richard Rogers spoke to the application, explaining that the initiative in question was not a new one and had been running for a few years. He stated that the focus of the initiative was on the provision of activities, including supporting the youth café, assisting Burbage and Upavon with their youth offer, offering expert training for volunteers, and identifying existing groups to help develop for more inclusive provision. The Chairman moved that the funding be granted and was seconded by Councillor Oatway.

Resolved:

To grant £5,000 towards the Pewsey Village Youth Work Area Board Initiative.

Community Area Grants:

Ref/Link	Grant Details	Amount Requested
ABG1256	Pewsey Vale Tourism Partnership – Bike Repair Stand Pilot	£907

Susie Brew spoke to the application, explaining that these bike repair stands were popular in other areas, and the application was for a pilot to see if it would be suitable for this area before a wider roll-out. She explained that the stands were bolted in to the ground and allowed bicycles to stand up for easy repairs. She noted that the intended design was for a reasonably priced option despite a wide range of prices available, and that there would be minimal maintenance required. Richard Rogers noted that the two installed in Melksham town centre had been well received and that the vandal-proof design seemed effective. Councillor Oatway enquired about how many would be intended should the pilot be successful. Susie Brew responded that around six would allow for good coverage. The Chairman moved that funding be granted and was seconded by Councillor Oatway.

Resolved:

To grant Pewsey Vale Tourism Department £907 towards a Bike Repair Stand Pilot.

91	<p><u>Local Highways and Footpath Improvement Group (LHFIG)</u></p> <p>Colin Gale outlined the funding recommendations arising from the LHFIG meeting on 26 July 2023. The Chairman moved that the Area Board approve the funding recommendations and was seconded by Councillor Oatway.</p> <p><u>Resolved:</u></p> <p>To approve the funding recommendations from the Local Highway and Footway Improvement Group (LHFIG).</p> <p>Colin Gale also brought the issue of the Freight Management Strategy to the attention of the Area Board. He noted the high level of freight passing through Pewsey and the neighbouring villages, and the Wiltshire Freight Management Policy Review that was put on hold until a national policy review had been concluded. He voiced his concern following a conversation with the Council's Monitoring Officer in which it was stated that the Wiltshire Freight Management Strategy was considered to be live in spite of this and was factored into the ongoing Local Plan Review. As such, Colin Gale requested that freight management becomes an issue for the Pewsey LHFIG again. Richard Rogers noted that the next Area Board meeting was to be dedicated to highways and transport and so advised that this be raised again then.</p>
92	<p><u>Urgent items</u></p> <p>There were no urgent items.</p>
93	<p><u>Future Meeting Dates and Close</u></p> <p>The Area Board noted the upcoming meeting dates on 27 November 2023 and 4 March 2024. The Chairman thanked those present for attending and closed the meeting.</p>



Community Engagement Report – Pewsey Nov 23

The Pewsey Area Board in May 2023 agreed local priority themes for the year, each of which has one or more specific local actions associated with it. Some of the progress made since the September area board meeting includes:

1. To improve opportunities for young people

- The Pewsey Youth Café located in the Pewsey Vale leisure Centre has been running now since the 23rd October and is going well with between 20 and 30 young people attending the Friday evening sessions. It is open from 7pm to 9pm
- Community First Youth Project Officers have been given funding by the area board to continue to operate for another year. Their priorities will be to support the youth café, identify and train volunteers, support youth work in the villages and increase the youth offer by existing organisations.



2. To address environmental issues

- Pewsey community survey is now live. This builds on the work of Great green Bedwyn and Pewsey green.
- The March Area Board will be an environment themed meeting and the outcomes of the survey will be discussed.

3. To improve public transport and encourage cycling and walking

- The new Demand Responsive Bus services in the Pewsey Vale is proving to be a success with patronage up by about a quarter compared with use of the bus services available in 2022. The service continues to be fine tuned as feedback is received. More information about it and how to book can be found at www.wiltshireconnect.co.uk or tel: 01225712900
- The November 23 meeting of the area board is an engagement event to allow senior highways officers and a cabinet member to hear your views and answer your questions including walking and cycling.



This page is intentionally left blank

Community First - Annual Review and Celebration Video

The Community First Annual Review 2022-2023 is now available to view and download on our website. The Annual Review contains a summary of our work with people and communities over the last 12 months. This includes updates from our programmes and services, a general outline of our priorities and a summary of financial information for the year ending 31 March 2023.

<https://www.communityfirst.org.uk/wp-content/uploads/2023/10/Annual-Review-2022-2023-FINAL-VERSION.pdf>

Alongside the Annual Review, we have also produced a Celebration Video with a summary of our work in 2022-2023 which you can view using the following link:

https://youtu.be/l_7JRAxZJGE?si=ueZugKZJx4hwWb6u

Community First AGM & Awards Celebration 2023

The Community First Annual General Meeting (AGM) and Awards Celebration took place on Wednesday 11th October at Devizes Town Hall. Thank you to everyone who attended the event as we celebrated our achievements in 2022-2023. The Community First Awards recognises and celebrates the outstanding achievements of groups, organisations, individuals and young people who give so much of their time and enthusiasm to support our charity and its services.

Full List of Winners

We are sure you will join us in congratulating our winners for their well-deserved awards, many thanks also to Community First President Sarah Troughton for presenting each of our winners with a trophy and certificate.

Award Name	Winner
The Michael Jones Award for Inspirational Link Scheme or Community Minibus Volunteer	Janice Vincent (Malmesbury Link Scheme)
Community Project Funded through the Landfill Communities Fund	Roger Baker (Ashbury Village Hall)
The Martin Hamer in Special Recognition Award	Alan Fox
Most Innovative Community Run Project or Service	Darry New (Community Bus, Haydon Wick)
Robbie's Endeavour Trophy	Winterslow Youth Club
Young Carers Achievement Award - Under 12 years	Charlie
Young Carers Achievement Award - Over 12 years	Hannah

Project Inspire Achievement Award	Edward
Splash Achievement Award	Sam
Splash Volunteer Award	John Wyeth
Community First Young Leader’s Achievement Award	Will
Building Bridges Outstanding Achievement Award	Dorcas Obeney
The Arthur Laflin Volunteer Award	Jacquie Henly (Hilmarton Parish Council)

Youth Action Wiltshire - Carols by Candlelight

Youth Action Wiltshire invites you to Carols by Candlelight to celebrate the 25-year anniversary of Wiltshire Young Carers Service. The event will take place on Friday 8th December 2023 (7pm) at Malmesbury Abbey. Drinks and canapes will be served following the service.

Proceeds will fund a programme of exciting and fun respite activities for Wiltshire Young Carers, including music and songwriting, workshops, art, wildlife and adventure activities.

To request tickets, please complete the ticket application form using the link below (a copy is included with this briefing pack) or email Ginnie Keen: ginniekeen@gmail.com.

Ticket prices are as follows:

- Adult ticket - £20
- Child ticket (14 years and under) - £10

Ticket application form: <https://www.communityfirst.org.uk/wp-content/uploads/2023/10/Carol-2023-application-form-v2.docx>

The Big Give Christmas Challenge - Wiltshire Young Carers Service



This year Community First is participating in [The Big Give Christmas Challenge](#) in support of our Wiltshire Young Carers Service.

We currently hold open cases for Wiltshire young carers, of which 14% are recognised as the most vulnerable with some in the safeguarding system. As well as the pressures of their caring role and having to balance their own school and relationship pressures alongside the additional caring role, the recent pandemic has increased stress and worry. A national survey carried out by Carers Trust showed 58% of young carers were caring for longer and 40% said their mental health was worse.

Funds raised through The Big Give Christmas Challenge campaign will provide respite activities and support plans for 15 young carers, 30 Young Carers will access remote group webinars and a further 15 young carers can access structured one-to-one mentoring and coaching programmes with our Young Carers Support Workers. This will help them with their mental health and wellbeing. With increased investment, we can receive up to 15 new young carer referrals from our partner agencies.

Your gift will help more young people feel less alone in their caring role, they will see that home life has improved, they will feel included, be better at attending school, and feel happier.

Through this national campaign, we are aiming to secure up to £4,000 in pledges from supporters and donors which will be match-funded for 7 days between **28th November to 5th December 2023**. This is a fantastic way to help make a difference for young carers in Wiltshire and one small donation e.g. £5 will have *twice* the impact during this period.

More information about our how to support our Big Give Christmas Challenge will be available on our website and social media channels from mid-November.

Landfill Communities Fund - Wiltshire and Swindon Highlights 2022-2023

Community First manages and administrates the Landfill Communities Fund (LCF) in Wiltshire and Swindon. The LCF offers capital funding for local community, heritage and environmental projects in areas where local landfill operator sites or depots are located.

Funding for the LCF in Wiltshire and Swindon is received from landfill operators The Hills Group Ltd and Crapper & Sons Landfill Ltd. Over £5.5m of funding has been distributed through the LCF since 2002.

Entrust is the regulator of the Landfill Communities Fund and has produced statistical highlights for the LCF in Wiltshire and Swindon in 2022-2023. A copy of the PDF is included with this briefing pack and is summarised below.

- £329k - total LCF funds invested.
- 31 projects completed.
- 45 jobs were created as a result of funded projects.
- 298 people volunteer due to funding offered through the LCF in Wiltshire and Swindon
- 124,720 public visits.
- £5.77 of additional economic value for every £1 invested through the LCF.

For more information about the Landfill Communities Fund in Wiltshire and Swindon, please visit the Community First website: www.communityfirst.org.uk/grants

MiDAS - Minibus Driver Awareness Training

Community First offers accredited MiDAS (Minibus Driver Awareness) Training for organisations and groups, led by our fantastic Training Co-ordinator Martin Carter.

MiDAS is a membership-based scheme designed to enhance both driving and safety standards for drivers of minibuses. MiDAS is a nationally recognised standard for the assessment and training of minibus drivers. Community First is now taking new bookings for MiDAS minibus training with our Training Coordinator Martin Carter. Martin is a retired Police Advanced Driver with over 35 years' experience of driving minibuses.

The MiDAS training course includes a session on how to operate a minibus safely. This is followed by a 30-minute multiple-choice assessment with 20 questions. Trainees will need to answer 16 questions correctly to pass the theory test. Finally, there will be a practical test which incorporates a driving skills training session and an assessment drive which will last just over an hour, with the assessment taking 30

minutes. Upon completion of the theory and practical test, trainees will receive a certificate which is valid for 4 years.

Pricing is based on a minimum group size of 3 drivers per booking and starts at £105.00 per person. We are now taking new bookings for Winter 2023, early booking is recommended to secure a training place.

Please contact mcarter@communityfirst.org.uk for more information and how to book training.

A leaflet about MiDAS training is included with this briefing pack.

Briefing prepared by:

Ellie Ewing

Marketing and Communications Manager (Community First)

ewing@communityfirst.org.uk

YOUTH ACTION WILTSHIRE CANDLELIT CAROL SERVICE 2023

To avoid disappointment please apply for tickets as soon as possible as numbers are limited.

There will be a glass of wine and canapes following the service.

Ticket Application form: Adults £20 and Children 14 years and under £10

Name:-

Address:-

Postal Code.....

Email address:- please write clearly.....

I would like to apply for..... adult tickets at £20 each

I would like to apply for.....children tickets . £10 -14 years and under

I would like to donate (optional) £.....

Total amount paid £..... online or by cheque

Gift Aid:- Gift Aid increases any donations (not your ticket price) by 25% at no additional cost to you. To gift Aid, please read the words below, then sign and date the form. Your address above is needed to confirm that you are a current UK taxpayer.

I agree to Youth Action Wiltshire (YAW) claiming Gift Aid on this and future donations I make to the charity. By signing this I confirm I am a UK taxpayer and understand that if I pay less Income Tax and/or Capital Gains tax in the current tax year than the amount of Gift Aid claimed on all my donations, it is my responsibility to pay the difference.

Signature.....

Date:-.....

To pay either:

Online Banking:- Youth Action Wiltshire
Sort Code:- 40-17-17
Account No:- 51448714 Reference carol service , with your name, please

or

Cheque:- Made payable to Youth Action Wiltshire, and sent to Ginnie, to the address below.

Please email or post this ticket form to Ginnie Keen at ginniekeen@gmail.com or post to Mrs D.Keen , The Firs Farm, Corston. Malmesbury SN16 0HB

Tickets will be emailed (or posted if you do not have an email)to you.

This page is intentionally left blank

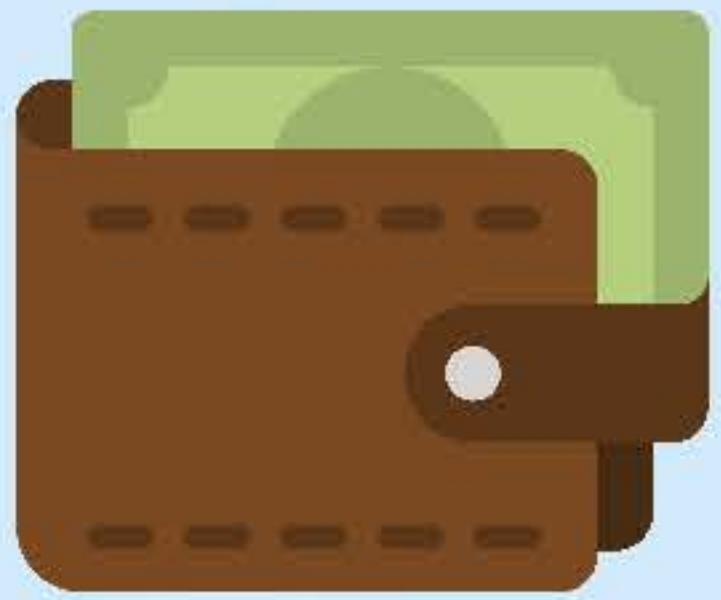
2022/2023 Statistical Highlights



COMMUNITY FIRST

£329k

Total LCF Funds invested



31 Projects completed

Each £1 spent, added £5.77 of additional economic value



45 jobs created

as a result of funded projects



av 3.3 miles to landfill site



298 people volunteered due to Community First's funding.

124,720 public visits



This page is intentionally left blank

Update for Wiltshire Area Boards

October 2023

Winter Planning

As our health and care system continues to experience unrelenting demand challenges and operational pressures, we are continuing to work with our partners to deliver existing demand management and capacity improvement plans.

We are monitoring the impact of these plans at both a System and Place level and will take the learning into the development of our plans for the coming winter.

Operationally there continues to be significant joint working in the locality under our Home is Best programme of work which supports patients to remain at home, aims to reduce our reliance on bed-based care and improve patient outcomes and experience.

This approach helps to enable us operationally to manage the system challenges and pressures and, together, we continue to maintain a good flow of people from our acute hospitals to community settings or home.

Working in partnership across health and social care, we are on track to deliver our plans to deliver against targets including reducing the number of the non-criteria to reside in our acutes - currently maintaining a position below our trajectory of 30, significantly reducing our number of discharge to assess beds by 40 per cent, we are currently at 31, exceeding our target of 36.

We have also continued to increase our use of virtual wards - a flagship BSW scheme. A key focus for the coming months is on increasing referrals to the Virtual Ward step-up model through continuing to raise the profile of service.

We will work through the implications of pressures being relieved in one part of the system with pressure then arising in another part of the system. We have key workstreams in place to work through this jointly.

Community Investment Fund

Good progress has been made with our Community Investment Fund. BSW ICB has been working with five BaNES-based third sector organisations and has awarded grants to Southside Hardship Fund, Julian House, Citizens Advice Bureau, Age UK and West of England Rural Network.

These grants will help some of our most vulnerable communities with cost-of-living support, food and clothing and warm home grants.

This is a key part of our strategy on health inequalities and a demonstrable example of how BSW ICB is working directly with our communities at a local level.



MiDAS: Minibus Driver Awareness Training

Is your group or organisation looking to train new minibus drivers?

MiDAS is a training scheme designed to enhance driving and safety standards for drivers of minibuses. MiDAS is a nationally recognised standard for the assessment and training of minibus drivers.

Community First is now taking bookings for MiDAS training with our MiDAS Training Coordinator Martin Carter. Martin is a retired Police Advanced Driver with over 35 years' experience of driving minibuses.

MiDAS Training includes a theory and practical test, along with detailed information on how to operate and manage a minibus safely. Drivers who pass both the MiDAS practical and theory tests will receive a certificate which is valid for four years.

Bookings:

mcarter@communityfirst.org.uk

“Excellent course. Great trainer!”

MiDAS Training Feedback

MiDAS Pricing

Standard MiDAS induction £125.00
Accessible MiDAS induction £165.00
Standard MiDAS refresher £105.00
Accessible MiDAS refresher £125.00

Weekdays Only
Minimum 3 drivers per booking



This page is intentionally left blank

Autistic people tell of their struggles to find mental health support

Autistic people, and their families and carers, have told us of their desperation and frustration at not being able to get support they need for their mental health.

People said they felt isolated and misunderstood, falling between the gaps in services which aren't designed to meet their needs and where staff lack training and awareness to support them.

These are the stark findings of our work hearing the experiences of autistic people, and their carers, who have accessed mental health services in Wiltshire in the last three years.

In a joint project with Wiltshire Service Users' Network (WSUN), which runs the Wiltshire Autism Hub, we listened to feedback from more than 50 people to understand what is good and what could be better about local mental health services.

What did people tell us?

- Most people went to their GPs first to get help, but faced a long wait to be referred on to other services. Some said they could not get any support at all.
- Autistic people did not find services helpful. They didn't think talking therapies were suitable for them and sometimes made symptoms worse.
- Mental health staff lack training, awareness and understanding of autism. Sometimes this has resulted in misdiagnosis and inappropriate treatment, or no support.
- Thresholds for getting mental health help are very high or inappropriate for autistic people.
- Some people said they had used expensive private consultants or therapists in an attempt to get help.
- Carers said the Child and Adolescent Mental

Health Service (CAMHS) was overwhelmed and the waiting times very long.

- Waiting times for an autism diagnosis were seen as unacceptable, with little support or guidance post diagnosis.
- Communication difficulties, coupled with a lack of flexibility from services – such as only offering phone calls rather than face to face appointments – creates a barrier for autistic people to be able to access help.

Stacey Sims, Healthwatch Wiltshire Manager, said: "It is clear that autistic people and their carers have struggled to access support for their mental health in Wiltshire, and this has had a serious impact on them and their families.

"I want to thank everyone who took part for the experiences they've shared with us, and for suggesting ways to improve local services. We'll be monitoring how these services are developed in the future so they can better support autistic people, and those who care for them."

Louise Rendle, CEO of WSUN, said: "Research has shown that autistic people are much more likely to have anxiety, depression, Obsessive Compulsive Disorder (OCD) and eating disorders than non-autistic people. This report highlights how important it is that mental health services have specially trained staff with awareness in autism.

"Adaptable services that provide reasonable adjustments will help ensure that autistic people and their families have equal access to high quality mental health provision. Too many autistic people still struggle to get appropriate support and we see through the Autism Hub the impact this has on people's lives and that of their families."

Look out for the report on our website.

This page is intentionally left blank

Pewsey Area Grant Report

Purpose of the Report

1. To provide details of the grant applications made to the Pewsey Area Board. These could include:
 - community area grants
 - youth grants
 - older and vulnerable people grants
 - area board initiatives
2. To document any recommendations provided through sub groups.

Area Board Current Financial Position

	Community Area Grants	Youth Grants	Older and Vulnerable People Grants
Opening Balance For 2023/24	£ 16,744.00	£ 14,135.00	£ 7,700.00
Awarded To Date	£ 7,894.54	£ 5,900.00	£ 2,500.00
Current Balance	£ 8,849.46	£ 8,235.00	£ 5,200.00
Balance if all grants are agreed based on recommendations	£ 5,768.10	£ 6,735.00	£ 5,200.00

Grant Funding Application Summary

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
ABG1407	Community Area Grant	The Bouverie Hall	replacement of florescent lighting with led panels in The Bouverie Hall	£2304.72	£1152.36
<p>Project Summary: The florescent panels in our hall have possibly been in the Hall since it was built in 1989. Rather than replace the failed lights, the committee feels it would be better to replace with led panels. This would provide better lighting for the hall, is more eco friendly and should reduce our electricity costs.</p>					
ABG1421	Community Area Grant	Manningford Memorial Hall	Manningford Memorial Village Hall New UPVC Facias soffits and guttering	£3858.00	£1929.00
<p>Project Summary: We wish to replace the existing wooden facias and soffits, which are now 23 years old, with UPVC which will improve the building and enhance the overall look.</p>					

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
ABG1367	Youth Grant	Upavon Parish Council	Blue Bus monthly services	£3000.00	£1500.00
<p>Project Summary: Upavon parish council shares with Burbage parish council the risk of having too many young people being left to their own out-of-school devices with potential antisocial consequences. Until a permanent replacement to our former community centre can be found, the need for the Blue Bus as a monthly, if impermanent, focal centre remains.</p>					

Background

3. Area Boards have authority to approve funding under powers delegated to them. Under the Scheme of Delegation Area Boards must adhere to the Area Board Funding and Grants Criteria. This document is available on the council's website.
4. Three funding streams are available to the Area Board, each with an annually awarded amount. These funding streams are as follows:
 - Community Area Grants (capital)
 - Youth Grants (revenue)
 - Older and Vulnerable People Grants (revenue)
5. The Area Board will be advised of the funding available prior to their first meeting of each financial year.

Main Considerations

6. Councillors need to be satisfied that the applications meet the requirements as set out in the Area Board Funding and Grants Criteria and that the health and wellbeing and young persons funding guidelines have been adhered to.
7. Councillors must ensure that the distribution of funding is in accordance with the Scheme of Delegation to Area Boards.
8. Councillors need to consider any recommendations made by sub groups of the Area Boards.

Safeguarding Implications

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

Public Health Implications

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

Environmental & Climate Change Implications

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

Financial Implications

12. Councillors must ensure that the Area Board has sufficient funding available to cover the grants awarded.

Legal Implications

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

Workforce Implications

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

Equalities Implications

15. Community Area Boards must fully consider the equality impacts of their decisions in order to meet the Council's Public Sector Equality Duty.
16. Community Area Grants will give local community and voluntary groups, Town and Parish Councils equal opportunity to receive funding towards community based projects and schemes where they meet the funding criteria.

Proposals

17. To consider and determine the applications for grant funding.

Report Author

- Richard Rogers, Strategic Engagement and Partnership Manager, Richard.Rogers@wiltshire.gov.uk

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

This page is intentionally left blank

Pewsey Local Highways & Footway Improvement Group

	Item	Update	Actions and recommendations	Who
	Pewsey LHFIG – Notes of on-line meeting held on Wednesday 18th October 2023 at 14:00 hrs			
1.	Attendees and apologies			
		<p>Attendees:</p> <ul style="list-style-type: none"> Cllr Paul Oatway – Acting Chair John Ford – Pewsey PC Steve Colling – Burbage PC Kathryn Richardson – Wilcot Huish & Oare PC John Brewin – Woodborough PC Steve Heppenstall – Froxfield PC Vanya Body – Froxfield PC Tom Ellen – North Newnton PC Andrew Flack – Upavon PC Dianah Shaw – Shalbourne PC Tim Burgess – Chirton & Conock PC Colin Gale – Rushall PC Thomas Heyward – Local Highways Phil Rushmere – Traffic Engineer Mark Stansby – Principal Traffic Engineer 	Area Board to note.	AB
		<p>Apologies:</p> <ul style="list-style-type: none"> Cllr Jerry Kunkler Paul Mills Chirton & Conock PC Dawn Wilson Wilcot Huish & Oare PC Martin Cook – Acting Area Highway Engineer Charlotte Sartin Wiltshire Police Gordon Ball – Little Bedwyn PC 		

Pewsey Local Highways & Footway Improvement Group

2.	Notes of last meeting			
		The notes of the previous LHFIFG meeting held on 26 th July were presented to the Area Board on 18 th September 2023, passing all recommendations.	LHFIFG to note.	All
3.	Financial Position			
		The current balance for 2023/24, less previous commitments, stands at £31,908.52 (see Appendix 1).	Area Board to note	AB
4.	Priority schemes			
a)	Issue 10-20-3 Rushall Elm Row Phase 2 – Bus Shelter to Manor Cottage continuation of footway.	Issue submitted by Rushall Parish Council on 30/01/20 All is in hand to commence construction on 23 rd October under a full road closure. The work is scheduled for completion by 10 th November.	Area Board to note	AB
b)	Issue 10-20-9 Chirton – request for 20 mph speed limit assessment	Issue submitted by Chirton Parish Council on 24/11/20 The Parish has now indicated their desire for a formal 20 mph speed limit assessment, charged at £2,900. The Parish also wish to include the no through road leading to Conock as part of the assessment. The Parish offered a 20% contribution to proceed the assessment and the group were content to proceed.	To recommend to the Area Board an allocation of £2,320.	Chair
c)	Issue 10-21-2	Issue submitted by Woodborough PC on 20/01/21	Highways to complete the design	Highways

Pewsey Local Highways & Footway Improvement Group

	Woodborough C261 (West End of village) – request to extend kerbing and / or footway	<p>The results from the topo survey have been received and the cost of the survey is now confirmed as £1,700. This is an underpend of £300 against the estimate.</p> <p>Parish contribution confirmed as 25% of actual spend, a sum of £425.00</p> <p>The design is now being refined in order to produce an accurate estimate ahead of the Substantive Fund bid.</p>		
d)	<p>Issue 6374 & 6541</p> <p>Upavon – repositioning of No Entry Signs</p>	<p>Issues submitted on 08/06/18 & 31/07/18</p> <p>The street lighting improvements have now been completed but regrettably the contractor has failed to directly illuminate the no entry signs and the give way sign on Devizes Road.</p> <p>Highways to chase.</p>	Highways to chase work outstanding.	Highways
e)	<p>Issue 10-22-10</p> <p>North Newnton – request for Phase 3 of Footway project to complete the link from Rushall Road to the Bus Stops on A345.</p>	<p>Issue submitted by Noth Newnton Parish Council on 05/07/22</p> <p>The Topo Survey has been completed at a cost of £1,800 against an estimate of £2,000. This has been funded using s106 monies.</p> <p>A preliminary design has been completed and is included as Appendix 3. The estimate now stands at £29,225.81 which includes legal fees to close the road, temporary traffic management, Safety Audits (stages 2 & 3) and construction. A 15% contingency has also been included.</p> <p>The Parish contribution is to be funded using the remainder of s106 monies, a sum of £8,035.43. The LHFIFG were content to add a further £8,000 towards the bid.</p>	To recommend to the Area Board an allocation of £8,000.	Chair

Pewsey Local Highways & Footway Improvement Group

f)	<p>Issue 10-22-8</p> <p>Rushall Elm Row Phase 3 – New footway from Manor Cottage to newly built footway from Whistledown farm</p>	<p>Issue submitted by Rushall Parish Council on 27/04/22.</p> <p>The results of the topo survey have now been returned in full. The cost of the survey is confirmed as £1,850, against an estimate of £3,000. The Parish have agreed to contribute two-thirds of the actual cost, a sum of £1,233.40.</p> <p>The BT Openreach survey has also been completed on budget. BT are suggesting that we move 3 poles but Highways may contend this. A site meeting is to be arranged to coincide with the road closure for Phase 2.</p>	<p>Highways to issue invoice for contributions towards the Topo Survey and BT Survey.</p>	<p>Highways</p>
g)	<p>Issue 10-22-11</p> <p>Woodborough – request for direction signs to indicate Parish Room and Defibrillator</p>	<p>Issue submitted by Woodborough Parish Council on 02/08/22</p> <p>The signs have been installed but the bill received by Highways from the contractor has been challenged.</p>	<p>Highways awaiting revised bill from contractor.</p>	<p>Highways</p>
h)	<p>Issue 10-23-2</p> <p>Froxfield A4 – request for Speed Limit Review</p>	<p>Issue submitted by Froxfield Parish Council on 11/01/23</p> <p>The speed limit assessment has been completed and the recommendations are set out in Appendix 2.</p> <p>The Parish welcomed the findings and wish to proceed with the changes recommended, at an estimated cost of around £6,500. The Parish offered a £1,500 contribution and the LHFIFG are content to take this forward.</p>	<p>Highways to issue invoice to Parish Council for the sum of £725.00 for the Assessment.</p> <p>To recommend to the Area Board an allocation of £5,000.</p>	<p>Highways</p> <p>Chair</p>
i)	<p>Issue 10-22-9</p> <p>A345 Upavon – request for footway link from Riverside Park to the village centre, in the vicinity of Grey Flags</p>	<p>Issue submitted by Upavon Parish Council on 29/06/22</p> <p>A site meeting has established the key wishes of the land owner:</p> <ul style="list-style-type: none"> To retain a natural look to the environment. 	<p>Area Board to note.</p>	<p>AB</p>

Pewsey Local Highways & Footway Improvement Group

		<ul style="list-style-type: none"> The provision of a planted boundary, to limit noise pollution, but with no fencing. The provision of a neutral coloured footway surface, not standard “black-top”. <p>An engineer has recently been assigned to this project and we hope to make progress with this soon.</p>		
j)	<p>Issue 10-23-5</p> <p>All Cannings Lipgate Road – request for 20 mph carriageway roundels</p>	<p>Issue submitted on 11/05/23 by All Cannings Parish Council</p> <p>2 x roundels have been painted and Highways are awaiting the bill from the contractor.</p>	Highways to chase the bill	Highways
k)	<p>Issue 10-23-6</p> <p>A4 Froxfield – request for SID infrastructure (ground socket & Post)</p>	<p>Issue submitted on 22/05/23 by Froxfield Parish Council</p> <p>A site meeting has been held and a position for the new post has been agreed. SID will monitor both directions and so a permanent post, rather than socketed can be installed.</p> <p>The revised estimate stands at £430.93 inclusive of temporary traffic management. This is below the previous estimate of £600 for a socketed post.</p> <p>Further savings on traffic management costs could be achieved by delaying this until the speed limit change.</p>	Parish Council to discuss and report back in time for the next meeting.	Parish Council
l)	<p>Issue 10-23-8</p> <p>Beechingstoke Woodborough Road – request for village gates</p>	<p>Issue submitted on 12/07/23 by Cllr Oatway on behalf of Beechingstoke Parish Council</p> <p>At the previous meeting, it was agreed that single gates could be installed by the village nameplates on Woodborough Road (East and West end), together with new nameplates, and a new nameplate on the approach from Marden. The estimate was confirmed at £4,590.00. LHFIG has currently allocated</p>	Highways to arrange site meeting	Highways

Pewsey Local Highways & Footway Improvement Group

		<p>£2,500, and the Parish Council has now indicated a 20% contribution of £500 giving a total of £3,000.</p> <p>Given the shortfall, it was agreed to consider the installation of nameplates only at this time. Highways and Councillor Oatway to meet with the Parish to discuss a way forward.</p>		
5.	New Requests and ongoing Issues			
a)	<p>Issue 10-21-12</p> <p>C52 Safety and Speed between Manningford and Wilcot</p>	<p>Issue Submitted by Manningford Parish Council on 26/10/21</p> <p>Parish have raised safety concerns about Cross Hayes and Little Abbots crossroads and of through traffic using this route.</p> <p>Area Highway Engineer confirmed that patching work at Little Abbots now more likely to take place in 24/25 due to financial constraints. The road markings at this junction have now been refreshed.</p> <p>A site meeting was held on 9th August with various potential solutions discussed.</p> <p>The Parish are to discuss this further and report back in due course.</p>	Parish Council to consider options	Parish Council
b)	<p>Issue 10-22-3</p> <p>A346 Leigh Hill – Request for Calming Measures</p>	<p>Issue submitted by Burbage Parish Council on 23/01/22</p> <p>Safety concerns at junction of Three Oak Hill Drive</p> <p>A replacement sign has now been installed as part of the sign maintenance programme.</p>	To recommend to the Area Board that this issue is closed.	Chair

Pewsey Local Highways & Footway Improvement Group

c)	<p>Issue 10-22-12</p> <p>Upavon High Street – request for footway between 21 High Street and Jarvis Street.</p>	<p>Issue submitted by Upavon Parish Council on 04/10/22</p> <p>There is no kerbed footway provision at the narrow section of the High Street a length of approximately 50 metres.</p> <p>Measurements taken on site show that an 8m extension to the current footway would be possible, but the carriageway width is too narrow to extend beyond this.</p> <p>Alternative measures could include, coloured surfacing to highlight the on-carriageway “footway”, a refresh of the markings and extension to the centre line on approach to Jarvis Street and road narrows and or pedestrians in road signs.</p> <p>Parish has requested an estimate to cover all of the above.</p>	Highways to consider costs	Highways
d)	<p>Issue 10-23-4</p> <p>Rushall Pewsey Road – request for footway improvements near Chudleigh Cottage</p>	<p>Issue submitted on 27/04/23 by Rushall Parish Council, as a consequence of aborted work by Local Highways Team.</p> <p>Request is for raised kerbs to prevent through traffic from using the footway as an extension to the running carriageway.</p> <p>A further site meeting has been held and the problem is now fully understood. An engineering solution is possible but not quite so straightforward due to the changing levels with properties, steps to properties and driveways all present. A cheaper solution to protect the footway and in turn, the property boundaries would be to install approximately 4 bollards and Highways have offered to fund this as a gesture of good will.</p>	Highways to develop a suitable solution.	Highways

Pewsey Local Highways & Footway Improvement Group

		Following local consultation the parish Council has asked that the raised kerb solution is developed without the installation of bollards.		
e)	<p>Issue 10-23-7</p> <p>Burbage Stibb Green – request for footway improvements near The Old Bakery</p>	<p>Issue submitted on 12/07/23 by Burbage Parish Council, as a consequence of aborted work by Local Highways Team.</p> <p>Request is for footway widening to achieve 1.2 metres and a solution to retain the bank, good for the next 20 years.</p> <p>A further site meeting has been held and the issue is now fully understood. The lengthspans approximately 125 metres and is confirmed as being public highway (to the fence line).</p> <p>Highways to hand the matter over to their Structures team for initial assessment and guidance.</p>	Highways to instruct Structures team to investigate.	Highways
f)	<p>10-23-9</p> <p>A345 Junction with Sunnyhill Lane – request for Bus Stop infrastructure and footpath link.</p>	<p>New Issue submitted on 29/09/23 by Wilcot, Huish and Oare Parish Council</p> <p>Request includes for the provision of a bus shelter, dropped kerbs and footpath link from Sunnyhill Lane to the Bust Stops.</p> <p>As the Parish representative had left the meeting, the item was deferred until the next meeting.</p>	Area Board to note	AB
g)	<p>10-23-10</p> <p>A345 between Prospect and Rainscombe Farm, North of Oare – request for Signing review</p>	<p>New Issue submitted on 29/09/23 by Wilcot, Huish and Oare Parish Council</p> <p>Request includes consideration of gates at North end of Oare, all road markings and all traffic signs.</p>	Area Board to note	AB

Pewsey Local Highways & Footway Improvement Group

Page 41

		As the Parish representative had left the meeting, the item was deferred until the next meeting.		
h)	10-23-11 Oxenwood – request for Speed Limit Review	<p>New Issue submitted on 01/10/23 by Shalbourne Parish Council</p> <p>Request is for a desk top study to cover the area defined by the village nameplates to determine whether the village might qualify for a speed limit.</p> <p>The Parish has submitted a paper prepared by a resident which suggests that the criteria for a 30 mph limit is met.</p> <p>A formal speed limit review is charged at £2,900 and is the established procedure for considering such requests. Other safety concerns, such as the absence of Give Way signs and the site by the outdoor activity centre can be considered in isolation should the Parish wish to raise these issues.</p> <p>The LHFIFG were content to support a review with the Parish contributing 20% of the cost, a sum of £580.</p>	To recommend to the Area Board that this Issue is added to the Priority Schemes List and to allocate £2,320.	Chair
6.	Other items			
a)	Deadline for submitting LHFIFG Requests.	<p>Requests are to be submitted two weeks prior to each meeting. Requests received after the deadline will be held until the following meeting.</p> <p>Requests to be sent to LHFIFGrequests@wiltshire.gov.uk</p> <p>The deadline for our next meeting is 17th January 2024.</p>	To note	All

Pewsey Local Highways & Footway Improvement Group

7.	<p>Dates of future meetings:</p> <p>31st January 2024.</p> <p>Meetings to commence at 14:00 hrs and will be held on-line until further notice.</p>			

Pewsey Local Highways & Footway Improvement Group

Highways Traffic Officer – Mark Stansby

Acting Area Highway Engineer – Martin Cook

Page 42

1. Environmental & Community Implications

1.1. Environmental and community implications were considered by the LHFIG during their deliberations. The funding of projects will contribute to the continuance and/or improvement of environmental, social and community wellbeing in the community area, the extent and specifics of which will be dependent upon the individual project.

2. Financial Implications

2.1. All decisions must fall within the Highways funding allocated to Pewsey Area Board.
2.2. If funding is allocated in line with LHFIG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Pewsey Area Board will have a remaining Highways funding balance of **£13,119.76**

3. Legal Implications

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

4. HR Implications

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

5. Equality and Inclusion Implications

5.1 The schemes recommended to the Area Board will improve road safety for all users of the highway.

Pewsey Local Highways & Footway Improvement Group

6. Safeguarding implications

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

7. Recommendations to Pewsey Area Board

7.1 To add the following Issues (with funding) to the Priority Schemes List: 10-23-11 Oxenwood Speed Limit Assessment £2,320

7.2 To add funding to schemes already on the Priority Schemes List: 10-20-9 Chirton Speed Limit Assessment £2,320, 10-22-10 North Newton Footway Phase 3 £8,000 and 10-23-2 A4 Froxfield Speed Limit £5,000

7.3 To close the following Issues: 10-23-3 A364 Leigh Hill

This page is intentionally left blank

Pewsey LHFIG expenditure 2023 / 24 as of 11/10/23

Budget £26,712 + £29,749.48 c/fwd = £56,461.48

Scheme	Estimate	LHFIG Commitment	Expenditure	Projected Spend
Upavon village centre – signs and lighting upgrade	£6,800.00	£3,400.00	£476.96 Interim	£6,800.00
Chirton The Street – Installation of bollards	£4,000.00 (ball park)	£3,000.00	£3,643.08 Final	£3,643.08
Rushall Elm Row Phase 2 Construction	£56,000.00	£5,600.00	£0,000.00	£56,000.00
Woodborough Footway Phase 2 Topo	£2,000.00	£1,500.00	£1,700.00 Final	£1,700.00
Woodborough Footway Phase 2 Construction	£51,400.00 (ball park)	£5,500.00 (provisional)	£0,000.00	£51,400.00
North Newton Footway Phase 3 Topo Survey	£2,000.00 (ball park)	£Nil	£1,800.00 Final	£1,800.00
Woodborough local direction signs	£350.00	£175.00	£657.16 Final	£657.16
A4 Froxfield – Speed Limit Assessment	£2,900.00	£2,175.00	£2,900.00 Final	£2,900.00
Rushall Elm Row Phase 3 Topo Survey	£3,000.00	£1,000.00	£1,850.00 Final	£1,850.00
Rushall Elm Row Phase 3 BT Openreach Survey	£1,522.80	£1,022.80	£1,522.80 Final	£1,522.80
All Cannings 20 mph carriageway roundels x 2	£200.00	£100.00	£0,000.00	£200.00
A4 Froxfield SID Infrastructure	£600.00 (ball park)	£480.00	£0,000.00	£600.00
Beechingstoke Parish – village gates (1 pair)	£2,500 (ball park)	£2,500.00	£0,000.00	£2,500.00
Totals	£133,272.80	£26,452.80	£14,550.00	£131,573.04

Budget £56,461.48

Projected Spend £131,573.04

Balance -£75,111.56

Plus contributions (details below) £107,020.08

Current Balance £31,908.52

Contributions

Upavon village centre – signs and lighting	£3,400.00	Upavon parish Council – to be invoiced upon completion
Chirton The Street Bollards	£1,092.92	Chirton & Conock Parish Council – invoice to be issued
Rushall Elm Row Phase 2 Construction	£5,600.00	Rushall Parish Council – to be invoiced upon completion
Rushall Elm Row Phase 2 Construction	£44,800.00	Substantive Highways Scheme Fund
Woodborough Footway Phase 2 Topo	£500.00	Woodborough Parish Council – Contribution to be discussed by LHFIG
Woodborough Footway Phase 2 Construction	£5,500.00	Woodborough Parish Council – (provisional offer)
Woodborough Footway Phase 2 Construction	£40,400.00	Substantive Highways Scheme Fund (Subject to 23/24 bid)
North Newton Phase 3 Topo	£1,800.00	Section 106 Fund
Woodborough local direction signs	£175.00	Woodborough Parish Council – to be invoiced upon completion
Woodborough local direction signs	£307.16	Highways Sign Maintenance Fund
A4 Froxfield Speed Limit Assessment	£725.00	Froxfield Parish Council – invoice to be issued.
Rushall Elm Row Phase 3 Topo Survey	£2,000.00	Rushall Parish Council – contribution to be discussed by LHFIG
Rushall Elm Row Phase 3 BT Openreach Survey	£500.00	Rushall Parish Council – invoice to be issued
All Cannings 20 mph Carriageway roundels	£100.00	All Cannings Parish Council – to be invoiced upon completion
A4 Froxfield SID Infrastructure	£120.00	Froxfield Parish Council – to be invoiced upon completion
	Total	
	£107,020.08	

A4 Froxfield, Marlborough

Speed Limit Assessment

Document Control Sheet

Project Title: A 4 Froxfield, Marlborough

Report Title: Speed Limit Assessment

Revision: Version 1

Status: Final

Date: September 2023

Record of issue

Issue	Status	Author	Date	Check	Date	Authorised	Date
1	Issue	AGP	9/23	KB	9/23	KB	9/23

Document Control Sheet.....	2
1.0 Introduction and background	4
2.0 Data Collection	7
2.1 Site observations.....	7
2.2 Journey time data.....	7
2.3 Traffic speeds and volumes.....	8
2.4 Collision data.....	9
2.5 Local concerns	9
3.0 Analysis.....	9
4.0 Recommendation and Costs	12
5.0 References.....	13
6.0 Appendix A – Speed limit assessment plan	14

1.0 Introduction and background

This assessment has been undertaken at the request of the Pewsey Local Highway and Footway Improvement Group following concerns raised by Froxfield Parish Council with support from their local council member. They requested that a review is undertaken of the speed limit on the A4, from the County Boundary on the East side of the village, through the village centre, and ending at the commencement of the 50 mph limit (eastbound) on the Western side of the village. Officers have met with Parish representatives, and they have suggested the following changes:

1. Removal of the short length of 50 mph limit on the eastern side of the village.
2. Extension of the 40 mph limit on the eastern side, to the point of the village gateway (nameplates / white gates), located just beyond River View Cottages.

The A4 forms part of the A and B class road network and is classed as '3A – Main Distributor' in the hierarchy of road function. This means that the function of the road is as part of the strategic network, providing an inter-urban link.

The Department for Transport Circular 01/13 Setting Local Speed Limits sets out guidance as a basis for assessments of local speed limits, traffic authorities set local speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit. Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. Speed limits should be seen by drivers as the maximum rather than a target speed.

Speed limits should not be used to attempt to solve the problem of isolated hazards, such as a single road junction or reduced forward visibility. The principal aim in determining appropriate speed limits should be to provide a consistent message between speed limits and what the road environments looks like, therefore, changes in speed limit need to be reflective of changes in the road layout and characteristics. This approach will provide consistency across the country for drivers.

The underlying aim should be to achieve a 'safe' distribution of speeds. The key factors that should be considered in any decisions on local speed limits are:

- History of collisions;
- Road geometry and engineering;
- Road function;
- Composition of road users;
- Existing traffic speeds; and
- Road environment.

While these factors need to be considered for all road types, they may be weighted differently in urban or rural areas. The impact on community and environmental outcomes should also be considered.

Circular 01/2013 Setting Local Speed Limits states that whilst traffic authorities should continue to routinely collect and assess both mean and 85th percentile speeds, mean averages should be used as the basis for determining local speed limits.

For clarity, the distinction between the mean and 85th percentile value is:

- Mean speeds are the average speeds that vehicles travel at
- 85th percentile speeds are the speeds at or below which 85% of vehicles are observed to

travel under free-flowing conditions. This is a nationally recognised method of assessing traffic speeds. (Setting local speed limits, 2013).

What is a village?

The criterion for a 30mph limit is detailed in the Department for Transport Traffic Advisory Leaflet 01/04; Village Speed Limits, and is based on the amount of frontage development, with a requirement for 20 or more houses over a minimum length of 600 metres. This length may be reduced to 400 metres when the level of development density over this shorter length exceeds the 20 or more houses criterion and in exceptional circumstances a reduction to 300 metres is permissible. If there are just fewer than 20 houses, then the Highway Authority can make extra allowance for key buildings, such as a church, shop, or school. The measurement of frontage development is based only on those houses that front onto the main road. It does not include groups of houses that access the main road from a side road. Frontage development density has to achieve an average of three houses per 100 metres throughout the length but particularly at the entrances to the limit. This ensures appropriate reinforcement of a village environment to the motorist. Please refer to Figure 1 below for an example. (DfT Traffic Advisory Leaflet 01/04 Village Speed Limits, 2004)

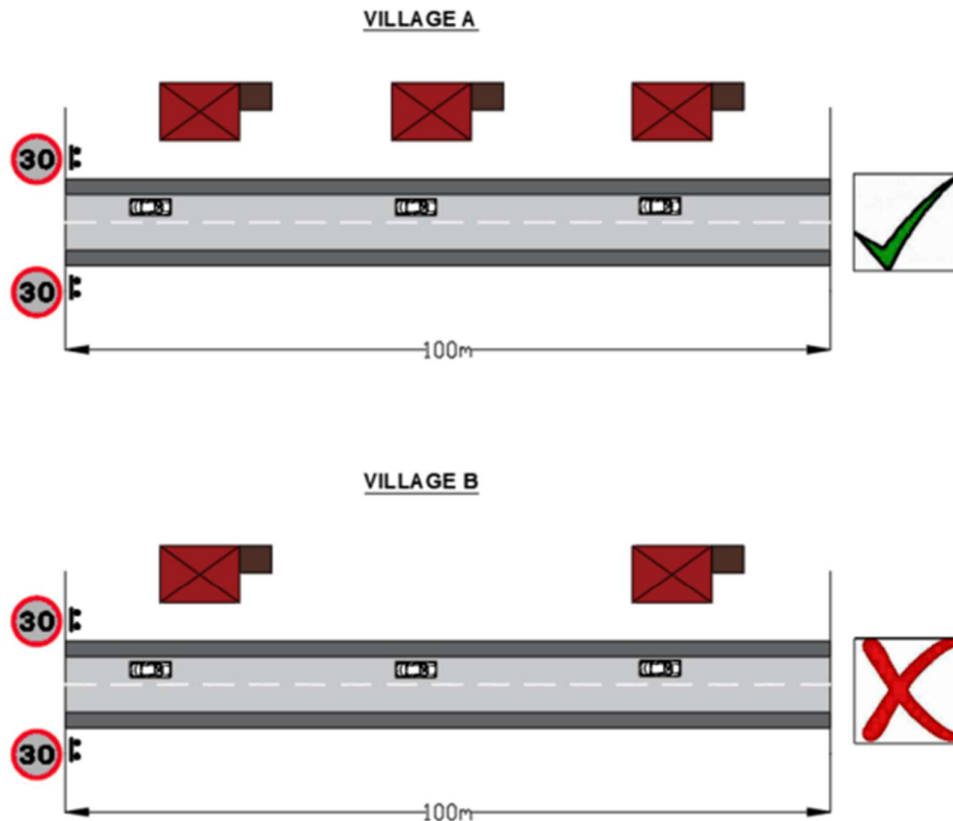


Figure 1 example of measure of density

Method of Analysis

The speed limit assessment process requires the calculation of time over distance to establish an average speed for each section of road being reviewed rather than the use of point speed data at a single location as would be collected by a traffic count survey. Generally, a total of seven journeys in each direction are made for each section of road under review and an average speed calculated from this analysis. The method of journey time analysis is considered a more robust analysis of vehicle speeds over the full length of each section to determine average speeds throughout the route rather than to rely on the use of point speeds which only offer a reading for vehicle speed at a single point of the route. This method ensures data is recorded for free-flowing traffic conditions.

Collision Data

The measurement of collisions is undertaken by establishing the number of recorded collisions that have taken place that have resulted in personal injury. Damage only and unrecorded incidents are not a material consideration. Collision data covering a 6-year period is used for assessment purposes, which is sourced from the Police Stats19 database

The use of personal injury collisions is universal across the United Kingdom not only in the assessment of speed limits but also in identifying schemes to improve highway safety. This accords with the principles set out in the Road Safety Code of Good Practice. (A Road Safety Good Practice Guide for Highway Authorities, 2006)

Legal Traffic Regulation Order Process

There must be a legal basis for any speed limit change, it must meet the required criteria otherwise the restriction can be challenged in court. As a moving vehicle offence, the enforcement authority for speed limits is the Police, therefore agreement and support must be sought from them before any changes are implemented.

The implementation of any new or change to an existing speed limit requires the legal procedure to introduce a Traffic Regulation Order (TRO) to be followed. This process requires formal advertisement and consultation providing members of the public with an opportunity to comment on the proposal. The associated costs with conducting this legal process are in the region of £3,000 (current cost as at October 2022) and it can take between twelve to eighteen months to complete.

2.0 Data Collection

2.1 *Site observations*

For the purpose of the speed limit review, the assessed route has been divided into three sections. The characteristics of the route varies along its length, therefore reviewing these sections separately allows each section to be assessed based on the most appropriate criteria for the nature and setting of that part of the route.

Section 1

This section starts to the west of Froxfield at the A4 60/50mph speed limit terminal point and continues eastwards towards Froxfield as far as the 50/40mph speed limit terminal point. The latter also includes a village gateway. There are narrow grass verges with hedges forming a boundary to pasture fields. The carriageway is up to 10m wide and has a double white line system. The A4 was a trunk road before the M4 was built. It was the main road between Bristol and London so was constructed to a high standard to take a large volume of traffic. The speed limit on this section is 50mph.

Section 2

This section extends from the 50/40mph speed limit change at the western end of Froxfield through the village to the 40/50mph speed limit change to the eastern side of Froxfield. There are central ladder markings through this section to narrow the width of the carriageway to encourage traffic to slow through the village. There are houses on both sides of the road with footpaths on both sides for part of the length. There are junctions to give access to the rest of the housing where there is a 30mph speed limit. The speed limit on this section of the road is 40mph.

Section 3

This section starts at the 40/50mph speed limit signs eastwards to the 50/60mph speed limit terminal at the east side of Froxfield. The 50/60mph speed limit terminal is just to the west of the junction to Little Bedwyn. The County boundary with West Berkshire is close to the eastern limit of this Section. There are central ladder markings or right turn lanes to narrow the width of the carriageway to encourage traffic to travel slower. There are some dwellings along this section and a popular public house, The Pelican. There is a village gateway sign, including a centre island east of The Pelican. There is a footway on one side, at times on both sides. There are pasture fields in places bounded by hedges. The speed limit is 50mph.

2.2 *Journey time data*

Journey time data has been collected. The method employed is to follow other vehicles, in free flowing traffic conditions, as they travel the route matching their speed. This gives an insight into how drivers using the route behave in terms of driven speeds.

Each section was driven 8 times in both directions, following a variety of vehicles/drivers, and the journey time for that section recorded in seconds. It should be noted that the length of each section varies.

<u>Journey Run Number</u>	<u>Section 1 60/50mph speed limit change west of Froxfield to 50/40mph speed limit change</u>	<u>Section 2 50/40mph speed limit change west of Froxfield to 40/50mph speed limit change east of Froxfield</u>	<u>Section 3 40/50mph speed limit change east of Froxfield to the 50/60mph speed limit change</u>
1	18.79	51.19	16.58
2	18.54	48.78	13.63
3	18.65	45.96	14.81
4	20.89	47.73	14.18
5	19.04	55.56	14.24
6	19.79	48.35	16.30
7	18.44	47.14	14.50
8	18.22	46.83	15.37
Average Times:	18.88	48.34	14.90

Table 1: Journey Time Data

Note: The fastest & slowest results from each section timing will be disregarded when calculating the average time for that particular section to produce more reliable results by disregarding outliers. The times are in seconds.

2.3 *Traffic speeds and volumes*

The journey time data shown in section 2.2 is used to calculate mean (average) speeds of vehicles on the route. Table 2 shows the mean speeds for each section and the accompanying calculation data.

Vehicle volumes are recorded using a radar device mounted to street furniture. This device captures the number and classification of vehicles as they pass. The speed data collected by this device is not used for the speed limit assessment process as it gives point speeds only.

The device was located to the west of the Pelican Inn for a 7-day period in July 2023. This recorded an annual average daily traffic (AADT) volume of 6,860 vehicles. This accounts for both directions of travel.

Road Sections	Description	Average Journey Time (Seconds)	Section Length (Metres)	Speed (Metres per Second)	Mean Speed (Miles per Hour)
Section 1	60/50mph speed limit terminal west of Froxfield to 50/40mph speed limit terminal	18.88	493	26.1	58.4
Section 2	50/40mph speed limit terminal to 40/50mph speed limit terminal through Froxfield	48.34	894	18.5	41.1
Section 3	40/50mph speed limit terminal to 50/60mph speed limit terminal east of Froxfield	14.90	317	21.3	47.6

Table 2: Mean Vehicle Speeds

2.4 *Collision data*

An interrogation of the Police collision database indicates there have been 3 reported personal injury collisions in the 72 months preceding this report, all were in Section 2.

The first collision involved an eastbound car driver losing control on a bend approaching Froxfield and leaving the carriageway on the offside. The collision resulted in slight injury.

The second collision happened when a tractor towing a trailer turned right into a field access. A van leaving Froxfield collided with the trailer, partly due to the driver being dazzled by the sun. This resulted in slight injuries.

The third collision happened following a medical episode. The driver mounted the verge and hit a traffic sign and tree resulting in slight injuries. Although this collision was as the result of a medical episode, it has been included in the data.

2.5 *Local concerns*

Pewsey Local Highway and Footway Improvement Group has forwarded concerns raised by Froxfield Parish Council with support from their local council member. They consider that a review should be undertaken of the speed limit on the A4, from the County Boundary on the East side of the village, through the village centre, and ending at the commencement of the 50 mph limit (eastbound) on the Western side of the village. Officers have met with Parish representatives, and they have suggested the following changes:

1. Removal of the short length of 50 mph limit on the eastern side of the village.
2. Extension of the 40 mph limit on the eastern side, to the point of the village gateway (nameplates / white gates), located just beyond River View Cottages.

3.0 **Analysis**

It is set out in Circular 01/13 that 'Drivers are likely to expect and respect lower limits and be influenced when deciding on what is an appropriate speed, where they can see there are potential hazards, for example outside schools, in residential areas or villages and in shopping streets.'. The DfT therefore state that a principal aim for determining appropriate speed limits should be to provide a consistent message between the speed limit and what the road looks like and for changes in speed limit to be reflective of changes in the road layout and character.

The following are important factors when considering what is an appropriate speed limit.

- history of collisions, including frequency, severity, types and causes
- road geometry and engineering (width, sightlines, bends, junctions, accesses and safety barriers and so on)
- road function (strategic, through traffic, local access et cetera)
- composition of road users (including existing and potential levels of vulnerable road users);
- existing traffic speeds
- road environment, including level of road-side development and possible impacts on residents

(e.g. severance, noise, or air quality)

It is recognised within the circular that different road users perceive risks and appropriate speeds differently, with drivers often not having the same perception of the hazards of speeds as people on foot, cycles or horseback. The needs of vulnerable road users must be taken into account.

The guidance does however also state '*Speed limits should not be used to attempt to solve the problem of isolated hazards, for example a single road junction or reduced forward visibility such as at a bend, since speed limits are difficult to enforce over such a short length. Other measures, such as warning signs including vehicle activated signs, carriageway markings, junction improvements, superelevation of bends and new or improved street lighting, are likely to be more effective in addressing such hazards. Similarly, crossings or, in rural areas, the provision of adequate footways can be a more effective means of improving pedestrian safety than lowering a speed limit over a short distance.*'

The guidance also advises that if a speed limit is set unrealistically low for a particular road function and condition, it may be ineffective and drivers may not comply with the speed limit. If many drivers continue to travel at unacceptable speeds, the risk of collisions and injuries would increase.

It may well be that a speed limit need not be changed if the collision rate can be improved or wider quality of life objectives can be achieved through other speed management measures, or other measures. These alternative measures should always be considered before proceeding with a new speed limit.

It is considered that each section of the assessed route on the A4 through Froxfield would be classed as part of the rural road network when considering the criteria set out in the circular.

The following table sets out the speed limits for single carriageway roads in rural locations as would be applicable to the A4.

Speed limit (mph)	Where limit should apply:
60	Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.
50	Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.
40	Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.

Table 3: Rural Speed Limit Criteria - Circular 01/13

In relation to the criteria above, the three sections meet the descriptors for a 50mph speed limit both in terms of characteristics and mean speeds. In addition there is development and more bends in Section 2 which therefore warrants a speed limit of 40mph. The existing mean speed is close to 40mph.

The collision history shows relatively low levels of collisions, with none in sections 1 and 3 and just three slight injury collisions in section 2 over a six-year period.

The eastern 50mph length, section 3, is fairly short at 317 metres. It is not good practice to have changes in speed limit over short lengths of road. The section includes The Pelican Inn and its car park as well as some housing. There is also a side road junction to Oak Hill just to the east of Section 3. Extending the existing 40mph speed limit eastwards as far as the village gateway in Section 3 could be justified. The village gateway would include the revised 40/60 speed limit terminal.

It is therefore recommended that Section 1 remains at 50mph speed limit, Section 2 remains at 40mph and the majority of Section 3 is lowered from 50mph to 40mph. The remaining short part of Section 3 to the east of the village gateway sign would revert to national speed limit

4.0 Recommendation and Costs

The costed recommendation set out in this report is the extension of the existing 40mph up to Froxfield Village Gateway and also the extension of the existing 60mph speed limit up to the Village Gateway. The likely associated costs for implementation are set out below.

<u>Description</u>	<u>Cost</u>
Traffic Regulation Order (TRO)	£2,500
Temporary Traffic Management	£1,500
Signing	£3,000
Associated electrical costs	Not applicable
Road Markings	£2,000

Table 4: Cost estimate

5.0 References

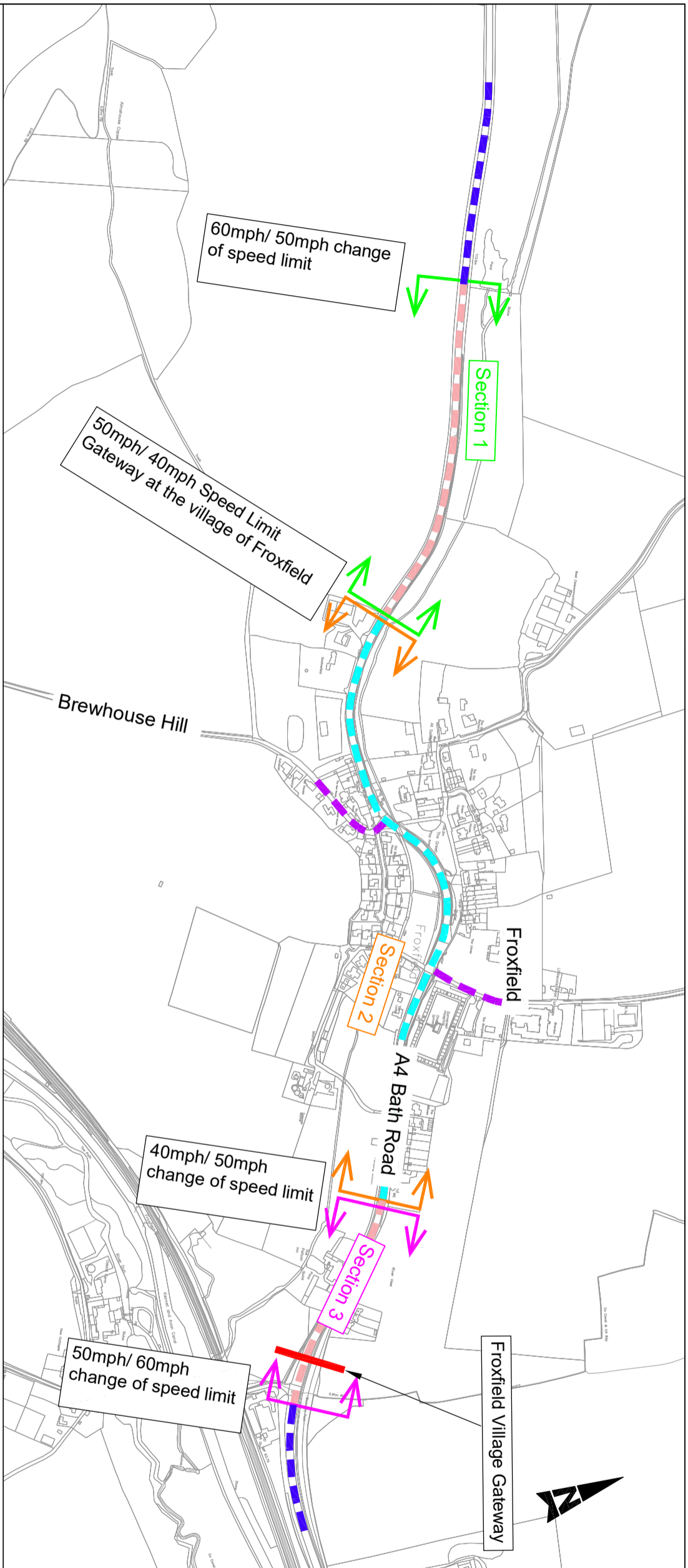
GOV.UK. 2013. *Setting local speed limits*. [online] Available at: <<https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits>> [Accessed 3 August 2022].

Webarchive.nationalarchives.gov.uk. 2004. *DfT Traffic Advisory Leaflet 01/04 Village Speed Limits*. [online] Available at: <<https://webarchive.nationalarchives.gov.uk/ukgwa/20120606202850/http://assets.dft.gov.uk/publications/tal-1-04/tal-1-04.pdf>> [Accessed 3 August 2022].

Assets.publishing.service.gov.uk. 2013. *DfT The Speed Limit Appraisal Tool: User Guide*. [online] Available at: <https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/50262/user-guidance.pdf> [Accessed 3 August 2022].

Masseguridadvial.com. 2006. *A Road Safety Good Practice Guide for Highway Authorities*. [online] Available at: <https://masseguridadvial.com/FILES/Complete_Guidance_EN.pdf> [Accessed 3 August 2022].

6.0 Appendix A – Speed limit assessment plan



Road Sections (Section ID)	Description	Section Length (Metres - Taken from AutoCAD OS Title)	Existing Speed Limit (Miles per Hour)	AADT (Average Annual Daily Traffic - Taken from Traffic Counts)	Collisions			Assessed Speed Limit (Miles per Hour)	Recommended Speed Limit (Miles per Hour)	Comments	
					All	KSI (Killed or Seriously Injured (Fatal or Severe))	Collision Rate (per 100 million vkm)				
Section 1 - 3900A4 3 / 00088	60mph / 50mph change of speed limit to the western side of the village to 50mph / 40mph speed limit gateway at the village of Froxfield	493	50	6860	0	0	0	58.4	60	50	The existing speed seems to be working satisfactory so it is recommended that the speed limit remains at 50mph.
Section 2 - 3900A4 3 / 00092	50mph / 40mph speed limit gateway at the village of Froxfield to 40mph / 50mph change of speed limit	894	40	6860	3	0	22.340	41.4	60	40	The existing speed limit seems to be working satisfactory so it is recommended that the speed limit remains at 40mph. Existing 40mph to be extended eastward up to Froxfield Village Gateway.
Section 3 - 3900A4 3 / 00099	40mph / 50mph change of speed limit through village of Froxfield to 50mph / 60mph change of speed limit at the eastern side of the village	317	50	6860	0	0	0	48	60	40	A reduction in speed limit to 40mph is recommended on this section. Based on DfT Circular 01/2013 Setting Local Speed Limits a 40mph speed limit is considered appropriate for this section. Existing 60mph to be extended westward up to Froxfield Village Gateway.

- Notes**
- Limits of work are approximate and are to be agreed on site with the Engineer.
- Existing 60mph Speed Limit
 - Existing 50mph Speed Limit
 - Existing 40mph Speed Limit
 - Existing 30mph Speed Limit
 - Section 1
 - Section 2
 - Section 3

THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. © CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. 100049050, 2014

Start Date: 06/09/23
End Date: 14/08/23
By: FC
Checked: AP
Date: 14/08/23

SNC · LAVALLIN
Atkins Limited
Consulting Engineers,
County Gate, County Way
Trowbridge, Wiltshire
BA14 7FJ
Tel: 01225 730360

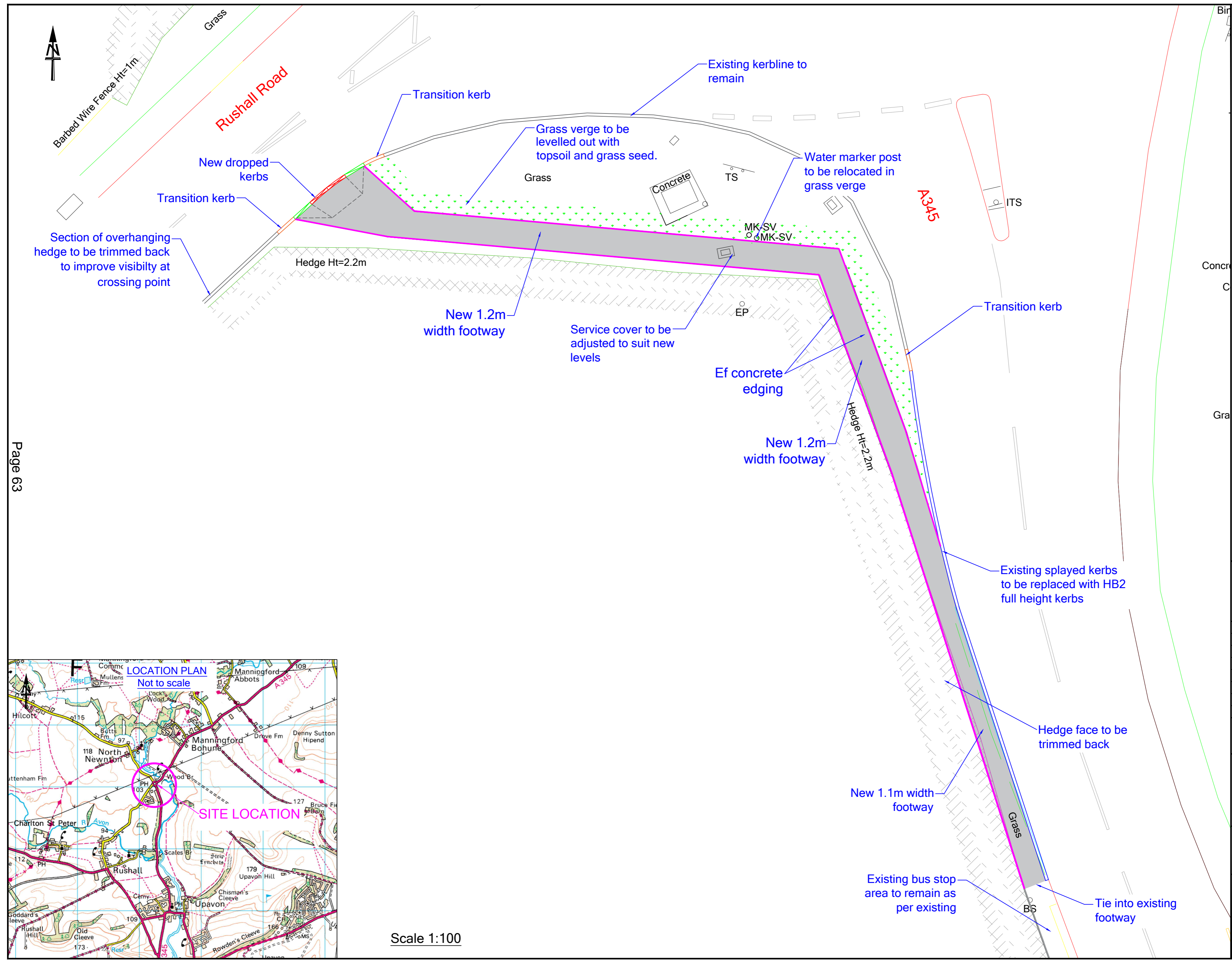
ATKINS
Member of the SNC Lavalin Group

Wiltshire Council

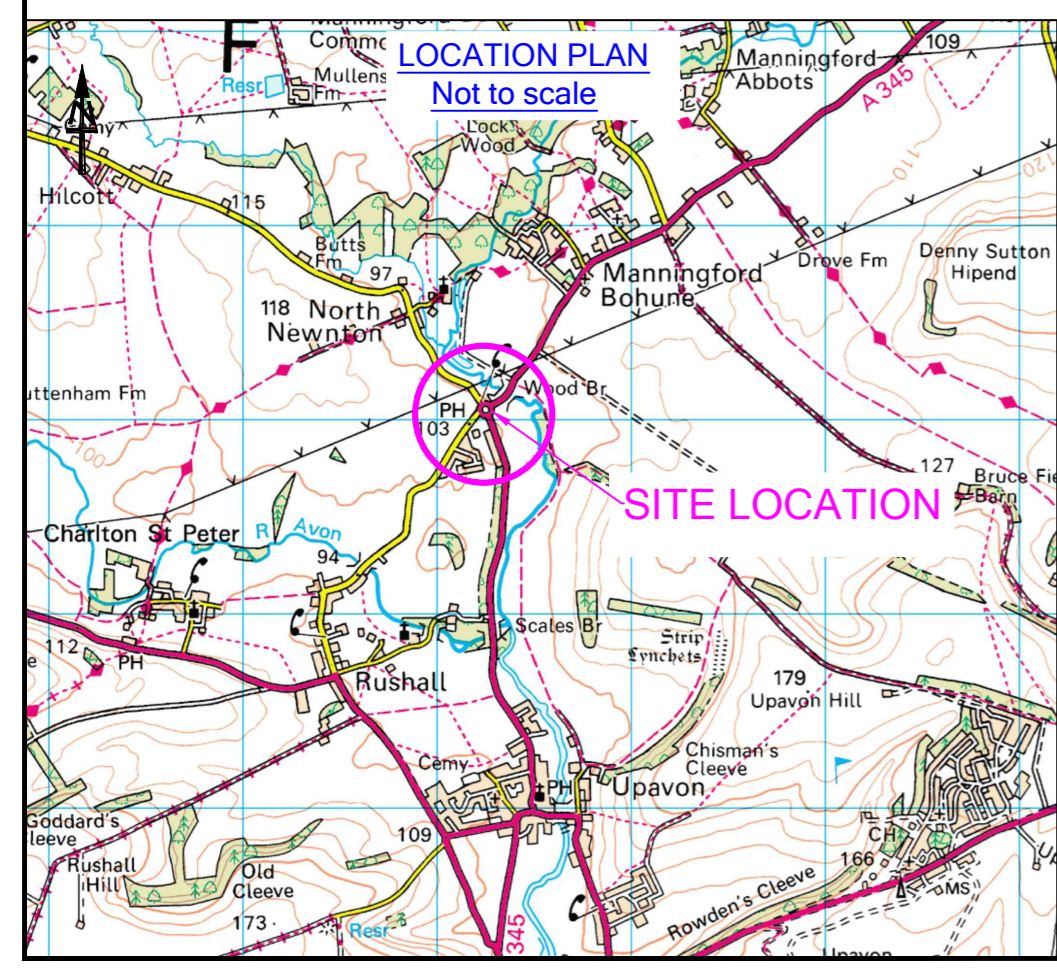
Project: Speed Limit Reviews 2023-2024

Sheet Size	Original Scale	Designed/Drawn	Checked	Approved
A3	N.T.S	FC	AP	KNB
State	Drawing Number	Date	Issue	Rev
S2	5221679 - ATK - DR - 010	14/08/2023	01	1.0

This page is intentionally left blank



Page 63



Scale 1:100

- NOTES:
- Full footway construction consisting of: AC 6 dense surf 100/150 (20mm thick), AC 20 dense bin 100/150 (60mm thick) to BS EN 13108-2:2006, 225mm thick granular Type 1 sub-base.
 - 125 x 255mm pre-cast concrete kerb type HB2
 - 125 x 255mm pre-cast concrete kerb type DR1/DL1
 - 125 x 150mm pre-cast concrete kerb type BN (6mm upstand)
 - 125 x 255mm pre-cast concrete kerb type SP2
 - New 50 x 150mm type EF concrete edgings
1. The use of this drawing does not absolve the client from his responsibilities under Health & Safety, The Construction (Design & Management) Regulations 2015.
 2. All works within the confines of the highway shall be signed in accordance with The Department for Transport's Traffic Signs Manual 2009 Chapter 8 Traffic Safety measures & Signs for Road works & Temporary situations.
 3. All road markings shall be laid in accordance with The Traffic Signs Manual Chapter 5: All road marking material shall be formed in thermoplastic material complying with BS 3262: Class A.
 4. All works to be constructed in accordance with the Wiltshire Council's Design Guide, the Department of Transport Specification for Highway Works as amended and the requirements of the Wiltshire Council Highways Maintenance and Improvement Works Contract.
 5. All signs & road markings are to be in accordance with Statutory Instrument No. 3113: The Traffic Signs Regulations and General Directions 2019.

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or Civil Proceedings. Wiltshire Council (100049050) 2023

F					
E					
D					
C					
B					
A	10/23	DMK	MJS	GTR	Footway width
O	10/23	DMK	MJS	GTR	ORIGINAL
REV	DATE	DRAWN	CHECK	APPROV	DESCRIPTION

DRAWING PURPOSE:
ISSUE

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or Civil Proceedings. Wiltshire Council (100049050) 2023

F					
E					
D					
C					
B					
A	10/23	DMK	MJS	GTR	Footway width
O	10/23	DMK	MJS	GTR	ORIGINAL
REV	DATE	DRAWN	CHECK	APPROV	DESCRIPTION

DRAWING PURPOSE:
ISSUE

Wiltshire Council

Traffic & Network Management
County Hall, Bythesea Road, Trowbridge
Wiltshire, BA14 8JD
Tel: 0300 4560100
Website: www.wiltshire.gov.uk

PROJECT:
WOODBRIDGE, NORTH NEWTON
PROPOSED NEW FOOTWAY LINK

DRAWING TITLE:
PRELIMINARY DESIGN

SCALES:	As shown	SHEET SIZE:	A2
DRAWING No:	2023-125/N-NEW/DMK/D002	REVISION:	A
FILE REF:	TET/SchemeSpecific/CATG/Pewsey/Design/D002.A		

This page is intentionally left blank