

AGENDA

Meeting: Devizes Area Board
Place: Needham House, Victoria Rd, Devizes, SN10 1FA
Date: Monday 26 February 2024
Time: 6.30 pm

Including the Parishes of: Bishops Cannings, Bromham, Bulkington, Cheverell Magna, Coulston, Devizes, Easterton, Erlestoke, Etchilhampton, Little Cheverell, Market Lavington, Marston, Potterne, Poulshot, Rowde, Seend, Stert, Urchfont, West Lavington, Worton.

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.

Please direct any enquiries on this Agenda to Democratic Services, direct line 01225 718224 or email cameron.osborn@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 Iain Wallis, Devizes North (Chairman)
CLlr Dominic Muns, The Lavingtons (Vice-Chairman)
CLlr Simon Jacobs, Devizes South
CLlr Laura Mayes, Bromham, Rowde and Roundway
CLlr Kelvin Nash, Devizes East
CLlr Tamara Reay, Devizes Rural West
CLlr Philip Whitehead, Urchfont and Bishop Cannings

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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](#).

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

Area Board Officers

Strategic Engagement & Partnerships Manager (SEPM) –

richard.rogers@wiltshire.gov.uk

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

Democratic Services Officer – benjamin.fielding@wiltshire.gov.uk

Items to be considered		Time
<u>Highways Matters</u>		
1	<p>Welcome and Overview</p> <p>The Area Board Chairman will welcome those in attendance and provide an overview of the meeting.</p>	6.30pm
2	<p>Highways and Transport Presentations</p> <p>To receive presentations on topics such as strategic business plan priorities, maintenance, LTP, congestion, public transport and air quality.</p>	
3	<p>Q&A Session</p> <p>Those in attendance will have the opportunity to partake in a Q&A session coordinated by the Area Board Chairman.</p>	7.05pm
4	<p>Session Summary and Next Steps</p> <p>To conclude the Highways Matters event and discuss how best to move forward.</p>	7.55pm
<u>Area Board Business</u>		
5	<p>Apologies for Absence</p> <p>To receive any apologies for absence.</p>	8.00pm
6	<p>Minutes of the Previous Meeting (<i>Pages 1 - 14</i>)</p> <p>To confirm the minutes of the meeting held on 20 November 2023.</p>	
7	<p>Declarations of Interest</p> <p>To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.</p>	
8	<p>Air Quality and Sustainable Transport (<i>Pages 15 - 28</i>)</p> <p>To receive any updates from the Devizes Air Quality and Sustainable Transport Group meeting on 8 February 2024.</p>	
	<p>Recommendations:</p> <ol style="list-style-type: none"> 1. The area board supports the use of the capital funding made available by the cabinet member for developing routes in the Devizes LCWIP to be used to produce a detailed plan for walking/cycling route DC1 (London Road). 2. The area board agrees for a partnership to be formed 	

with Cycle Friendly Devizes and Devizes Town Council to oversee this project. This may be the existing Devizes Air Quality and Sustainable Transport Group

3. The area board agrees to look at using the S106 funding that is already allocated for this purpose to cover any additional expenditure required.

9 **Local Highways and Footways Improvement Group (LHFIG)**
(Pages 29 - 40)

8.05pm

To note the minutes and consider any recommendations arising from the last LHFIG meeting held on 23 January 2024, as set out in the attached report.

Further information on the LHFIG process can be found [here](#).

10 **Area Board Funding** (Pages 41 - 48)

8.10pm

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
£9,519.00	£7,755.00	£5,939.35

Area Board Initiatives:

Ref/Link	Grant Details	Amount Requested
ABG1627	Devizes Area Board - Million Hours Youth Project	£4591.35
ABG1628	Devizes Area Board - Youth Space in Devizes	£4591.35

Community Area Grants:

Ref/Link	Grant Details	Amount Requested
ABG1510	Devizes Outdoor Celebratory Arts - Devizes Community Arts Hub Capital Support Project 2024	£4844.06
ABG1512	Seend Lye Recreation Field - Replacement mowing equipment for Seend Lye Recreation Field	£5000.00
ABG1582	Drews Pond Wood Project - Drews Pond Wood Project path improvement	£2097.60

Older & Vulnerable Grants:

Ref/Link	Grant Details	Amount Requested
ABG1490	Arts Together - Arts Together Projects for Isolated and Vulnerable Older People in Devizes	£2500.00
ABG1567	Alzheimers Support - Sidmouth Street dementia day club supporting local people living with dementia	£1440.00
ABG1596	Our time project – Devizes movement and theatre workshops for elders	£3000.00
ABG1598	Nosh and Natter Seend - Seend Nosh and Natter Lunch Club	£325.00

Young People Grants:

Ref/Link	Grant Details	Amount Requested
ABG1516	The Devizes to Westminster Canoe Race - Devizes to Westminster Canoe Race	£998.00
ABG1566	KOTB Angling Club Kids On The Bank - Kids On The Bank Help Fund	£350.00

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

11 Future Meeting Dates

8.30pm

To note future meeting dates (7.00-9.00pm):

- 3 June 2024
- 16 September 2024
- 18 November 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

MINUTES

Meeting: Devizes Area Board
Place: Needham House, Victoria Road, Devizes, SN10 1FA
Date: 20 November 2023
Start Time: 6:30 pm
Finish Time: 8:15 pm

Please direct any enquiries on these minutes to:

Cameron Osborn, (Tel): 01225 718224 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 Iain Wallis (Chairman), Cllr Dominic Muns (Vice-Chairman), Cllr Simon Jacobs, Cllr Kelvin Nash, Cllr Tamara Reay and Cllr Philip Whitehead

Wiltshire Council Officers

Richard Rogers – Strategic Engagement & Partnership Manager
Caroline LeQuesne – Area Board Delivery Officer
Cameron Osborn – Democratic Services Officer

Partners

Wiltshire Police – Neighbourhood Sergeant Chris Wickham
Police and Crime Commissioner's Office – PCC Philip Wilkinson
Wiltshire Fire and Rescue Service – Station Manager Terry Crawford

Total in attendance: 26

<u>Minute No.</u>	<u>Summary of Issues Discussed and Decision</u>
48	<p><u>Welcome</u></p> <p>The Chairman welcomed those present to the meeting and the Committee introduced themselves.</p>
49	<p><u>Apologies for Absence</u></p> <p>Apologies for absence were received by Councillor Laura Mayes, Noel Woolwrych, Simon Fisher, Julie Rose and Inspector Ben Huggins.</p>
50	<p><u>Minutes of the Previous Meeting</u></p> <p><u>Resolved:</u></p> <p>To approve and sign the minutes of the meeting held on 11 September 2023 as a true and correct record.</p>
51	<p><u>Declarations of Interest</u></p> <p>Councillor Kelvin Nash declared that he had an interest in an Area Board Initiative grant application that was being discussed at the meeting but not being determined.</p>
52	<p><u>Chairman's Announcements</u></p> <p>The Chairman noted that the following briefing notes could be found within the agenda pack:</p> <ul style="list-style-type: none"> • Independent Visitor Scheme Update • Polling District and Polling Place Review 2023 – Consultation • Cost of Living Update • Wiltshire Council Archaeological Service Annual Newsletter
53	<p><u>Partner Updates</u></p> <p>The Chairman noted the written updates from Healthwatch Wiltshire, Community First, BSW Together (Integrated Care System) and Wiltshire AGE UK included in the agenda pack. The Area Board received verbal updates from the following partners:</p> <ul style="list-style-type: none"> • Wiltshire Police <p>Neighbourhood Sergeant Chris Wickham guided those in attendance through the contents of Wiltshire Police's latest Area Board update, highlighting progress on 101 triaging, crime statistics and trends (including a rise in burglary) and the work of the community speed enforcement team. Sergeant Wickham also</p>

promoted the use of Wiltshire Police's Community Messaging Service to better engage with the work the police were doing.

The Chairman asked whether anti-social behaviour, which was considered a local priority in Devizes but not a force-wide operational priority, had reduced in volume or been overshadowed by more serious issues. Sergeant Wickham noted that it remained on the police's radar but that it had indeed seen a reduction across the county. Steve Dewar asked if there could be a concerted effort to ensure that the messaging around knife crime made it clearer that while knife crime was a tragic reality even in rural communities, it was still a very rare occurrence and not something of which young people should be anxious.

- **Police and Crime Commissioner's Office**

Police and Crime Commissioner Philip Wilkinson spoke to the recent improvements being undertaken by Wiltshire Police as a result of his office's work. These improvements included shortening wait times for 999 and 101 calls, enhanced IT systems and higher success rates resolving sexual harassment and assault. He noted the work being conducted to disrupt county lines drug trafficking across the South-West of England, and the measures being taken to address rural crime. He described Operation Ragwort, a plan to build a robust rural crime intelligence network across the South-West. 192 speed enforcement sanctions in 2021, over 12,000 so far in 2023. The PCC noted that anti-social behaviour was indeed dropping but was still subject to scrutiny and needed a collaborative and comprehensive response working alongside Wiltshire Police. He also noted the work being done to improve victim support in the county. He also praised the work of Chief Constable Catherine Roper and endorsed her new Community Engagement Strategy that was being finalised.

Councillor Simon Jacobs asked whether there was a link between a reduction in 999 calls was due to improvements in 101 responses. The PCC responded that it was possibly part of the reason but added that a more pressing issue that emerged from a recent rural crime survey was people not reporting crimes due to a lack of confidence. Councillor Kelvin Nash lauded the work being done to tackle speeding in Devizes but noted the sluggishness of Speed Watch and the difficulties in getting it set up. He added that he would be happy to liaise with future Speed Watch groups to ensure a similar experience was not endured by others.

Councillor Tamara Reay asked what more could be done to address rural crime. The PCC replied that he was keen to ensure that there would be zero no-go zones in Wiltshire under his watch. The representative from Rowde Parish Council thanked the PCC for his help in supporting the Parish Council get the Community Speed Watch team in place and Councillor Dominic Muns noted his own positive experience with improved 999 response times. A member of the public asked about speed enforcement on the M4, and the PCC responded that there would always be at least one police chase car situated on the Wiltshire stretch of the M4 at all times.

	<ul style="list-style-type: none"> • Dorset and Wiltshire Fire and Rescue Service <p>Station Manager Terry Crawford introduced himself to the Devizes Area Board following his recent appointment. He noted the following significant statistics from the last quarter: one deliberate fire, five accidental fires and three road traffic collisions. He added that the statistics were wholly satisfactory from his point of view, tending towards the low end of average.</p> <p>Station Manager Crawford's full report is attached to these minutes.</p>
54	<p><u>Area Board Priority Update</u></p> <p>The Strategic Engagements and Partnerships Manager (SEPM), Richard Rogers, noted the report in the agenda pack on the progress being made towards the Area Board's listed priorities.</p> <p>He specifically drew attention to the work being done towards youth, anti-social behaviour, youth unemployment, and building on the recent Safer Streets project.</p>
55	<p><u>Local Highway and Footway Improvement Group (LHFIG)</u></p> <p>Councillor Dominic Muns presented the notes and recommendations from the Devizes LHFIG meeting from 18 October 2023. He moved to accept the recommendations as written and was seconded by Councillor Kelvin Nash.</p> <p><u>Resolved:</u></p> <ul style="list-style-type: none"> • Devizes Area Board to note the discussions from the LHFIG meeting of 18th October 2023 • To confirm the progress of the high priority schemes agreed by LHFIG • To confirm LHFIG's contribution to the two new schemes at a total cost of £16,500.
56	<p><u>Air Quality and Sustainable Transport</u></p> <p>Councillor Tamara Reay and Richard Rogers updated the Area Board on the recent activity of the Air Quality and Sustainable Transport group, including the opportunities presented by the recently allocated air quality funding, the town centre bus service, Wiltshire Connect, the draft Air Quality Action Plan and Supplementary Planning Document and the status of the Devizes Local Cycling and Walking Infrastructure Plan (LCWIP), which is now awaiting sign-off.</p> <p>Councillor Simon Jacobs noted that for all the improvements being done towards public buses, they were often very dirty and warranted more regular cleaning. Councillor Tamara Reay echoed the sentiment and explained that the point was noted and would be pursued after the meeting.</p>

Area Board Funding

The Area Board then considered and determined the following grant applications:

Community Area Grants:

- Busy Kids Outdoor Shelter - £2,000 towards new outdoor shelter

It was explained that the Bromham nursery for babies up to 5 years old had lots of outside space that was currently in a state of disrepair. Councillor Philip Whitehead moved to grant the funding in full and Councillor Kelvin Nash seconded the motion.

Resolved:

To grant Busy Kids £2,000 towards a new outdoor shelter.

- Worton & Cheverell FC - £500 towards football goal posts

It was explained that the club had no facilities at the main hub, and that winter training needed to be moved. Seven teams were training at Dauntsey's School, who have allowed the use of their astroturf, which had no goals, and that the club also needed goals for Lavington. Three to four sets would be needed at a total cost of £2,000. Councillor Muns voiced his support for the application, noting the wide reach of the football club across the local villages. Councillor Jacobs asked if the goal posts were transportable, to which it was explained that they were, but not easily, so would likely remain in one location. Councillor Reay thanked volunteers and recognised the importance of youth football clubs for boys and girls alike. Councillor Muns moved to grant the funding in full and Councillor Nash seconded the motion.

Resolved:

To grant Worton and Cheverell FC £500 towards new goal posts.

- The Patch, Potterne - £5,000 towards establishment of building as community asset

It was explained that Potterne Parish Council supported the initiative at the former village school and were, like the Area Board, pleased to see more a comprehensive business plan. Councillor Reay proposed to grant £3,000, which was seconded by Councillor Jacobs. Councillor Whitehead also formally thanked The Patch for their co-operation sending through the additional information the Area Board had requested.

Resolved:

To grant The Patch £3,000 towards the establishment of the former village school as a community asset.

Youth Grants:

- Devizes Netball Club - £1,432 towards coaching equipment and venue costs

It was explained that the netball club planned to expand their junior section from its existing 200 members and planned to continue training at Devizes Leisure Centre and Dauntsey's School but had no equipment at the school. They had, however, raised funding elsewhere to address this. Councillor Jacobs noted that it was good to see Dauntsey's so involved in supporting sports clubs for young people. Councillor Whitehead moved to grant the funding in full; Councillor Jacobs seconded the motion.

Resolved:

To grant Devizes Netball Club £1,432 towards coaching equipment and venue costs.

Older and Vulnerable Adults:

- Devizes Men's Shed - £270 towards first aid training.

It was explained that first aid training was required to continue operating the Devizes Men's Shed, which for the six people necessary would actually amount to £405, but as the initial application was based on training for four people, thus the amount only being £270. The Chairman moved to grant the £270 and was seconded by Councillor Nash, with Councillor Reay also commending the work of the Men's Shed in the community.

Resolved:

To grant Devizes Men's Shed £270 towards first aid training.

Area Board Initiatives:

Richard Rogers noted that an Area Board Initiative was missed off the grant report in the agenda pack due to an administrative error, so could not be determined at the meeting, but could be passed under delegated authority as the total amounted to under £1,000, so would be discussed at the meeting and determined at a later date. The Chairman then invited Councillor Kelvin Nash to summarise the initiative.

	<p>Councillor Nash detailed the plan to run a Christmas event in Devizes at a cost of £500. It would be a community-focused event involving young people, older and vulnerable adults, and all in between. The Chairman noted his approval at the involvement of Christians Against Poverty. Councillor Philip Whitehead added that he wholly supported the initiative and suggested that informal feedback is collected after the fact to inform and improve future endeavours.</p> <p>The Chairman noted that all Members present were in support of the Initiative and explained that Members would collaborate with the SEPM to carry the Initiative forward under delegated authority.</p>
58	<p><u>Open Floor and Group Discussion</u></p> <p>Introducing the next item, the Chairman noted the importance of public engagement at Area Boards and encouraged people to bring any questions or comments to the Committee's attention.</p> <p>Benson Miyoba from Champions in Community, a non-profit project group across 5 counties, introduced himself to the Area Board. Benson explained how as a resident in Devizes, he saw a pattern of youth offending and was later commissioned to work with a small group of the highest-risk offenders as a mentor and was also a champion of community outreach for the Football Association (FA). The Area Board, including Sergeant Wickham from Wiltshire Police, applauded the work he had been doing so far and encouraged the prospect of future collaboration.</p> <p>Rowde Parish Council noted that they were still discussing their neighbourhood plan and asked what other progress there was regarding the Wiltshire Housing Plan? Councillor Whitehead responded that the Local Plan was going through the process and having completed Regulation 19 should now carry legal weight. He speculated that it would probably be finished around 2025, with Devizes, Bishops Cannings and Urchfont's Neighbourhood Plans at a similar stage. He noted that the county was still suffering from the lack of 5-year housing land supply, adding that this was fundamentally a national government policy issue and encouraging Parish Councils to continue pressing forward with their own Neighbourhood Plans.</p> <p>Responding to a query about whether Neighbourhood Plans only carried legal weight for two years, Councillor Whitehead clarified that this was only the case if the Council's Local Plan wasn't in place, which he denounced as a ludicrous rule but an unfortunate reality. He added that if and when problems with the Local Plan are solved, Neighbourhood Plans would remain valid for their entire lifespan as intended. Councillor Muns suggested that West Lavington Parish Council write to their local Member of Parliament (MP) to encourage him to help address the 5-year housing land supply issue Councillor Whitehead alluded to, remarking that the MP for Devizes, Danny Kruger, supported the idea and was keen to receive testimonies from constituents as evidence.</p>

59	<p><u>Urgent items</u></p> <p>There were no urgent items.</p>
60	<p><u>Date of the Next Meeting</u></p> <p>The Chairman confirmed that the date of the next meeting would be 26 February 2024. He added that it was a Highways Matters event with Highways Officers and the Cabinet Member for Transport, Flooding and Street Scene in attendance.</p>



DORSET & WILTSHIRE FIRE & RESCUE SERVICE

WILTSHIRE AREA BOARD REPORT

Community Safety Plan

DWFRS Community Safety Plan can be found on the DWFRS website;
<http://www.dwfire.org.uk/community-safety-plan/>

Prevention

We are committed to making a real difference to the lives of people in Dorset and Wiltshire. Our aim is to reduce the level of risk and harm to our communities from fire, targeting those most at risk. We do this primarily through our Safe and Well visits.

A Safe and Well visit is **FREE** and normally lasts about one hour covering topics such as:

- Using electricity safely
- Cooking safely
- Making an escape plan
- What to do if there is a fire
- Keeping children safe
- Good practice – night time routine and other points relevant to you
- Identifying and discussing any further support the occupier may need

Are you or anyone you know:-

- Over the age of 65?
- Need a smoke detector?
- Have a long-term health condition?
- Suffer from poor hearing or sight loss?
- Would you struggle to escape in the event of a fire?

If you can answer yes to more than one of these questions, then please call us on 0800 038 2323 or visit <https://www.dwfire.org.uk/safety/safe-and-well-visits/>



Protection

On-going interaction by Protection Team members with Local Authorities, Private landlords and tenants regarding fire safety-related matters: external cladding systems; fire detection and warning systems; fire resisting doors (& self-closers); combustibility/fire resistance of construction materials; commercial and residential sprinklers systems and water-mist suppression systems

General Enquiries

If you have a general fire safety enquiry regarding commercial property, please email fire.safety@dwfire.org.uk and the Fire Safety Team will respond in office hours.

Fire Safety Complaint

If you wish to tell us about fire safety risks in commercial premises, such as locked or blocked fire exits, you have three options:

- You can email the fire safety department at enforcement@dwfire.org.uk
- Call 01722 69 1717 during office hours (9am-5pm).
- Call our Service Control Centre on 0306 799 0019 out of office hours (5pm-9am)

On Call Recruitment

Have you always wondered if you could join the fire service, but haven't had the opportunity to find out more? Have you found yourself seeking your next challenge, keen to give back to the local community or wanting to learn new skills including leadership and teamwork? Then becoming an on-call firefighter is for you.

As a paid position, on-call firefighters commit anywhere between 60 to 120 hours per week, during which time they must be able to respond to the station immediately.

Many have 'normal' jobs during the day, then upon their return home make themselves available overnight or during the weekends. Some of our crew respond from their workplaces during the day, and we are very grateful to their employers for releasing them to perform their vital duties.

Anyone over 18 years old can apply (although you can also apply once you are 17½) you must be able to respond and attend the fire station within 5-8 minutes, you have a good standard of physical fitness (i.e. you are generally active), and you must have the right to work in the UK.

Further information on becoming an On Call Firefighter can be found at www.dwfire.org.uk/working-for-us/on-call-firefighters/ or should you have any questions, you can call **01722 691444**.

Recent News & Event

Businesses urged to plan for new fire safety legislation

Dorset & Wiltshire Fire and Rescue Service is supporting Business Safety Week, which runs between 11 and 17 September.

This campaign by the National Fire Chiefs Council (NFCC) helps businesses understand their fire safety responsibilities and therefore remain safe, legal, and compliant.

To find out more about this, please visit:-

<https://www.dwfire.org.uk/news/businesses-urged-to-plan-for-new-fire-safety-legislation/>

Student accommodation



#WelcomeToLifeAtUni

There are things you can do to improve your safety and security as a student, especially if you're moving into new accommodation.

Every year, around 350 18-24 year olds are injured in accidental house fires started by cigarettes, smoking materials and cooking. Therefore, you need to make sure that you're familiar with the basics of fire and gas safety, as well as home and personal security.

To find out more information, please visit :-

<https://www.dwfire.org.uk/safer-housing/student-accomodation/>



Storms and power cuts



When stormy weather is forecast, there are things we can all do to make sure we're prepared and staying as safe as possible.

For information on ways to stay safe in adverse conditions, please visit:-

<https://www.dwfire.org.uk/safety/storms-and-power-cuts/>

Demand

	Deliberate Fires					
	Jul-22	Aug-22	Sep-22	Jul-23	Aug-23	Sep-23
Devizes	4	3	1	0	1	0

	Accidental Dwelling Fires					
	Jul-22	Aug-22	Sep-22	Jul-23	Aug-23	Sep-23
Devizes	1	0	0	2	1	2

	AFA's Domestic					
	Jul-22	Aug-22	Sep-22	Jul-23	Aug-23	Sep-23
Devizes	1	5	3	8	3	2



AFA's Non Domestic						
	Jul-22	Aug-22	Sep-22	Jul-23	Aug-23	Sep-23
Devizes	6	1	4	4	1	5

RTC's						
	Jul-22	Aug-22	Sep-22	Jul-23	Aug-23	Sep-23
Devizes	3	1	1	1	2	0

Incidents of note

**Station Manager
Email
Mobile number**

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Devizes Air Quality and Sustainable Transport Group Meeting - NOTES

Thurs 8th Feb 2024

Attending: Cath Read, Graham Martin, Jasper Selwyn, Jonathan Hunter, Tamara Reay, Richard Rogers, Simon Fisher, Gary Tomsett

Agenda Item	Notes
Apologies	<ul style="list-style-type: none">• Martin Aldam• Philippa Morgan• Martin Reed• Richard Ormerod• Paul Sanders• Phil Grocock
Air Quality	<p>Gary Tomsett gave an update on the current air quality situation. His report can be found at the end of these notes. Nationally, the focus is now upon PM2.5.</p> <p>The downwards trend in emission levels is due to several factors including electric cars, differing work patterns and a particular focus being upon reducing solid fuel burners.</p> <p>A research gap has been identified in the South West and Wiltshire is working with the researchers to help them fill it. Cllr Clewer has proposed that a large number of basic PM2.5 monitors are placed in strategic positions including in rural hot spots. However, it is too early to say whether this would fit with the researchers vision and aims.</p> <p>A question was asked about monitoring equipment for schools being available. Currently there is a lack of suitable mobile equipment, but this may form part of the research. Equipment can be purchased locally for as little as a few hundred pounds but there are oncosts and questions around their accuracy particularly as the cheaper ones do not allow for calibration.</p>

	<p>Generally, air quality problems occur mostly where a valley is formed by a narrow road and high buildings to the sides.</p> <p>It is unlikely that Gary T. will attend these meetings any more due to a new role. One of his team is likely to attend in his place.</p>
Bus Services	<p>Phil Grocock provided a written update regarding the town centre bus services. This can be found at the end of these notes. The existing contract expires at the end of March but break points can be added to allow alterations to the new contract once the sewage works have been completed in the town centre</p> <p>The main challenge is to find a company that would pick up the contract and to find sufficient drivers. Comments to feed back to Phil included:</p> <ul style="list-style-type: none"> • Consideration and discussion would be helpful around how we can get more people to use the bus services, how to promote them and greater community ownership. • Are any of the vehicles going to be e-vehicles? • The branding for the DRT service has been well received and allows greater localism. Can the buses be branded in a similar way? • How much of the local S106 funding will be used and is there any remaining that could work alongside the actual buses to help create behaviour change? • Will the timetable around Hopton Industrial Estate in line with shift patterns? • Are bike racks an option that could be considered? <p>There are no new changes to the DRT service.</p>
LCWIP	<p>A Cabinet Member report is being drafted setting out the consultation feedback and requesting that the draft LCWIP be approved by the council.</p> <p>In addition, the Cabinet Member has agreed that £20,000 of the council's Capability Funding is available to develop a priority scheme emerging from the Devizes LCWIP. Any proposal needs to be pragmatic and practical.</p> <p>Devizes Town Council have agreed to support the use of this funding to develop a detailed plan for cycling route DC1 (London Road). Additionally the proposed a partnership between the Area Board, DTC and</p>

	<p>Cycle Friendly Devizes for this project. The report submitted by Cath Read can be found at the end of these notes.</p> <p>The group discussed this proposal and were also supportive. It was also agreed that the whole route would need to be drawn up and planned and any shortfall to be made up potentially from the existing S106 funding.</p> <p>Graham led a discussion on what is partnership stressing that it was about doing and delivery, shared agenda and vision, equal voice as well as keeping the goal simple and understandable.</p> <p>ACTION – A meeting to be arranged with Martin Aldam to take this forward</p> <p>ACTION – To take this proposal to the March Area Board meeting including a partnership to be formed between the AB, DTC and SD. The air quality group could be that forum.</p>
<p>Cycle Parking</p>	<p>Providing secure bike lock up was discussed with two options being next to the paid toilets in the town centre as there is a person to keep an eye on things or the old toilets on the Green. Catherine will look into this and bring it back to a future meeting for discussion.</p>
<p>Next Meeting</p>	<p>It was felt that a meeting should be held quite quickly to discuss the London Road proposal as well as the town centre bus review.</p> <p>The date will be the 28st March at 4pm</p>

Devizes Air Quality Report – Gary Tomsett
8th February 2024

Raw diffusion tube results for Devizes.

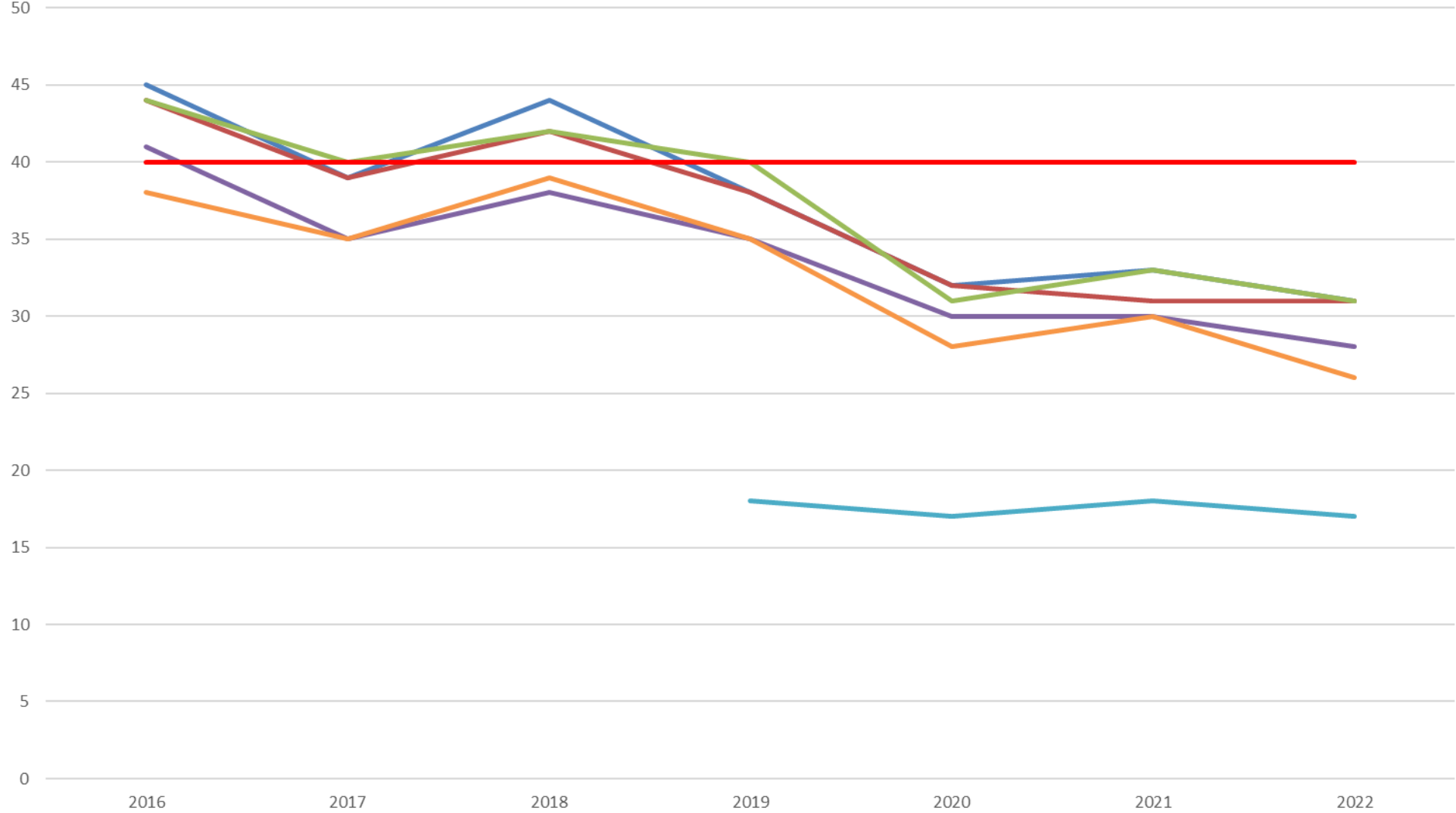
Diffusion tubes are known to over estimate nitrogen dioxide levels. The raw data is indicating no exceedances of the annual mean objective for nitrogen dioxide in 2024, which is the parameter that led to the declaration of the Air Quality Management Area.

1	Location	X	Y	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	Average	Bia	orrected average
2	West View Crescent, Devizes	400000	161109	12	9	-	6	5	4	4	6	6	8	11	5	7		0
3	5 The Nursery, Devizes	399924	161729	39	37	33	35	25	29	30	-	38	40	37	30	34		0
4	Shanes Castle , Devizes	399763	161717	39	38	33	36	32	35	29	34	38	36	38	26	35		0
5	Opp Wadsworth, Northgate St, Devizes	400210	161623	41	37	34	37	25	30	35	38	41	40	39	-	36		0
6	Windsor Dr, Devizes	401778	162414	25	42	17	15	17	15	16	14	15	16	19	16	19		0
7	12 Southgate, Devizes	400635	160982	41	35	30	30	25	27	26	28	34	34	35	29	31		0
8	105 St James Place, Devizes	400807	161389	37	28	33	33	25	27	32	30	33	35	39	32	32		0

We will be looking to finish the ratification of the real time data from Sidmouth Street in the coming weeks and that will enable us to carry out the QA/QC of the Diffusion tube data. We will report on these results in due course in the Annual Statement Report to DEFRA.

The results look to continue the trend we have observed in recent years:

Devizes Nitrogen Dioxide Difusion tube Annual mean 2016- 2022



DEFRA's criteria for moving to revoke an AQMA is either.

- 3 years data 10% under the objective (36ug/m³ in this case) or
- 5 years data under the objective.

There is specific guidance where data from 2020 is used due to anomalies in traffic flow during the year.

It should be noted that PM2.5 objectives are national targets for central government to achieve. They will look to local authorities to play a major role in achieving these targets. We are working with DEFRA at present with regard to monitoring and have ambitions with regard to contributing to the monitoring data for Wiltshire.

We are looking to get reports put on the AQ monitoring website hosted by Ricardo for us. Diffusion tube data is being added to the site.

Public Protection Services is in the process of restructuring. My portfolio now includes Community Safety & ASB as well as Environmental Protection. Going forward I will not be attending AQ groups. Once the restructure is complete, I will be in a better position to determine which officers will be supporting groups.

Regards

Gary

Town Centre Bus Changes – briefing note

Phil Grocock

Thursday 8th February 2024

Notes on forthcoming changes to Devizes Town service changes

The current contract for the Devizes Town services 1A & 1C comes to an end on 31st March 2024 and cannot legally be extended further.

We are therefore tendering a new contract for this service which will start from 1st April, but the results of the tender will not be known until late February.

The tendered timetable is similar to the existing one but will include the following additions that were requested in the survey.:

- All journeys on service 1C (London Road & Marina Meadows) will serve Lay Wood estate.
- On weekdays there will be one earlier and one later journey on the 1C service.
- Most buses on the 1C service will continue to run via Devizes Town Centre onto route 1A to give a through link to the Marshall Road Health Centre. However a change of bus may be required on the way back.
- Early and late journeys on service 1C will also serve Hopton Industrial Estate.
- Late afternoon journeys on services 1A and 1C will no-longer be combined on weekdays, giving residents on the 1C section a faster journey home.
- Additional journeys would run on service 1A (Marshall Road and Brickley Lane) on Saturday mornings to give a half-hourly service between 10.30am & 12.30pm (instead of hourly). It may be possible to make additional improvements at a later date but we are still experiencing driver shortage issues and as the forthcoming Wessex Water works in the Market Place in May and June are also likely to cause reliability problems, we really need those to be out of the way before we go any further.

Please be aware that as part of the tender process, it is quite possible that operators will submit options to operate a slightly different timetable to the one that we have tendered, which they could run more economically. We will therefore not be circulating details of the changes to the

public until everything has been sorted in mid-March and so we would therefore ask for this note not to be circulated to the general public just yet to avoid confusing the existing passengers.

Phil Grocock

Bus Network Manager

Wiltshire Council

Proposed Cycle Route to be taken forward for detailed plans and costing.

Cycle Friendly Devizes report to Air Quality & Sustainable Travel Group

Intro

The draft Devizes Local Cycling & Walking Infrastructure Plan (LCWIP) was published in Feb 2023. It was consulted upon in the summer of 2023 and is awaiting sign off by Wiltshire Council.

Wiltshire Council have indicated that they will fund the next stage of getting a Devizes priority cycle route fully costed and planned. This is essential to apply for government funding from Active Travel England and to then get the route constructed.

Devizes Area Board -air quality and sustainable transport group, also have finances available to spend on sustainable travel to improve the air quality in Devizes (as detailed below). These funds have come from section 106 developer contributions and are approaching the time limit for spending. Almost £500,000 (discretionary sustainable transport allocation) that could fund a stand alone project or contribute toward a bigger project.

DEVIZES S106 SUMMARY

06/09/2023 10:16

s106 THEMES	AVAILABLE £
Non Discretionary Sustainable Transport	£5,000
Discretionary Sustainable Transport	£473,464
* Public Transport	£534,969
**Highways	£64,870
	£1,079,887

NOTES

* £70,739.40 CAN BE USED FOR SUSTAINABLE TRANSPORT

** SHANES CASTLE HIGHWAY WORKS ONLY

We have a short window to take advantage of the opportunity to deliver safe active travel, whilst reducing traffic and air pollution in our town.

Priority Routes

To move to the next stage of improving the cycle infrastructure, a decision needs to be taken on which route should be taken forward to release the funding from Wiltshire Council.

The LCWIP identified five priority routes following a detailed study of data and consultation.

Cycle Friendly Devizes have looked at those routes in detail and are making a recommendation to the Town Council on which route to take to the next stage based on our assessment of the advantages and benefits to the community of Devizes. We considered routes that were close to, or connected to major employment sites, leisure, school sites and where people live. Additionally, which route would have in our view, the greatest impact for increasing active travel.

The shortlisted routes were DC1, DC2a and DC4. These routes are further split into smaller sections and we looked at DC1-1, DC1-2, DC1-3, DC2a-2, DC2a-3 and DC4-5.

- DC1-1 West end towards Bishops Cannings
- DC1-2 London Road
- DC1-3 Southbroom
- DC2a-2 The Green Nursteed to Southbroom Infants
- DC2a-3 Nursteed to intersection Windsor Drive
- DC4-5 Sidmouth Street

Advantages and Benefits of DC1

- There are four major employment sites along London Road.
- There is retail (Lidl, B&Q), leisure (rugby and tennis), school and strategic developments along London Road(DC1).
- There is a greater propensity to cycle along London Road .
- Presently only 3% of people commute to work by cycle, compared to 50% of children who already walk to school. Effectively there is more potential to convert the work commute to cycling as 68% of people live and work in Devizes.
- Connecting to Retail/employment along Sidmouth Street and centre of Devizes
- High profile and visible route

Potential to Improve

- Safety: Reduction in casualties (Bikes 0-1% of all traffic and yet 18% are casualties)
- Air Quality: Reduction in traffic: less pollution : cleaner air.

Conclusion

CFD recommends DC1, it has more employment sites with greater potential to increase cycle commuting by bicycle and forms a direct route from town centre to school, leisure, housing and retail sites. London road takes you out to the recent residential development of Laywood and to further two proposed developments, potentially increasing traffic along London Road. Investing in a route along London Road that is safe will encourage more users.

This report was presented to Devizes Town Council on Feb 6th 2024 Planning meeting, where they a voted to support conclusions of this report:the prioritisation of route DC1 from West End towards Bishops Cannings along London Road and Estcourt Street to Sidmouth Street. putting forward route DC1.

Cycle Friendly Devizes

January 2024

Proposed Cycle Route to be taken forward for detailed plans and costing.

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Cycle Friendly Devizes

January 2024

Devizes Area Board - LHFIG Project Tracker 23rd January 2024

Financial Position

Budget Available	£ 2,646.81
Allocation for 2022/23	£ 31,968.00

**Order values are subject to change*

Total number of "Live" projects	25
Number of "New" projects this month	0
Number of "In Progress" projects	12
Number of projects "Awaiting Slot"	0
Number of projects "Awaiting Update"	4
Number of projects to be removed	5
Number of projects recently "Completed"	9

**Not including merged projects*

Live projects by Town/Parish

**Not including merged or completed*

Devizes	8
Bulkington	2
Market Lavington	2
Seend	2
Wedhampton	2
Bishops Cannings	2
Bromham	1
Easterton	1
Great Cheverell	1
Poulshot	1
Urchfont	1
West Lavington	1
Little Cheverell	0
Marston	0
Rowde	0
Stert	0
Worton	0

Project Key

In Progress	The project has been approved by the group, budget contributions agreed and is being actioned
Awaiting Slot	The project has been approved by the group and budget contributions agreed by the town or parish council. The project is awaiting a slot before it can be actioned
Awaiting Update	The project has NOT been approved and the group requires additional information before progressing
Complete	The project has been delivered and is to be removed from the agenda. These tasks will move to the "Completed Projects" tab
Remove	The group has decided that the project cannot be progressed and it is to be removed from the agenda. It may be resurrected in future

Previous Status	Project ID	Town / Parish	Project Title	Project Proposal	Most Recent Actions & Recommendations	New Status	Additional Detail & Comments	1st Meeting	Sec	Ward	Town / Parish	Time Slot	Timing
In Progress	NA	All Areas	Existing parking and waiting Restrictions which moved to Bromham	Prior to the formation of LHFIGs, previously Parking & Waiting Restriction requests were processed centrally. Following Cabinet's approval for the formation of the groups, these requests will be at the discretion of the relevant LHFIGs. Bromham Parish Council would like to put in motion a speed restriction on the A342 from South of the Calne A3102/50/40mph speed restriction to the St Edith's Marsh 30 MPH restriction.	Draft proposals have been prepared for the known sites.	In Progress	GR described how this role has now come into the remit of LHFIGs as part of the increase in duties and budget. This will allow requests to be dealt with more timely and allow more local discretion.	NA	1	All Areas	All Areas	10:00:00	3
In Progress	6675	Bromham	A342 Speed Restriction (Priority No.03)	This length of the A342 is now a 60MPH road with frequent occurring accidents which can be backed up by local police and a freedom of information request for the crash map information for accidents. This stretch of road starting at the Calne junction has the following: Farm shop, Residential properties, Chittoe junction - poor visibility, The Audi Garage, Residential properties, The A3102 Melksham junction with Collins Veg. Shop - minor accidents happen here on a regular basis not always police recorded- V P Collins Vegetables at 81 Devides Road can support this. ACCIDENT SPOT, Double bends. ACCIDENT SPOT, New Farm and Digester entrance to A J Butlers Farm - between the double bends. Cross road junction to Highfield village centre and Roughmoor. Roughmoor 3 residential properties plus A J Butlers main Farm access and Open Reach telecom building. ACCIDENT SPOT; Cross road junction to Yard lane and The Pound village centre. ACCIDENT SPOT; Hawkstreet junction. A speed restriction has been requested on two previous occasions but without response. Bromham Parish Council ask that this request is seriously considered by that appropriate team.	GR explained there is a wider speed assessment on the A3102 which could envelope the A342 and this task outside of LHFIG, however, might be 2-3yrs awg.	In Progress	GR confirmed the speed limit review is underway and results will be available later. Once those are back and the assessment carried out, decisions on progressing any recommendations will need to be made. Speed Limit review has been completed. Information has been sent to the Parish Council (04/04). Review has made some recommendation for changes. To be discussed.		4	Bromham, Rowde & Roundway	Bromham	10:03:00	5
In Progress	06-20-21	Devides	Devides Request for 20mph Limit - Area 3 (Priority No.04)	Access through this residential area is often used as a rat run, as it bypasses traffic congestion in New Park Street leading to rat run mentally. Commercial Road from the junction at the Sainsbury Mini Roundabout to Fotherstone, the whole of Couch Lane, the whole of New Park Road and the whole of Victoria Road all have high concentrations of pedestrian and frequent parking manoeuvres, therefore a 20mph speed limit would be more appropriate for this area. We would call this Zone Three, 20mph speed limit. See attached plan. Further zones will be handled at the same time to save money (See rows below)	TRO's have been advertised. Small level of objection received (3no), majority in Support (16no). Cabinet Member report has now been approved - sign design and ordering ahead of implementation will now be progressed. Expected April/May 2024	In Progress	DM recapped that the recommendation is to treat the whole road as per the report including Sandy Lane, not just the section within Bromham parish. PH will speak with neighbouring parish about contribution towards work. PW advised that just because one PC might wish to support KN spoke about how Devides TC had looked at assessing the whole town centre for 20mph and wanted to know that CATG was happy with this and GR is in the conversation. RG asked about a contribution. GR has spoken to Simon Fisher about this and recommended splitting the request into 4, hence the several requests here. RG asked if CATG is happy to put 15% of costs to the assessment for the entire area. KN is happy with this. KN confirmed the funding from the town council has been agreed.		5	Devides	Devides	10:08:00	3
NA	06-20-22	Devides	Devides - Request for 20mph Limit - Area 1	Long Street, St Johns Street, the Highstreet, Market Place and Station Road are access to the town centre but are often used as a rat run, as it is shorter route to get through the town than preferred arterial route of New Park Street, which in turn leads to a rat run mentally. All these roads have high concentrations of pedestrian and frequent parking manoeuvres, therefore a 20mph speed limit would be more appropriate for this area. We would call this Zone One, 20mph speed limit. See attached plan	Handled as part of task 06-20-21 above				6	Devides	Devides	10:11:00	
NA	06-20-23	Devides	Devides - Request for 20mph Limit - Area 2	The whole of Bredwell Street, the whole of Hare and Hounds Street, the whole of Sheep Street, the whole of Sidmouth Street, the whole of Margport Street and the whole of Monday Market Street are either within the main shopping area of the town or are the feeder road into this area and as such all have high concentrations of pedestrian and frequent parking manoeuvres and therefore a 20mph speed limit would be more appropriate for this area. We would call this Zone Two, 20mph speed limit. See attached plan	Handled as part of task 06-20-21 above				7	Devides	Devides	10:11:00	
NA	06-20-24	Devides	Devides - Request for 20mph Limit - Area 4	There has been a 20mph zone implemented for the Eriokley Lane area for time, however Church Walk was missed off that scheme. It meets all the same criteria as Eriokley Lane and is a feeder road into this wider scheme, therefore we believe it should have its speed limit reduced to 20mph. We would call this Zone Four, 20mph speed limit. See attached plan	Handled as part of task 06-20-21 above				8	Devides	Devides	10:11:00	
Awaiting Update	06-22-30	Devides	Devides Bath Road - Dropped Kerb Request	At a recent meeting of the Town Council's Planning committee, it considered a request for a dropped kerb in Bath Road by the Murco Petrol filling station, following the submission of a Highway Improvement Request Form from a resident of Mayenne Place. Within the request, the applicant states the pavement outside the petrol station on the A361 had no dropped kerb, so this is a serious problem for wheelchair users, especially because at this location there is no safe option to cross the road. The picture below shows the pavement in question.	DTC to confirm budget contribution and proposed location. This fits the LHFIG and wider Council criteria and objectives. Scheme has been added to 23/24 Programme.	In Progress	GR advised a budget of £2,000 for installation of a pair of dropped kerbs.	17/01/23	38	Devides	Devides	10:11:00	3
Awaiting Update	06-22-34	Devides	Devides Downlands Rd Request for Dropped Kerbs	After considering the request, it was agreed there is an issues in the location that needs Dropped kerbs (pedestrian access). Due to my recent lack of mobility I am in need of dropped kerbs to be able to cross the road and its become apparent that there are none in Downlands road. I believe the council have a responsibility to provide safe access for all residents regardless of physical ability. Dropped kerbs installed at intervals around Downlands Road to enable freedom of movement.	A full proposal has been developed and forwarded to KN for consideration by DTC. Outline proposal circa £15,000 for all locations (rather than £2k as initially estimated). Awaiting DTC confirmation of £3,750 contribution (rather than £500 initially outlined) Complete apart from two sites where the utility info received was incorrect and underground services were too shallow to achieve the required levels for the dropped kerbs.	In Progress	GR advised a budget of £2,000 for installation of a pair of dropped kerbs.	17/01/23	42	Devides	Devides	10:14:00	3
Awaiting Update	06-23-08	Devides	Devides High Lawn Waiting Restrictions	The Town Council has received two Highway Improvement Forms from residents of High Lawn, Devides expressing concerns that the turning area at the bottom of the road is blocked by visitor parking, which results in delivery vehicles and refuse lorries being unable to turn around. As a consequence, residents advise that these vehicles then have to reverse back up the hill of High Lawn, which is difficult manoeuvre and isn't helped when they get to the top so they then have to get into a position where they can re-enter the Bath Road. As a solution, residents are asking if "No Parking" markings can be placed on the road to help with this problem	GR confirmed no internal feedback received from waste team highlighting issue. IV confirmed it was likely to only impact two houses. DM requested this be left until the next meeting to give DTC a chance to provide data to outline extent of issue.	Remove				Devides	Devides	10:17:00	

Remove	06-23-05	Devizes	Devizes Wick Lane / Pans Lane Waiting Restriction	Cars are frequently park near the roundabout at the junction of Wick Lane and Pans Lane. At this location, there is an informal crossing point leading to the rear pedestrian entrance to Vansdike Primary School. Vehicles are often left right up to the crossing point which significantly reduces sight lines and increasing the risk of accident as primary school children and families cross the road to the school gates. Sometimes vehicles are left across the crossing point making a bad situation significantly worse. Parking restrictions at this location are required to improve road safety on the school journey, and for general road safety at the junction.	IV had not noticed this problem at weekends. The problem is specifically caused by school parents (as with most other school locations in the country). Drivers must not park next to roundabouts or across dropped kerbs. KN undertaking work on school travel plan with the school who should address the matter with their parents. Project to be removed from October Agenda. Project will be built into Devizes area TRO. IV and DM requested commitment from the School to help enforce the restrictions. PC has confirmed location but needs to confirm budget contribution. PC contribution confirmed Scheme has been added to 23/24 Programme JB to send GR specific location details and photos. GR confirmed this has been allocated to a team member for completion.	In Progress				Devizes	Devizes	10:17:00	3
Complete	06-22-24	Easterton	Easterton E3098 - Bus Stop Improvements	The bus stop outside Halstead Farmhouse is located on a raised and rounded grassed stream bank. The height of the bank proves difficult for anyone with special access requirements to negotiate safely, especially in wet weather. A) construction of a dedicated alighting platform with an associated drop kerb Or B) Move the bus stop to the other side of the junction with Kings Rd where the existing footway is eminently suitable and has been unofficially used by sympathetic bus drivers considerate for their passengers ability.	PC has confirmed location but needs to confirm budget contribution. PC contribution confirmed Scheme has been added to 23/24 Programme JB to send GR specific location details and photos. GR confirmed this has been allocated to a team member for completion.	Remove	Response from Passenger Transport - I think this is an eminently sensible idea, provided that the PC has discussed it with the owners of the houses outside where the stop will be and got their agreement. All that is needed is ask Area Highway's to remove the existing bus stop sign and band it to the lamp post. If however it cannot go in that location then I would suggest putting a new pole for the bus stop sign somewhere on this paved area but the PC might want to talk to the owner of the bungalow first. Parish council to consult with adjacent homeowners and report back (Oct 22).	05/07/22	31	The Lavingtons	Easterton	10:20:00	3
New Project		Great Cheverell	Great Cheverell Safety concerns outside the Primary Academy	Traffic and parking at drop-off and pick-up is a serious concern for the school. Since the beginning of term 2023/24 there have been five near misses involving speeding traffic through the crossing patrol.	Action on School Journeys" initiative which has greater funding than LHFIFG. GR said that some of the proposals could be delivered by the fund. DM to ask Ruth Durrant to contact the school, PS asked that the parish council be included in the discussions. DM suggests project stays on April agenda to ensure suitable	Awaiting Update				The Lavingtons	Great Cheverell	10:23:00	5
New Project	06-22-39	Market Lavington	Market Lavington High St / Church St - Pedestrian Improvements	Market Lavington has grown over the years in a linear fashion placing more and more houses "outside" the village centre with a need for pedestrians to walk along the pavements to access amenities. In the past, these narrow pavements were less used because the bulk of residents lived "inside" the High Street/Church Street area, now the opposite is true. The pavements are extremely narrow at the edges of the village, which places pedestrians in danger of coming into contact with vehicles. Pedestrian flow is also significant going out of the village in each direction and importantly, the majority of this foot traffic is to either the primary or secondary school. This places even more vulnerable pedestrians close to passing traffic. For parents with pushchairs, the pavements east and west in and out of the centre of the village are impassable, meaning pedestrians are often forced into the road. Likewise, wheelchair or mobility scooter users must leave the pavement and move onto the road to share it with cars, vans, HGV's, buses, and large lorries in order to access shops, the schools or their home. The Parish Council have explored the widening of pavements away from the road, however, due to the presence of either listed buildings or walls within the curtilage of listed properties, this is not feasible. The only option is to widen the pavements into the road and reduce the carriage way to a single lane. We recognise there are issues with visibility at each end of the village which mean we risk cars stacking up and becoming gridlocked if a chicanne is introduced at either point. We can mitigate against this by installing traffic control signals to manage the stretches and ensure suitable traffic flow.	The group acknowledged the issue which impacts hundreds of residents. The lack of accessibility for wheelchair / mobility scooter users is a focus for VC. The cost of a substantive bid preparation project is likely to be £10,000-£15,000 which is 30-50% of the group's budget. DM has suggested that the group supports this bid. TR suggested that the AGaST fund might also contribute. DM to provide FD with dates and details of the upcoming AGaST meeting. MLPC to send a representative to pitch the project and try to secure	Awaiting Update	This is a vital project for our community and one that becomes even more important	17/01/23	46	The Lavingtons	Market Lavington	10:28:00	5
In Progress	06-23-10	Market Lavington	Church Street / The Spring Request for SID Infrastructure	Speeding and speed awareness has long been an issue in and around Market Lavington, and is something that local residents feel very strongly about. There is a large volume of traffic exceeding the speed limit driving through Market Lavington. We now have an active team of Community Speedwatch volunteers operating at different locations in the village. Back in 2020 the Parish Council purchased and installed a Speed Indicator Device (SID) which is currently sited on Spin Hill, which has proved very effective as a practical and visible way of highlighting speeds of oncoming vehicles, and prompting drivers to adhere to the speed limit. The Parish Council would now like to focus on using a SID at other locations in the village where speeding has been identified as an issue, starting with Church Street / The Spring, and then possibly considering other locations following receipt of Traffic Survey results requested. Could the Parish Council therefore please request permission to install at least one Speed Indicator Device at the end of Church Street, and at other possible locations to be confirmed with LHFIFG. Would the LHFIFG committee please fund the supply and installation of the NAL sockets / posts. The Parish Council understands that it may be required to make a contribution towards the	FD confirmed that CSW is in operation, site visit completed by GR and location for post and socket approved. FD confirmed MLPC contribution. Project moved to High Priority. Works order now with Milestone. JM to liaise with MLPC once installation date known.	In Progress				The Lavingtons	Market Lavington	10:33:00	3
In Progress	06-21-02	West Lavington	West Lavington Duck Street - Parking restrictions	There have been ongoing parking issues in Duck Street and in particular around Downton's Care Home for a period of time but has become more challenging over the last 6 months. The current inconsiderate parking extends to the end of Duck Street where it meets the main road and therefore at times visibility at the junction is compromised. Relationships between the home and residents has broken down in terms of communication and the impact being that there is inappropriate parking occurring regularly. The parish council receives complaints from residents and also local farmers who are unable to pass through the road to get to their fields. During April a nurse who came to visit the home had her car damaged whilst it was parked in Duck Street.	Public consultation complete - 15 Objections, 13 Support, 3 General Comments. GR confirmed this was standard level of response. Cabinet Member report approved - Implementation estimated Spring 2024.	In Progress	The police have been advised and they have said that they need to see the inconsiderate parking when it is actually happening. Photographs have been sent but again the police advise that they need to be there at the time. A resolution needs to be found for visitors in Duck Street and particularly those visiting Downton's care home and this would be for urgent and short-term parking. The Highway is for passage and re-passage of vehicle. Parking on the highway is only tolerated in those scenarios where it does not cause an obstruction. Where an obstruction is caused, or vehicles are ignoring the guidance in the Highway Code (do not park within 10m of a junction) then responsibility lies with the Police. Discussion with the local NPT is recommended if the issue is consistent (Daily) DM described how this creates an obstruction at Duck St, especially for emergency vehicles. He felt that double yellow lines here would help make enforcement easier. JF was happy with these discussions. The pointed out the situation had been getting worse and was of high	27/07/21	13	The Lavingtons	West Lavington	10:36:00	3

In Progress	06-21-09	Bishops Cannings	Bishops Cannings Horton Flood Speed Limit Reduction (Priority No. 07)	The current speed limit between the Cannings Hill roundabout and a point just beyond Marlborough Close, is 50mph. Given the built-up nature of the road at this point, the parish council believes that the road should be restricted to 30mph. The 50-mph restriction in question is approximately 737 metres in length. Along this there are 24 streetlamps more or less evenly spaced, so there is an average of approximately 31 metres between them. s.82 Road Traffic Regulation Act 1984 defines a restricted road as one where "there is provided on it a system of street lighting furnished by means of lamps placed not more than 200 metres apart" and s.81 of the Act states "it shall not be lawful for a person to drive a motor vehicle on a restricted road at speeds exceeding 30-mph." The default position on this stretch of road would therefore be 30-mph, except that Highways have chosen to impose a higher limit.	Draft proposals and Traffic regulations orders are in preparation. These will be forward for consultation in due course. Estimate TRO advert in January. Copies will be sent to the PC as a statutory Consultee. Awaiting advert date from the Traffic Order team. JM to advise once known.	In Progress	The Department of Transport guidance on setting local speed limits states that "the standard speed limit in urban areas is 30-mph" and that roads suitable for 40-mph are generally for urban areas where there is little development. 50-mph should only be used in exceptional circumstances - but this does include roads where there are segregated road junctions for the developed areas. Although the housing along this length of the Horton Road is segregated into sections and not directly from the C9, there are 76 houses at Farwood Road, 175 houses at the Corn Croft Lane estate and there will be a total of 230 at Laywood. This generates a significant number of vehicle movements onto and off the Horton Road. Additionally, there is substantial pedestrian use of the Horton Road Footway to access the bus stops and local shops. Currently the Corn Croft Lane estate has a 20mph limit and it is likely that the Laywood estate when adopted will also be restricted to 20mph. It is not considered desirable to have such a high differential speed limit between the principal feeder road and the subordinate housing estates.	9		Urchfont & The Cannings	Bishops Cannings	10:39:00	3
Awaiting Update	06-22-19	Urchfont	Urchfont The Croft - Dropped Kerb	Consultants recommendations have been published with a 40mph recommendation. The Croft has a population of largely elderly residents who have difficulty taking wheelbarrows to the Allotments because of their having to mount a kerb. Access is likewise especially hard for those with mobility scooters and others with prams or buggies. We request that a 'drop kerb' is put in place opposite to the path leading in to the allotments.	The PC has approved a budget contribution. Scheme has been added to 23/24 Programme - Awaiting resource Site has been assessed. PW explained the dropped kerb is to serve the allotments and can sit anywhere close to it. PW joined the meeting later and stated the	In Progress	GR gave estimate of £1,500. No one from Urchfont PC was present to confirm contribution. (Jul 22)	05/07/22	29	Urchfont & The Cannings	Urchfont	10:42:00	3
In Progress	06-21-16	Vedhampton	Vedhampton Highstreet - Change to road layout	Very poor visibility when exiting the High Street, Vedhampton from the south east junction with the A342, has resulted in a number of accidents both recently and over the longer term. Traffic travels along the A342 at high speeds, and the bend just north west of the junction obscures any view of oncoming traffic, which makes it an exceptionally dangerous junction, and it is only a matter of time before there is a fatality. I walk from Urchfont across to Vedhampton regularly, and have witnessed the aftermath of two accidents in the last two months. It has been suggested by Wiltshire Councillor Philip Whitehead, that the aforementioned junction should be entrance only into Vedhampton. This can be achieved with One Way signs at the entrance, and corresponding No Entry signs a short way before the current exit from the High Street.	Draft Proposal has been prepared and sent to Parish Council (via PW). Awaiting PC comments / approval of detailed plan before progression of the associated Traffic Regulation Order. PC have confirmed contribution £2,500 - TRO drafted, awaiting submission.	In Progress	It should be noted that the north west entrance at Greengate Road has far better visibility, and having spoken to some Vedhampton residents, including an Urchfont Parish Councillor who lives in Vedhampton, the village would be much in favour of such a change. DM asked if the PC had consulted with residents about the proposed changes. PW said they were doing it but was not aware of the result. He will check about this. * Following the meeting PW confirmed Urchfont PC has consulted with residents and they are in favour of making this change.	01/02/22	17	Urchfont & The Cannings	Vedhampton	10:45:00	3
In Progress	06-22-14	Vedhampton	Vedhampton Request for 20mph Limit	Residents have long complained about speeding through the village, and they request that the current speed limit is reduced from 30mph to 20mph. A recent Metro Count showed that 11% exceeded the speed limit on average. The average speed was 17.3mph and the 85th Percentile was 22.8mph.	Draft Proposal has been prepared and sent to Parish Council (via PW). Awaiting PC comments / approval of detailed plan before progression of the associated Traffic Regulation Order. PC have confirmed contribution	In Progress	The consultation has been carried out with residents and is in favour of the project. GR said how the budget would mostly be towards the traffic order and signage This issue was discussed at the Urchfont Parish Council meeting on 15th December 2021. There was no one from Urchfont PC present to confirm a contribution (Apr 22) No one from Urchfont PC present. (Jul 22) Next step is a speed assessment at a cost of £2,500. PC to confirm contribution.	12/04/22	23	Urchfont & The Cannings	Vedhampton	10:48:00	3
In Progress	06-22-32	Bulkington	Bulkington Chestnut Drive - Request for Dropped Kerbs	There are slightly dropped kerbs at the end of the road. However these are sometimes obstructed by parked cars. The shaped curbs that do exist are unsuitable for manual wheelchair users. This is the only ramped access to the church (when cars are parked on the road for a service). The slightly dropped kerb to the right of the entrance is facing directly into the street sign - "Chestnut Drive" which makes it very difficult for motorised wheelchair users to negotiate onto the pavement as there is insufficient "turning access". -Dropped kerbs at road height to be fitted at the end of Chestnut Drive. -These dropped kerbs should be indicated as ramp access so that cars are aware that they are disabled access routes. Parking restriction should be in place where there is ramp access -The street sign for Chestnut Drive should be relocated from the slightly dropped kerb	Order has been placed with contractor. Works require alterations to Utility apparatus (BT Chamber Cover). Milestone are seeking agreement from BT. GR confirmed his team remains in contact with PC over the delay. Traffic Management issues due to the narrow carriageway and shallow depth of underground services in the area to be lowered. Therefore a revised cost estimate is being prepared.	In Progress	GR advised a budget of £2,000 for installation of a pair of dropped kerbs. PC to confirm contribution approval and rough plan/location description. DM suggested that this could be combined with other Bulkington dropped-kerb tasks to make efficient use of funds. GR suggested that they might all be delivered for £3,000.	17/01/23	40		Bulkington	10:51:00	5
New Project	06-22-33	Bulkington	Bulkington Northfields - Request for Dropped Kerbs	There are no dropped curbs so when walking or wheeling up the high street, you can't get up and down again from the pavements leaving into Northfields. The village has a lot of elderly young children on scooters, parents with push chairs and wheelchair users. These areas make navigating their village very hard for them. Install a dropped kerb on both sides	PC to confirm budget contribution and proposed location. This fits the LHFIG and wider Council criteria and objectives on accessibility.	Linked to task above	Linked to task above	17/01/23	41	Devizes Rural West	Bulkington	10:56:00	
New Issue	06-23-11	Poulshot	Broadway Lane Bypass Improvement	Waterlogged byway called Broadway Lane, makes it very difficult for pedestrians and cyclists to navigate in certain places where there is no firm surface. Parish Council would like to investigate funding of an extension to the already under tracked part to encompass the entire length of The Broadway or at the very least be able to install a board walk over the areas that get waterlogged.	DM requested more detail on this proposal. What is being sought? Where? How many people will it impact? The group can then take a view. Email from PC on 23/01/24 includes photos but no data. DM has requested the PC undertakes some work to provide the group with an understanding of usage	Awaiting Update				Devizes Rural West	Poulshot	10:56:00	5

Previous Status	Project ID	Town / Parish	Project Title	Project Proposal	Most Recent Actions & Recommendations	New Status	Additional Detail & Comments	First Meeting Date	Seq
In Progress	G120	Lydeaway	Lydeaway Request for speed limit reduction (Priority No.01)	The speed limit or rather the lack of on the A342 road between Lydeaway and Start village entrance. When exiting the entrance of The Clock Inn Park the visibility is poor in both directions. Seeing that a lot of money has been spent on the work carried out in recent months on the renovation of the pathway between The Clock Inn Park and the entrance to Start village which means more of the people from The Clock Inn Park are using the pathway some of which have mobility scooters are finding it very difficult in crossing the road because of the speed of traffic which in some cases is in excess of the 60 miles per hour limit. In the last year there has been one accident of a car exiting The Clock Inn Park which in this case no one was hurt the police were not informed but both cars were written off. There are slow signs on the road and also illuminated 'slow down' signs before the 'U' bends and the entrance to Start village these do not seem to be there is a large volume of traffic exceeding the speed limit driving through Worton. This is confirmed by the Community Speed Watch figures. In just 11 hours monitoring during April – May, they reported 67 motorists to the police for driving 36 mph and over; a further 228 were found to be driving at less than 36 mph but still breaking the speed limit. During May – June in just 12 hours, 79 motorists were reported to the police for driving 36 mph and over; a further 306 were found to be breaking the speed limit.	This task has been completed and will be removed. It will not feature in the agenda for the next meeting.	Complete	Start PC have confirmed a contribution of £500 to the request. Atkins have completed the Speed Limit The assessment has concluded that a 50mph restriction can be considered. Indicative cost £6,000 WH stated that the contribution which Start PC agreed to make is £500 not £1,000 as listed within the budget. DM wanted to push through this project and was happy to accept this level of contribution from Start PC. GR was happy to go ahead with this level.		3
In Progress	06-21-08	Worton	Worton SID Posts and Sockets	Worton Parish Council would like permission to install at least two Speed Indicator Devices at locations to be confirmed The streetlights in Roundway Park are decades old and mounted on quite low columns resulting in the light that is being emitted illuminating very small areas, leaving long tracts of the pavement completely in darkness. Many of the homes in the residential area of Roundway Park and Gardens are occupied by has a significant number of older single people or older couples. Councillor Oliver has received requests from residents of 24 households seeking improvements to the level of street lighting in the area.	All work is complete and PC to be invoiced. Close and remove issue from next agenda.	Complete	GR referred to SID policy about frequently moving to new locations. CATG can put in sockets for moveable posts at approx. £500 per site. RS thought there were 4-5 sites in Worton and asked about what contribution is expected if the PC already buys the SID. DM felt this should be 25%. RS will confirm this funding with Worton PC. In progress. Site visit took place in June. Liaison on final site is still ongoing. Awaiting confirmation from PC. Once agreed, order to be issued to contractor.	27/07/21	10
In Progress	06-22-02	Devizes	Devizes Roundway Park - Request for Street Lighting	Additional concern is that the pavement in the area is in relatively poor repair, and coupled with poor lighting, the chances of trips and fall is greatly increased. Increasingly, residents will not leave their houses Devizes Opendoors has moved to Southbroom Centre, Victoria Road and, despite clear information on their website and on leaflets, many visitors find the premises difficult to find. Staff from agencies coming from other towns as well as the homeless and vulnerable people we serve, have commented on how difficult it is to find us. Pedestrians need informing that access is not via Southbroom House driveway but via the path that leads from London Road to the end of Victoria. Drivers need reassuring that Southbroom Centre is at the far end of Victoria Road because many think there is nothing beyond the circle of grass surrounded by flats.	All works are complete and an invoice is to be raised. Close and remove issue from next agenda.	Complete	Wiltshire Council's Traffic Engineer and the Streetlighting team indicates a total cost in the region of £5k to install two higher posts with better lights.	01/02/22	14
In Progress	06-22-04	Devizes	Devizes Opendoors / Southbroom Centre - Request for direction signs	Opendoors has moved to Southbroom Centre, Victoria Road and, despite clear information on their website and on leaflets, many visitors find the premises difficult to find. Staff from agencies coming from other towns as well as the homeless and vulnerable people we serve, have commented on how difficult it is to find us. Pedestrians need informing that access is not via Southbroom House driveway but via the path that leads from London Road to the end of Victoria. Drivers need reassuring that Southbroom Centre is at the far end of Victoria Road because many think there is nothing beyond the circle of grass surrounded by flats.	All works are complete and an invoice is to be raised. Close and remove issue from next agenda.	Complete	Supported by Town Council. Response has been previously given outlining a solution is possible. Costs expected to be £2,000. DTC's contribution to the scheme was confirmed. GR was happy to accept this project. Scheme has been added to programme for 22/23. Works order has been placed with contractor and awaiting actioning.	12/04/22	15
In Progress	06-21-13	Devizes	Devizes Eastleigh - Request for Bus Stop Clearaway	The bus stop outside of 49 Eastleigh Road is often blocked by parked cars, particularly at peak times when the chip shop is open. Buses must pull up in alternate locations which causes issues for people with reduced mobility as the door does not then align with the paved surface designed for wheelchair users. There are no road markings to discourage drivers from parking here. The matter is further exacerbated given that the lamp standard supporting the bus stop signage has recently been replaced following a collision, and whilst the timetable notice has been replaced, the Bus Stop sign is missing therefore there is nothing at all to indicate to drivers that this is a bus stop. It has been an issue for some time; however, the Town Council is now being lobbied by wheelchair users who find accessing public transport at this location a significant challenge, thus adding additional difficulties to their mobility.	Work has been ordered and is with contractor. Awaiting amenable weather conditions. COMPLETE	COMPLETE	All works are complete. Invoice to be raised. Close and remove issue. The Town Council fully support this request as it believes it is incumbent on all local authorities to manage their facilities and services in a way that make them accessible to all sectors of our community. It would appear that there is a relatively simple solution to problem at the bus stop outside of 49 Eastleigh Road, which will help relieve the considerable problems wheelchair users are having in the Eastleigh Road area accessing public transport. Devizes Town Council is prepared to make a contribution to the cost of this highway improvement. KN described the situation at this bus stop. There is no longer anything to show to drivers this is a bus stop and to not park there. Parking makes it far harder for disabled passengers to use the bus. GR gave an approx. cost of £2,000 for making the bay. He described that autumn / winter is not good weather for lining work and this will need to wait until Spring for any progress Consultation has now been undertaken. One response was received, and the Town Council has resolved to pursue. Works order to be prepared.	09/11/21	12
In Progress	06-22-03	Devizes	Devizes Byron Lane / Green Lane - Request for Give Way Signs	Increased traffic from the football academy and inadequate Road signage on this junction is causing numerous near misses with cars driving straight out of the Green Lane academy and ignoring junction markings on the road. Give way signs need to be installed to reinforce the junction markings on the road	Scheme has been ordered – Awaiting contractor to implement. COMPLETE	COMPLETE	Site has been looked at by an Engineer and comments as follows; I can see why some are confused by this arrangement. I would suggest we provide markings as per the sketch below: KN confirmed DTC has been discussing this project and will contribute towards it. He asked about changing the priority so that Green Lane traffic goes straight ahead. There was discussion about this versus access for Byron Way. GR advised making Green Lane right of way may bring about issues with speeding. There was discussion about new signage at the junction and refreshing the current worn markings. GR confirmed both can be done by LHFIG. GR recommended installing both together with give way coming from Green Lane and the group agreed.	01/02/22	16
In Progress	06-21-11	Rowde	Rowde A342 - SID Infrastructure	The Parish Council would like to purchase a Speed Indicator Device (S.I.D) for use on the A342. The Parish Council is looking for assistance from CATG with the infrastructure to support a Speed Indicator Device: posts and sockets.	Works have been ordered with contractor and will be implemented by March 23. COMPLETE	COMPLETE	AJ was asked to liaise with Wiltshire FA about messases to users of the site taking greater care when leaving and using this junction. RJ confirmed there had not been Metrocounts done but that data would be available from their Community Speedwatch group. She asked if a Metrocount would be needed. GR confirmed that the CSW group would have been set up following a Metrocount but if there were other locations in mind for the SID that did not have any data, then a Metrocount would be needed. DM asked if a new Metrocount is needed here? RJ replied that the Community Speedwatch (CSW) group has data for 3 locations but that a 4th location has had a new Metrocount requested. The PC is awaiting the data from that check. The required Metrocount data is in. RJ confirmed the PC's contribution. GR gave estimate of £500 per location or £2,000 overall. This would include a socket for each location and 1 pole that would move between locations. (Jul 22)	09/11/21	18
High Priority	06-22-07	Seend	Seend A361 - Request speed limit reduction	Speeding traffic both east and westbound, coupled with safety issues as drivers slow to turn into Seend Cleave junction and the risk of being rear ended by vehicles behind not slowing down enough. There is also a safety issue for pedestrians crossing to get to the bus stop on the other side of the road. There is a school bus pick up and drop off each day, with children needing to cross this busy road. A metro count was taken in November 2021, the results of which have shown that there is a proven issue of speeding both east and west bound. A copy is attached to this application. There is short section of the road, after you leave Seend High Street and past the Bell crossroads, where it increases from 30mph to 60mph for a couple hundred metres before it reduces to 50mph close to the Seend Cleave junction and continues at 50mph through the Baldham Bernds to just past Littleton (before the Semington roundabout). We believe the reduction to 50mph was introduced by a TRO in 2013. The 30mph was extended further down the A361 by a TRO in Nov 2018 as part of road safety improvements at the Bell crossroads. So it goes from 30 to 60 to 50mph in a fairly short length of road.	Complete - Remove Issue	Complete	The length of A361 between Seend & The Stocks is approximately 900m. Idealised minimum length for speed restriction is 600m Road was reviewed in 2010, and no significant change to environment since. Road is of High Quality, straight and good width, with occasional access. Any review of speed limit is unlikely to recommend alteration. Site Meeting planned for July has taken place. Seend PC to update. The Stocks & Bolland Hill Identified in July site visit as areas of concern. The Stocks (circ E3k) prioritized by the PC over Bolland Hill (circ E8k) and therefore PC needs to agree contribution to works.	12/04/22	19

High Priority	06-21-12	Bromham	Bromham New Road - Request for 30mph Repeater signs	<p>There is no 30MPH signage at the school end of New Road in Bromham. Some drivers get confused and mistake the road for a national speed limit.</p> <p>Several school children live along the road and walk to school unfortunately there is no pavement present, so they must walk on the road. One of the children that commute to school is also in a wheelchair and there have been multiple issues with cars travelling too fast.</p>	Complete - Remove Issue	<p>Complete</p> <p>I am a Parish councillor and my daughter has been attending the school and nursery for 2 years. There have been three occasions where we have had to jump into the verge to avoid a speeding vehicle in this time. And I don't do the school run on a daily basis. I have had multiple complaints from the residence about the speed of vehicles along this stretch and it is a real safety concern. I feel that some 30 MPH repeater signs and possibly the addition of some school signage would be a step in the right direction for vehicles to follow the speed limit along New Road.</p> <p>I believe that the need for repeater signage is based on street lights being present along the road. While New Road does have a couple of street lights they are not along the entire stretch hence drivers getting confused. The street lights that are present are also not conventional ones and use telegraph poles which adds to the confusion.</p> <p>DM agreed that the situation for drivers is unclear in that this road appears to be leading away from the village yet is within 30mph limit. GR has looked at this road via Street view. The project would need to be promoted to High priority for him to spend time taking a closer look.</p> <p>RH confirmed this has support from the PC.</p> <p>Location has been reviewed and the signing / Street Lighting considered to be appropriate. It would be possible to provide some carriageway roundels in areas where signing exists to supplement the repeater signing. Estimated Cost €2,500.</p> <p>RH gives confirmation of Bromham PC's contribution to the scheme. The project can progress.</p>	09/11/21
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Previous Status	Project ID	Town / Parish	Project Title	Project Proposal	Most Recent Actions & Recommendations	New Status	Additional Detail & Comments	First Meeting Date	Seq
Awaiting Update	06-22-22	Little Cheverell	Little Cheverell B3098 - Speed Limit Assessment	I would like to request a speed limit review for the length of the B3098 which runs through the village of Little Cheverell. Approaching from the Westbury direction, the speed limit is 40mph. It decreases to 30 mph at the corner where School Lane joins the road from the left. It stays at 30 mph for the remainder of the road as far as the junction with the A360. Local residents believe that the traffic travels through the village on the B3098 at speeds in excess of the statutory limits for this road. We are requesting metro counts in to ascertain if this perception is correct. The request for a speed limit review has arisen because there are now young families who live in row of houses alongside the B3098 within the 40mph. The speeds of cars as people come out of their homes is making crossing the road hazardous. In addition, there are now children who need to cross the road in the mornings to catch the school bus and in the afternoons, when they are dropped off.	PC has agreed to await metrocount results and form a CSW group before applying for LHFIG support for speed related infrastructure. Task to be removed until results are known when it can be reinstated.	Remove	SI had technical issues and could not be heard. (Oct 22).	05/07/22	32
New Project	06-22-27	Devizes	Devizes Waiblingen Way - Parking and Speeding	For a number of years there have been parking issues in this road it has been exacerbated by the selling off garages and parking areas by Aster. We have been informed that cars speed down the main straight part of the street although we have not collected any evidence of this as yet. Cars park opposite one another causing a gap too small for larger vehicles to get through. We have identified areas that if the parking lay-bys were extended it would stop this in some Areas. Note a Waiting Restriction Request Form has also been received A consideration of a reduction in the speed limit from 30mph to 20mph or less this would take away the impression of speeding. A no though road sign at the start of the road would stop lorry lorries going down the road by mistake. I have just moved into our house and to drive out of our driveway onto Westbrook Road is very dangerous. Traffic coming from Melksham drive at such a high speed (particularly motorbikes) that it is impossible to see them as the view is not clear and by the time we have gone out into the road, traffic has suddenly appeared, and a crash is inevitable. I need to find a solution. There are four big houses where we are but the speed limit for Westbrook, is 100 meters further on towards the Westbrook pub. Please can you help. I need the speed limit extended to cover these four houses which are in Westbrook, signs of warning that there may be traffic coming out of our driveway, a large mirror so we can see clearly. The Parish Council agree with these concerns and would like action to extend the speed limit, as this can take up to two years plus, the PC request some immediate action warning signs of an entrance, also 'slow' on the road warning and the omission or provision for of a highway mirror. Recently there has been much concern about the inappropriate parking at the corner of Salisbury Street and Beauclerc Street with Avon Road. Cars on all streets park far too close to the junction, making it very difficult to turn safely from one street to another. Salisbury Street, Beauclerc St and the canal side entry to Avon Road have many more cars than those belonging to residence. These are suspected to be commuters who wish to avoid parking charges, or Bath Road residence unable to park safely outside their houses without any off-street parking. In addition a resident recently had a fire in her house, the fire brigade had great difficulty in getting into Avon Road via Salisbury Street because of the parked cars. In the end I believe they entered in from the canal side entry to the road which was also made difficult. On a number of occasions there have been near collisions where cars are unable to exit these streets safely as parked cars remove the line of sight. As previously stated, often motorists have to emerge from either Salisbury Street or Beauclerc Street with no clear vision on what traffic is moving along Avon Road, greatly increasing the risk of collision.	DTC to discuss a leaflet or poster campaign to draw attention to the problem. The Group doesn't feel these issues can be resolved through LHFIG. DM recommended that this task be removed.	Remove	The Group felt that the parking situation causing a narrowing of the roadway would help combat speeding and alterations could lead to a worsening of speeding. DM also acknowledged that there was no evidence that speeding was prevalent and that the road was a cul-de-sac. It is likely therefore that the offenders live within the close and therefore a better approach would be to raise awareness of the dangers of speeding at this location and the need to park carefully and considerately.	17/01/23	36
New Project	06-22-29	Bromham	Bromham A3102 - Westbrook - Access Issues	I need the speed limit extended to cover these four houses which are in Westbrook, signs of warning that there may be traffic coming out of our driveway, a large mirror so we can see clearly. The Parish Council agree with these concerns and would like action to extend the speed limit, as this can take up to two years plus, the PC request some immediate action warning signs of an entrance, also 'slow' on the road warning and the omission or provision for of a highway mirror. Recently there has been much concern about the inappropriate parking at the corner of Salisbury Street and Beauclerc Street with Avon Road. Cars on all streets park far too close to the junction, making it very difficult to turn safely from one street to another. Salisbury Street, Beauclerc St and the canal side entry to Avon Road have many more cars than those belonging to residence. These are suspected to be commuters who wish to avoid parking charges, or Bath Road residence unable to park safely outside their houses without any off-street parking. In addition a resident recently had a fire in her house, the fire brigade had great difficulty in getting into Avon Road via Salisbury Street because of the parked cars. In the end I believe they entered in from the canal side entry to the road which was also made difficult. On a number of occasions there have been near collisions where cars are unable to exit these streets safely as parked cars remove the line of sight. As previously stated, often motorists have to emerge from either Salisbury Street or Beauclerc Street with no clear vision on what traffic is moving along Avon Road, greatly increasing the risk of collision.	DM reiterated the need for PCs to prioritise their own tasks so that they are never having to defend against no projects being in progress due to depletion of LHFIG budget. FD felt this was a third priority. GR explained that if the school has a School Travel Plan they might be able to access separate funding to achieve this. MLPC to discuss with the school and Ruth Durrant.	Remove	GR explained that there is specific DfT guidance on property density along a road and how this should impact the speed restrictions used. In this case the stretch does not have the required density to extend the speed limit and doing so would likely result in higher speeds throughout the built up area. DM also stated that in a bid to spread the LHFIG budget across the year, projects need to be critiqued more closely. In this case it is clear that the request has originated from a single resident who is looking for improvements for themselves. The Group should be looking to secure improvements for as many residents as possible within tasks. In this case the project does not meet the criteria the Group should be looking for.	17/01/23	37
New Project	06-22-37	Devizes	Devizes Avon Road - Request for Waiting Restrictions	I need the speed limit extended to cover these four houses which are in Westbrook, signs of warning that there may be traffic coming out of our driveway, a large mirror so we can see clearly. The Parish Council agree with these concerns and would like action to extend the speed limit, as this can take up to two years plus, the PC request some immediate action warning signs of an entrance, also 'slow' on the road warning and the omission or provision for of a highway mirror. Recently there has been much concern about the inappropriate parking at the corner of Salisbury Street and Beauclerc Street with Avon Road. Cars on all streets park far too close to the junction, making it very difficult to turn safely from one street to another. Salisbury Street, Beauclerc St and the canal side entry to Avon Road have many more cars than those belonging to residence. These are suspected to be commuters who wish to avoid parking charges, or Bath Road residence unable to park safely outside their houses without any off-street parking. In addition a resident recently had a fire in her house, the fire brigade had great difficulty in getting into Avon Road via Salisbury Street because of the parked cars. In the end I believe they entered in from the canal side entry to the road which was also made difficult. On a number of occasions there have been near collisions where cars are unable to exit these streets safely as parked cars remove the line of sight. As previously stated, often motorists have to emerge from either Salisbury Street or Beauclerc Street with no clear vision on what traffic is moving along Avon Road, greatly increasing the risk of collision.	DM recommended that this task be removed. DM raised the same concerns as with other tasks discussed - there is little that can be done in signage to stop inconsiderate or dangerous parking. DM suggested this should be addressed via a DTC awareness campaign. A suggestion was made to create flyers which could be periodically placed on the windscreen of offending vehicles.	Remove		17/01/23	45
New Project	06-22-41	Market Lavington	Market Lavington B3098 - Request for lit school warning sign	DTC seeks assistance in tackling this problem. St Barnabas Primary School on Drove Lane is located on the outskirts of the village, and there are concerns for the safety of parents, carers, and children as they walk to school. Whilst there is a 'School' triangular warning sign with 'flashing' warning lights on the approach to Drove Lane from the centre of the village, there is only a 'School' triangular warning sign on the approach from Easterton. With the speed limit for vehicles being 40mph at the location of this warning sign, it is vitally important that every effort is made to ensure that drivers are aware of the approaching school, and likelihood of increased numbers of parents, carers, and children on the pavements at certain times of the day. Could the Parish Council therefore please request support from the LHFIG committee to install some timed 'flashing' warning lights under the existing school sign on the Easterton approach to the village	DM reiterated the need for PCs to prioritise their own tasks so that they are never having to defend against no projects being in progress due to depletion of LHFIG budget. FD felt this was a third priority. GR explained that if the school has a School Travel Plan they might be able to access separate funding to achieve this. MLPC to discuss with the school and Ruth Durrant.	Remove		17/01/23	48
Awaiting Update	06-22-35	Bishops Cannings	Bishops Cannings West End Rd - Request for Speed Limit Extension	The West End Road extends from the A361 in the west to the Bishop's Cannings crossroad at its eastern end. The length of this section of road is 725m. At a point immediately west of the entrance to the village car park, the speed limit increases from 30mph to the national speed limit. The section of the West End Road from the speed limit boundary to the A361 junction has 13 properties directly accessing the road. Two development changes are imminent on this section of road, the first is the introduction of a new farm shop at West End Farm, giving rise to additional traffic movements (of all types) onto the West End Road. The second is the proposed expansion in capacity of the village car park, again increasing vehicle movements in the West End Road. The Parish Council believes that traffic leaving the busy A361 and travelling east along West End should be limited to 30mph. Similarly, traffic travelling from the village west, should be restricted to the village speed limit to the point of the junction with the A361. This section of the road is identical in character to the road elsewhere in the village. The nature and width of the West End Road does not lend itself to traffic travelling at 60mph, in particular there is no footway for pedestrians. Developments along this road suggest that for the safety and convenience of all users, 30mph would be more appropriate for this setting. Move the speed limit boundary from its current location in West End Road to the junction with the A361.	GR outlined DfT guidance on property density on the edge of settlements and the appropriate application of speed restrictions. West End Road does not meet the criteria as there are few properties, well spaced. Bringing a 30mph limit to this stretch risks raising speeds through the centre of the village. DM suggested that the group revisit this task should the carpark project come to fruition and safety be a concern. This task to be removed and resurrected should the carpark project happen.	Remove		17/01/23	43

Awaiting Update	06-22-31	Bulkington	Bulkington Mill Lane end Request for marked On Carriageway Footway	In the absence of a pedestrian area on either end of the village, villagers are walking on the unlit road when going from one end of the village to the other. Councillors feel strongly that a pedestrian pathway marked with white road paint would make cars more vigilant, give a designated space to pedestrians and still allow wide farming vehicles to pass. The PC have discussed further and concluded that cars are likely to park over the lane anyway. DM concerned that it will give pedestrians false sense of security in the road whilst being no more visible than before to traffic.	The PC to consider the effectiveness of this if cars will continue to park on the marked area. It was agreed with PC to remove this task	Remove	GR advised that the lining might place pedestrians in danger but appreciates in the absence of a pavement they are in the road anyway. GR advised that the pedestrian walkway would not be enforceable and cars would likely park over it making it unusable. This needs some further consideration by the PC. DM asked how many people are likely to benefit from this change. DM also raised a concern with prioritisation with a number of other projects on the table in Bulkington. The Group will reconsider at the April meeting when the PC may have additional comments.	17/01/23	39
Awaiting Update	06-22-16	Devizes	Devizes Southbroom Road - Request for Residents Parking	The residents of Southbroom Road between numbers 73 and 87, have written to Devizes Town Council, requesting that the Council consider supporting their ambition for a resident only parking zone to the front of their properties. The map below shows the proposed extent of the residential parking zone. There are a number of properties within Southbroom Road which have not been included within the request, such as 2 through to 20 to the southwest of the fire station, numbers 33 to 52 opposite the fire station and numbers 89 to 113 near the roundabout with Nurstead Road. It is not clear if there is an intention from those to making the request to include these additional properties. Devizes Town Council supports the broad principle of a residential parking zone in Southbroom Road; and that this request should be submitted to Wiltshire Council asking if this would be suitable for a residential parking scheme and if it is, what would be an appropriate consultation area for seeking residents views who would be affected, including those living beyond Southbroom Road. This is a request for a new residents' parking scheme in the Southbroom Rd, Estcourt Cres. area. RD and KN discussed the situation and area.	DTC has written to residents to canvas opinion. Response expected in October meeting. LHFIG still awaits update from DTC. CONSULTATION DIDN'T MEET WC REQUIREMENT FOR SUPPORT Agreed with TC to remove task	Remove	In their communication, the residents are increasingly concerned that there has been a rise in the number of private cars, business vehicles and town computers now using the limited amount of parking space available to residents during the normal working day, and which stretches throughout the evening, overnight and over the weekend. They believe having residents-only parking will assist the affected residents to carry out any normal daily or weekly tasks that require their vehicles, without the concern that on their return, no space would be available and must therefore find alternative parking which can be some distance away from their property. In their request, the residents also believe that if the areas set out in figures 2 & 3 were unrestricted for parking during the day, this would be of assistance to all residents. Should the committee wish to support the request, a round of more formal consultation would need to be undertaken to assess if over 50% of the residents support the proposal. As part of that consultation, often the consultation area needs to stretch beyond the immediate request area as any changes in parking may impact on a wider community. The first stage of establishing residents' parking schemes is for the TC to consult with residents. KN and RD agreed to take that back to Devizes TC. (Jul 22) Still awaiting update from DTC to ensure residents have been consulted. KN and RD to chase (Oct 22).	05/07/22	26
Awaiting Update	09-22-20	Devizes	Devizes The Market Place - Bollard Replacement	The original "Keep Left" signage directing traffic around the central pedestrian refuge outside the Corn Exchange was damaged and removed over recent years, with temporary signs now being used. These temporary signs are out of keeping with the aesthetics of the town and therefore a permanent solution is needed, with advice on a good, enduring and attractive solution being requested from the Highways department. There needs to be a permanent replacement of the temporary signage by the Market Place pedestrian refuge, which reflects the importance of the aesthetic value of having good quality signs in this prominent location. It was discussed that the project had sat in LHFIG for so long due to a miscommunication between DTC and LHFIG. The replacement of bollards will match those originally in place and so this project will be Highways Maintenance rather than LHFIG spend.	DTC asked to make a decision on bollard design alongside Matt Perrot and bring the request back to the October meeting. LHFIG still awaits update from PC. Task will be removed and handled as Maintenance	Remove	DM asked if this was LHFIG's or Maintenance's responsibility. GR said that Maintenance would replace with most cost effective solution. If Devizes TC want a more attractive solution, then LHFIG could do that. KN asked about the new 20mph limit and would the island need any marker and GR said that there does need to be a sign on the island. He gave an estimate of £1-1,200. RD wanted something substantial that would not be knocked down. He was happy with GR's description. RD confirmed Devizes TC's contribution. (Jul 22) Cllr Wallis already raised the danger of missing signage at this spot. Maintenance have been informed and will rectify urgently. DTC need to communicate with Matt Perrot directly to get options on long term alternatives. DTC to make a decision and bring the request back to LHFIG. (Oct 22)	05/07/22	30
Awaiting Update	06-22-36	Devizes	Devizes Various Roads - Request for SID Infrastructure	There has been a steady increase in concern over the issues of speeding over several years, and in some areas the Town Council has already reported these concerns to the LHFIG At a recent meeting of Devizes Town Council, it was agreed that an investigating into the possibility of installing Speed Indicator in Devizes (SIDs) should be undertaken. As part of that discussion, a number of roads were identified where such devices would potentially be suitable and are listed under the Location of Issue section in this report. Bath Road, London Road, Nurstead Road, Potterne Road, Windsor Drive, Brickley Lane, Dunkirk Hill	DTC to confirm that an active CSW is in place in each area before the project could be supported. This project will be removed until an active CSW is in place in the target areas.	Remove		17/01/23	44
New Project	06-23-01	Devizes	Devizes Couch Lane Request for Dropped Kerbs	DM discussed the importance of CSW in the anti-speeding mix and the ineffectiveness of SIDs alone. This project will be removed until CSW is in place and then can be resurrected Access for our disabled patients is difficult to negotiate if they are wheelchair users or using a mobility scooter. Whilst the Town Council supports the need to have a dropped kerb to help patients access the Hatt Clinic as a basic mobility needs. Given the need is purely for the benefit of that business, it is not something the Town Council will contribute towards. The business owner can commission the work themselves just like any homeowner.	DTC feel this is not in the community interest and serves just one business. LHFIG agrees and so this will be removed.	Remove			
New Project		Great Cheverell	Damage to roadside properties by LGVs / HGVs	Request a Highways engineer to attend the village and look at possible solutions	Discussion focused on what can be done to stop the presence of (and damage from) heavy vehicles. There is nothing that can be done on the highway and focus needs to be on removing the vehicles from the road. This could become part of a wider PC sponsored FAPM [See 06-22-18 above]	Remove			
Awaiting Update	06-22-40	Market Lavington	Market Lavington Church St / The Spring - Request for SID Infrastructure	Speeding and speed awareness has long been an issue in and around Market Lavington, and is something that local residents feel very strongly about. There is an active team of Community SpeedWatch volunteers operating at different locations in the village, and the Parish Council purchased and installed a Speed Indicator Device (SID) which is currently sited on Spin Hill back in 2020, which has proved very effective as a practical and visible way of highlighting speeds of on-coming vehicles, and prompting drivers to adhere to the speed limit. The Parish Council would now like to focus on using a SID at other locations in the village where speeding has been identified as an issue, starting with Church Street / The Spring. Could the Parish Council therefore please request support from the LHFIG committee for the supply and installation of a NAL socket, and post at this new location.	DM to write to PCs DM questioned whether the CSW group was active at the current time. PC agreed to remove this task for the time being.	Remove		17/01/23	47

New Project	06-22-26	Poulshot	Poulshot Request for White Gates	Speeding through the village, starting from the dual carriageway through to the other side of the village leading to Worton. At present we do not have access to community speed watch and the white lines highlighting the speed limits on the surface of the road have all but faded away. This has been logged separately with my wifes. Cars leave the dual carriageway as speed and do not slow down, until they hit the built up area of the village and even then its not always to 30mph. The road through the village is very straight so there are no natural bends to slow people down. We would like to investigate putting in white gates at 3 different points in Poulshot, in line with many other villages in the area. This will be the first step in addressing the larger issue of speeding through the village. However we hope this will help to give road-users the message that they are entering into a residential area and should drive with due care and attention and within the designated speed limit.	PC to confirm that an active CSW is in place before the project could be supported. No representation from PC for several meetings. No confirmation that a CSW group is operating so this will need to be removed and can be resubmitted in future if the PC joins.	Remove	DM explained that due to a huge number of projects being put forwards to LHFIG for a share of a very limited budget, tighter scrutiny will need to be applied. For speed related projects (Speed Limit Reviews, SDs, White Gates etc) the Group would expect to see a Community Speed Watch group in active service within the area before funding could be approved for other anti-speeding infrastructure.	17/01/23	35
Awaiting Update	06-22-18	Seend	Seend Bollands Hill - HGV Use	The road is increasingly used by large vehicles (Lorry's / Coaches) resulting in confrontation when such vehicles converge on the narrow bends adjacent to this junction. This has led to some altercations and damage to private land Previously WCC Highways (October 2018) provided a written reply explaining why they would not consider diverting large vehicles away from this road (see attached correspondence). One of the reasons given was there had been no recorded damage to private property. As this is no longer the case, Seend Parish council would like to request CATG review the current situation whilst also taking a holistic approach to ongoing issues at the Bell Crossroads at the end of Bollands Hill to reduce the traffic volume attempting to join/cross the A361 at this junction. Since the 2018 report stating no damage to property, TJ stated there has been further damage and increased use by HGVs and larger vehicles. The PC require assistance in tackling the problem.	The PC was conducting an HGV study on the day of the October meeting and confirmed results would be brought to the January meeting. LHFIG still awaits update from PC. Due to the freeze on FAPM this might be a project that parish councils embark on together at a cost of £15k-£20k. DM to investigate.	Remove	DM suggested this is built into the site visit at Seend. This can take place at same time as 6-22-07. (Jul 22) TJ confirmed an HGV study was taking place today (04Oct22) and the results would come back to the next LHFIG.	05/07/22	28
Awaiting Update	06-21-15	Marston	Marston Request for Speed Limit Review	Issue 1 The speed limit through the village is designated 40mph – 30mph - 40mph and the national speed limit. Vehicles travel through the village at higher speed limits on a regular basis and residents are finding it unsafe to come out of their drives onto the highway, especially in the higher speed limit sections. We request an investigation by the highways department in order to find a solution to ensure the safety of all road users in our village. We would hope that such an investigation would lead to a uniform reduction in the speed limit throughout the village from Norney Bridge to the end of the inhabited village on the Coulston Road, rather than 4 different limits within 1 mile. (30 - 40 – 30 - 60mph) Issue 2. On Long Street a single-track road, with no passing places, the speed limit is 60mph. The Erlestoke end of Long Street has now been made up with road planings and cars regularly travel down the single-track road at speed, proving a hazard to other vehicles and Walkers on the common land, which is situated on either side of this single-track road. We request a reduction to 30 miles per hour on Long Street to 30 MPH.	PC were not present at October or January meetings to confirm 100% contribution. New queries raised requiring PC input. Discussion took place over the importance of fluctuating limits and how they work. Task will need to be removed as no PC representation.	Remove	All the residents exiting their properties along the main road through the village are extremely worried about the speed of vehicles along this road a number have commented, at the meeting and through email, 'That there is an accident waiting to happen'. Although, there is a danger exiting properties throughout the day it is exacerbated at high use times during the work and school runs in the morning and evening. GR said he had looked at this area and does not think a change in the speed limit will change drivers' behaviour. Long St is a straight single-track road and GR felt drivers will go at the speed they think suitable. He does not think LHFIG should progress this request. There was no one from Marston PC on the call but TR said this is important to the PC and how they wanted help from GR to find a solution. PW described how Lockeridge near Marlborough had used a number of different tactics, like planters on the roadside or bicycles left outside houses to encourage drivers to slow down. AJ had been involved in this work, with a consultant, Ben Hamilton-Baillie. AJ can circulate the design reports of various villages from Marlborough area. DM described how he wants to create a document containing options that Highways are able to help with for different situations, along with cost estimates. GR pointed out there is already a page on the website giving this. SB discussed the changes in speed limit, within 1 mile, along the length of the village. GR stated the minimum length of a speed limit is 300m whilst Highways try to keep it to 600m, so the changes within Marston are within regulations. He pointed out that the speed limit review is possible but in his view, it would not give a recommendation for change. It is not unusual in rural parts of Wiltshire for properties on the edge of settlements to be within a 60m limit. SB was happy to contribute 25% towards the cost of a speed limit review. However, DM said that given the chances of a recommended change, he did not feel it was a good investment of LHFIG's funding. SB offered to pay 100% if this was possible and DW was happy with that approach. He offered that if the review did come back with a recommendation, then the PC's contribution would be reduced to 25%. DM then tried to find out whether the problem was actually about traction within the existing limits, rather than a desire for lower limits. If there is a speed limit, then there are enforcement notices that can be put in place. SB will. There is also no cycle path along Bath Road and the pavements are too narrow. There is a ramp that leads under Prison Bridge on the other side of the Bath Road island crossing but there is then no access back to the shop from the canal (unless they use the steep slope outside the Caen Hill café) or stay on this side of Bath Road where there are dog-kerbs but then no access across Bath Road further down (there are only steep kerbs on the canal side of Bath Road so there is no easy access the whole way along to and from the shop (petrol station) – wheelchair users are forced to cross the dangerous and fast Bath Road! My two young boys would like to be able to cycle to school but can't physically lift their bikes down the steep steps that exist at the entrance to Webb's Lane and the bikes are vulnerable at the island as they remain partly in the carriageway when waiting in the middle. I have discussed the issue with Mr Grist (owner of Webb's Lane) and the Canal & River Trust but neither can do anything about a slope from the steps without compromise or agreement with each other – which is proving too difficult. I propose a Zebra Crossing with Belisha Beacons be installed instead of the island so a safe crossing across the whole road can be achieved (removal of the island would be necessary). There should absolutely NOT be a push-button type crossing as this will impact on residents (noise and traffic pollution) but a voluntary stop of traffic only. I also believe this would be beneficial at the other end of Bath Road where the island is near Caen Hill Gardens and the Mayenne Road areas. This would provide safe crossing at both ends of Bath Road / Avon Road for all users to cross to the canal and shop and undoubtedly slow the traffic down coming from the town and up the dual carriageway, which they do at great speed. There have already been fatal accidents at the bridge and it is just a matter of time before there is one where the cars come speeding up the dual carriageway into town!! New road layout signs would need to be installed at either approach to indicate to traffic they need to slow down and finally enable us to cross this awful road safely! I know there has been consultation about a pedestrian crossing directly to the Spar shop but this was not a practical solution due to the cars / parking and side roads. Therefore, I hope that two Zebra crossings at either end of that stretch, where the islands already exist, will be a better compromise. I have the full backing of Cllr Chris Gay and many residents, especially parents of young children! The Canal & River Trust have said they are planning to improve the slope in front of Caen Hill Café for disability access and will improve the access down to the canal from the Spar Shop (Westminster Close) also – along with gravelling the path way – this will then be a safe / easy route all the way from the top of the dual carriageway / Caen Hill into town! We just need a way of crossing Bath Road in order to access it!	01/02/22	25
Awaiting Update	06-22-17	Devizes	Devizes Bath Road - Request for Pedestrian Crossing Improvements	Currently there is no wheelchair access from the Avon Road side of Bath Road onto the canal. It is impossible for wheelchairs and extremely difficult for bicycles and push chairs to get down onto the relative safety of the canal tow-path to get in to town. Bath Road is a very busy and fast road and the small island crossing close to the Avon Road entrance and near the Prison Bridge end is too narrow to safely cross to the middle with a bicycle or pushchair and stay out of the flow of traffic. This request is about replacing an existing traffic island with a zebra crossing to make it easier for pedestrians to cross. This does have the TC's backing.	DTC was asked to consider the demand for this change and a response was expected in October meeting. LHFIG still awaits update from DTC. Task will remain in tracker for July meeting but will be removed if DTC unable to progress. Location of the crossing makes it unlikely it will benefit a substantial number of people. No further updates from DTC. Task will be removed from the October agenda.	Remove	KN mentioned issues about pedestrians or cyclists using Webb's Lane. DM felt this didn't have the proper scrutiny of Devizes TC. He asked GR for a realistic solution. There is a need to look at demand for crossing at that point, then to look at the type of crossing most suitable for there. KN will go back to Devizes TC for further work looking at crossing demand there. (Jul 22)	05/07/22	27

New Project	06-23-02	Devizes	Hopton Road Hopton Ind Est Request for Waiting Restrictions	<p>Traffic parks on and around the entrances to both sites (Cross Manufacturing) to both sites all day. When staff enter or leave the site they struggle to see to enter or exit the site safely in their cars. Traffic also parks opposite the junction making it difficult when we have lorries delivering and leaving the site.</p> <p>The entrance also gets blocked when waiting for the HRC to open as we have been known to queue both sides of the road making it difficult for traffic to flow, also when there are container change overs as the site is shut when this happens.</p> <p>We have an employee crossing the road daily and they must step out between cars to check the if its clear to cross the road.</p> <p>Vehicles park on the bends of vehicle access. DTC Support the request</p>	<p>This can be built into the bulk waiting restrictions task above. KN to ensure this is on the DTC list.</p> <p>Project has been raised by a single company. We need to consider correct use of LHFIF budget for "the greater good". DTC to contact businesses in Hopton and ask them to contribute 100% funding for bulk lining work outside of</p>	Remove			
New Project	06-23-04	Devizes	Devizes Folly Rd Waiting Restriction	<p>The issue is HGV parking overnight and over the weekend in Folly Road in front of or opposite Wadworth's new brewery location, and having direct impact on 104-109 & 116 White Horse Way and Folly Cottage.</p> <p>This also causes loss of sight lines entering/exiting the White Horse Way estate as well as travelling along Folly Road itself. Parked lorries force cars already travelling on Folly Road towards Devizes onto one side of the carriageway which is closest to cars turning out of White Horse Way which is increasing the risk of accidents.</p> <p>Lorries sometimes park on the pavement in front of the Wadworth's site, forcing the many people who walk down Folly Road towards the industrial estate into the road.</p> <p>Additionally over the Easter weekend there was a lorry parked outside the car sales/kebab van site. This blocked the pavement, which meant anyone in a wheelchair or using a pushchair was unable to get through (see pictures).</p> <p>The overnight parking issue is also one of noise, often in the middle of the night/early morning the HGVs will start their engines to either maintain their load (if cooling is required for example), heat the cab for the comfort of the occupant or to generate electricity. Recently I was awoken at 3am and on Easter Sunday at 7am. Other residents have heard lorries starting their engines at different times of the night, including at 5.30am on Monday 17th. We were also subjected to someone repairing the roof of the trailer for his HGV throughout the day on Easter Saturday. There was a regular hammering as the owner of the vehicle had climbed on top of the trailer to make the repairs – traffic continued to pass him in both directions albeit it in one lane as he was blocking the other.</p> <p>The main areas of concern are shown in the map by the red lines – HGVs seem to park up one side or the other, the west edge of Folly Road puts the vehicles very close to our houses but both sides cause noise</p>	<p>Impact to residents at end west end of Folly Road understood. The group had concerns about moving HGVs elsewhere with potentially worse impact. IW explained Station Road is perfect for resting HGVs. DTC to speak to householders about implications for them if waiting restrictions implements. DTC to try to make contact with businesses using Folly Road in order to redirect them to Station Road. Project to be removed from October Agenda.</p>	Remove			
Awaiting Update	09-21-01	Poulshot	Poulshot Townsend - Request for new footway	<p>As an issue of safety it is requested that a pavement be built between the Church and Townsend farmhouse. After a request from several parishioners, the Parish Council discussed the idea of a new pavement because of the safety issue of pedestrians using the roadway between the Church and Townsend Farmhouse. There has been a site meeting with Andy Cadwallader resulting in a preliminary costing of £19,000. The Parish Council has also has looked at the costing and other ideas.</p> <p>The following has previously been provided to Issue at Melksham CATG by Highways Officer: Construction length is approximately 75m. New Footway with kerbing costs approximately £265 per metre and therefore a ballpark estimate is £20K. This does not allow for temporary traffic management and establishment of site welfare facilities. A road closure might also be required.</p>	<p>Plan of action is needed from the PC.</p> <p>Is there appetite to continue this project?</p> <p>This project needs to be on the LHFIF agenda if it is to go for a substantive pot bid. However, there has been no input for several meetings. This is the last warning before removal.</p> <p>This project has made no progress since 2021. PC rarely present at meetings. TR explained housing development in the area might bring a solution. Project to be removed from October's Agenda.</p>	Remove	<p>GR quoted a figure of £265 per metre for 75m of footway. RC had not had feedback during the change from Melksham to Devizes CATG. DM asked if Poulshot PC could contribute the 25% of the £20,000 total cost. RC would need to check and ask the parish council for thoughts on how to move forward. RC confirmed that Poulshot PC will make the 25% contribution of the £20,000 cost. He wanted RD to visit the site to look at any costs savings such as materials or length of footway. GR pointed out that materials would not change as they are standard for highways works. There was detailed discussion about the length of new footway needed, where it needed to cover and if it could be reduced from 75m.</p> <p>Funding the project was discussed (the 75% of CATG funding is equivalent of a year's budget). DM suggested contributions from local development could support this, but RC didn't think there would be anything suitable. GR mentioned the Substantive Fund and bid process for larger projects. Work is needed to go into a bid to make it good quality and give it a higher chance of success. This usually includes £3-4,000 of CATG funding to reduce what's needed from Substantive funds.</p> <p>DM suggested taking this offline to develop a conversation and for GR to assess this in more detail and rate its chance of success. DM described the level of cost this project is likely to reach. Being beyond CATG and the parish's resources, this is going to need funds from the Substantive Scheme. GR said this can go towards bids in 2022.</p> <p>GR said he had nothing further to update – he had not been pushed by the PC to move this forward. TR said how the PC is keen for this to happen but is aware of the need for a place within the prioritisation. DM agreed this could remain on the agenda for another meeting to allow the parish to come back. (Apr 22)</p> <p>GR confirmed there had been no further work done. He explained how funds need to be committed to this project as part of the substantive bid. Also that design work needs to be well progressed and costings firmly established and accurate. There is an expectation that approx. 1% of the cost of the overall bid comes locally. 25% of this is still expected to come from the PC.</p> <p>No one from the PC was present to confirm this. DM will contact the PC.</p> <p>This is moved to in progress. (July or Oct 22)</p>	21	
Awaiting Update	06-22-25	Worton	Worton Various requests	<p>See details in Column G for extensive background.</p> <p>1. Widen the pavements and ensure kerbs are dropped sufficiently – This is technically possible but would require a site survey and careful consideration of the group's budget.</p> <p>2. Put in place a Weight Restriction as is already in place on the C20 towards Market Lavington (7.5 tons except for access) and we note also that something similar is to be put in place in Stowford on the C283. – This is unlikely to happen due to the shift of HGVs to even more unsuitable roads.</p> <p>3. Signage: "Unsuitable for HGVs" or a HGV symbol with a line through, at Seend Crossroads and Black Dog Crossroads – This is technically possible to dissuade HGV drivers, however, is it the right approach given comments above?</p> <p>4. Signage in the village for Horse Riders – This is technically possible although not encouraged within the 30mph restriction.</p> <p>5. Signage "no overtaking" – This isn't appropriate for the village location.</p> <p>6. Road markings: new 30MPH roundels or red tarmac perhaps. - This isn't technically possible where a</p>	<p>PC indicated they would prioritise Task 1.</p> <p>PC to confirm prioritisation and generate a rough plan / description of the dropped kerb location(s) for April meeting.</p> <p>No PC representation at the meeting. Prioritisation and location of kerbs will be required in the July meeting or the task will need to be</p>	Remove	<p>The vehicle count through the village can be as high as 500 or 600 vehicles within the space of 45 minutes. The C20 through Worton links 2 major roads, the A361 at Seend and the A360 at Black Dog Crossroads. With most vehicles having Satnav, there is great potential for non-local traffic to be sent through Worton Village High Street. The pavements are narrow and, in some places, run out altogether. Therefore, it is necessary to cross over at least twice if you are walking from one end of the village to the other. Crossing over is particularly difficult for disabled residents using electric chairs and for pedestrians pushing prams or buggies as some of the kerbs are not dropped sufficiently. Whilst walking along the pavement, pedestrians are literally inches away from fast moving vehicles. Whilst on the pavement, several residents have been struck by the wing mirror of passing vehicles. Pedestrians feel intimidated by passing traffic, as do cyclists and riders. Some residents are reluctant to walk their children to school as they feel the need to pin themselves against the wall or the hedge while fast moving traffic passes. Some residents have no off-road parking and parked cars are regularly damaged by passing vehicles and at least 2 parked cars have been written off due to the damage caused. HGVs mount the pavement in order to pass either side. Wall and hedges have been demolished and the village gates have been damaged. Motorists often overtake along the High Street which is clearly not safe. It is not unreasonable to expect through traffic to keep to the main A roads. Our High Street is currently owned by the motorists whereas it should be a place where residents feel safe and comfortable to walk in their own neighbourhood. The safety and wellbeing of the residents of Worton must take priority over the needs of passing motorists. Most residents cite speeding and the volume of traffic, particularly HGVs passing through, as the main road safety issues.</p>	04/10/21	33

Devizes Area Grant Report

Purpose of the Report

1. To provide details of the grant applications made to the Devizes 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	£ 25,869.00	£ 22,320.00	£ 7,700.00
Awarded To Date	£ 16,350.00	£ 16,380.65	£ -55.00
Current Balance	£ 9,519.00	£ 5,939.35	£ 7,755.00
Balance if all grants are agreed based on recommendations	£ -2,422.66	£ -4,591.35	£ 490.00

Grant Funding Application Summary

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
ABG1627	Area Board Initiative	Devizes Area Board	Million Hours Youth Project	£89591.35	£4591.35
<p>Project Summary: Devizes Town Council working with the area board and key partners within the area have submitted an application for over £80k of funding in order to expand on the youth work that is on offer within the town. There are three parts to this work • Continuation of the 'Roots and Shoots' programme, operated by Wiltshire FA. These are football based sessions and facilitated discussions around healthy lifestyles. • Extension of the pop up Youth club work operated by Youth for Christ. • Specific targeted youth sessions based on feedback from young people, delivered by 4Youth. So far Cookery, fishing, girls only football sessions have been requested In order to help deliver this project over a 2 to 3 year period, some additional match funding is required and the area board is asked to make a contribution of £5k. The Town Council are already committed to these activities and are planning to expand their offer to young people over 2024.</p>					
ABG1628	Area Board Initiative	Devizes Area Board	Youth Space in Devizes	£10000.00	£4591.35

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
<p>Project Summary: Devizes has no youth centre of safe dedicated space for young people to go. It has become clear over the past couple of years that this needs to be addressed and all stakeholders are now committed to making this happen. A large investment has taken place over the past year to expand the support for young people through detached youth work. the key partners including 4Youth and Youth For Christ are equally keen to see this become a reality. An empty shop has been identified within the town centre that is owned by the Town Council. Some capital works are required to be made on it and once completed it will need to be equipped. The current thinking is that this will include a youth cafe and space upstairs for workshops and other activities. The hope is that the centre will be open every day. The area board is being asked to help provide funding for the equipment required to kit out the building. This will include items such as furniture, computers, screens, cafe etc. An application has also gone into the Future High Streets Fund for the initial capital works</p>					
ABG1510	Community Area Grant	Devizes Outdoor Celebratory Arts	Devizes Community Arts Hub Capital Support Project 2024	£10094.06	£4844.06
<p>Project Summary: The project will provide essential capital equipment to be used in the new Community Arts Hub in Devizes, and in related arts projects in and around the town and surrounding villages. The Hub not only houses DOCA, but also the White Horse Arts collective, a community of a dozen or so artists and creatives, all of whom, like DOCA, are working in the arts, culture, and education sectors throughout the Devizes Community Area. We also have plans to develop the outside garden area for community events and are exploring the possibility of a gardening club. The vision for the Hub is to create a sustainable, not-for-profit arts centre in Devizes, where the local community can meet, work, exhibit and participate in workshops. This particular project will provide the appropriate equipment and suitable work areas within the Hub for community groups, schools and businesses to take part in creative arts workshops where costumes, lanterns and other elements are made for use in community arts events such as the Devizes International Street Festival, the Confetti Battle, the Carnival Parade and the Lantern Parade.</p>					
ABG1512	Community Area Grant	Seend Lye Recreation Field	Replacement mowing equipment for Seend Lye Recreation Field	£18000.00	£5000.00
<p>Project Summary: To provide a 25hp compact tractor and finishing mower for recreation field maintenance. The new equipment replaces a 48 year-old Ransomes Parkway 226, purchased in the last century and now disposed of as it was beyond economical repair. The equipment is securely garaged in an on-site equipment garage.</p>					
ABG1582	Community Area Grant	Drews Pond Wood Project	Drews Pond Wood Project path improvement	£4195.20	£2097.60
<p>Project Summary: The fencing to the back path of the nature trail at the Drews Pond Wood LNR is in urgent need of repair to ensure the safety of users and the integrity of the path. This task is beyond the scope of the volunteer group due to the site access, skill mix and specialist plant machinery required</p>					
ABG1490	Older and Vulnerable Adults Funding	Arts Together	Arts Together Projects for Isolated and Vulnerable Older People in Devizes	£6764.00	£2500.00

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
<p>Project Summary: Arts Together is a Wiltshire charity that has been running creative support groups for isolated and vulnerable older people in six areas of Wiltshire for 23 years. We provide regular, meaningful activities that build trust, confidence and friendship, supporting group members within their community to combat the damage caused by isolation. From April 2024 to March 2025 we will run 6 art projects in Devizes, led by local artists and supported by a team of local volunteers. Projects are stimulating and challenging and adapted specifically so that they are accessible to all. Projects will cover a wide range of methods and materials such as making stained glass panels and storywriting and creating models for a filmed a performance piece. Each project takes place over a 5-week block, in the community lounge at Elizabeth House in Devizes. This venue is provided as an in-kind donation, free of charge, by the Guinness Partnership. Assisted transport is arranged for the group members, the majority of whom would be unable to attend otherwise. We also provide refreshments, a hot lunch and a warm accessible place to be at each weekly project session, increasingly important for frail older people during this cost-of-living crisis. Our art tutors are professional artists fully insured and with DBS checks and our group manager and volunteers (also DBS checked) are trained in supporting members who might have barriers to taking part, be it through poor health, disability or mental health issues. An accredited carer is at each group session as the dedicated first-aider and for any personal support needs. The carer is provided as an in-kind donation, free of charge, by the Home Instead Care Agency. The group manager has extensive experience and offers wellbeing support to each beneficiary beyond the weekly sessions to enable them to keep attending the group. This year our transport, food and materials costs have increased due to the cost-of-living crisis. We have increased the number of members per group from 12 to 16 in response to increased need and referrals which has also increased our costs. We are constantly fundraising and request £2500 from Devizes Area Board towards the cost of running three of these engaging, confidence building and life enhancing 5-week projects for some of the most vulnerable older members of our community.</p>					
ABG1567	Older and Vulnerable Adults Funding	Alzheimers Support	Sidmouth Street dementia day club supporting local people living with dementia	£3080.00	£1440.00

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
<p>Project Summary:</p> <p>Engaging with people with dementia and their carers in the most humane loving way possible is Alzheimer’s Support’s core methodology, treating the people we support and their carers as distinct individuals with their own life stories - not just service users. One of our most popular services are our four award-winning day clubs that follow our trademark formula of small group activities, a relaxed informal atmosphere and high staff ratios allowing everyone to follow their own preferences. Our clubs are run by specialist staff and trained volunteers who focus on the person rather than the dementia. Boosting confidence, building relationships and creating opportunities for social engagement are at the heart of their ethos. A perfect example of this ethos in action is provided by our day club based at 5 Sidmouth Street which has been described as 'one of the jolliest places in Devizes' by one longstanding volunteer, and her verdict would be echoed by members, carers and many members of the local community. The club in the heart of Devizes provides a warm, stimulating and friendly environment for up to eight members at a time. Since opening in 2008 it has built up strong links with its community and has frequent visits from local actors and musicians. Regular activities include photography, painting, cooking, art therapy, mosaic making, dance, gardening and personalised reminiscence. While there is a wide choice of small group activities, club members are also very welcome to 'do their own thing' in the company of others. Lunch is prepared from fresh ingredients each day, with members getting involved with preparations if they wish to. Members are joined twice a week by therapy whippets Higby and Dottie and by other local volunteer dogs on other days of the week. The garden, a haven of greenery maintained by volunteers, has won its category of Devizes in Bloom multiple time was graded as Outstanding by the Royal Horticultural Society's South West in Bloom competition four times in a row pre-pandemic. It's greatly enjoyed by club members who plant and harvest their own vegetables and this year watched the progress of a nesting blackbird and her young. The club has won a number of awards, including Best Community Group in the Wiltshire Life Awards and a Services to the People award from the Mayor of Devizes. A full day out in a supportive, stimulating environment is hugely beneficial to people living with dementia and also provides a real break for family carers. They often tell us that the clubs, and the respite they provide, is the one thing that allows them to continue caring for longer in their own homes: “My Mum has a wonderful time at the day centre in Devizes, thank you for all your care and attention. I really appreciate all your hard work.” “She absolutely loves attending the club, she said she wakes up on a Wednesday and can’t wait to get to club and wishes she could attend more than once a week! She wanted to say how wonderful Becci and the girls are and always so welcoming and she loves all the hugs!” “You all do such an amazing job and that comes across in the smiles and laughter of all the members. A truly wonderful place. Thanks for being so welcoming.” “It truly is like no place I’ve been before; absolutely bonkers and so full of positivity. The staff are just wonderful and do so much to support these wonderful characters with dementia.” Our Sidmouth Street club has clear benefits for those living with dementia, not least by encouraging them to get out of their homes and become more socially active. Carers of people with dementia are more likely to experience physical illness, depression and social isolation. As a dementia carer myself, I can attest to the real risk of becoming incrementally more isolated as your loved one becomes increasingly unwilling to get out of the house. Having a regular event to look forward to, especially one that gets you both out of the house where you know that your loved one will be in a safe and fun environment becomes one, if not THE highlight of your week. We charge members £52 per person, per day but this is subsidised and we need to find a further £36 per person to meet the full £88 costs. This daily subsidy will provide not only 6 hours of high-quality care to the person living with dementia but will also, by default, give their (overwhelmingly family) carer a 6-hour break from their exhausting round of 24/7 care. Every £36 therefore provides 12 hours of desperately-needed support. We are now asking the Board to consider supporting this shortfall for up to 40 day’s-worth of visits with a grant of up to £1,440, thus enabling us to continue this vital programme, although we would of course be very appreciative of any level of support. As noted above, the Board’s support would not only help our day club members but also their carers, for whom these six hours may be the only break they get all week . Your £1,440 represents 240 hours of direct help plus a further 240 hours of respite, a total of 480 hours of support for just £3 per hour.</p>					
ABG1596	Older and Vulnerable Adults Funding	OUR TIME PROJECT	DEVIZES MOVEMENT AND THEATRE WORKSHOPS FOR ELDERS	£6000.00	£3000.00

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
<p>Project Summary: TO PRODUCE AND DELIVER A SERIES OF HIGH QUALITY INSPIRING THEATRE AND MOVEMENT WORKSHOPS WITH ELDERLY COMMUNITIES IN DEVIZES: CREATING JOYFUL, LIFE - ENHANCING EXPERIENCES, UNDER THE GUIDANCE AND THE EXPERTISE OF THE OUR TIME PROJECT COMPANY. INVOLVING ACTIVE ELDERS, VERY FRAIL, THOSE WHO HAVE HAD STROKES, AND THOSE WITH DEMENTIA .ULTIMATELY ENCOURAGING PERSONAL DISCOVERY AND A SHARED AND ENLIGHTENING COLLECTIVE EXPERIENCE WHICH WILL HAVE POSITIVE REPERCUSIIONS IN THE WIDER COMMUNITY. The workshops will improve the health and well-being of participants at Hayward's Care Home, encouraging mental and physical stimulation as well as being a joyful creative collective experience for both elders and carers. www.ourtimeproject.weebly.com https://www.youtube.com/@ourtimeproject Tailor- made to the needs of each group whether very frail, active elders or those with dementia or who have had strokes, the OUR TIME PROJECT inspires through the use of movement and theatrical play, drawing from the life experience of participants, guiding with delicate expertise and taking ideas onto a theatrical level,allowing and encouraging the participants to see each other in new ways, and encouraging a fantastic shared experience which has an impact inside the prospective homes and groups as well as having ripples into the wider communities through the carers and families ; Carers are encouraged to participate and sometimes family members who are visiting. In the Devises area Hayward's Care Centre been highlighted as having a clear need and keen interest in having OUR TIME PROJECT delivering this work for the beneficiaries of elders.Each residency workshop is a unique experience in itself and is tailor made to the needs and requirements of each group whether very frail active elders those with dementia or physically disabled. These workshops draw from the distinctive experience of the Company and the experience of the Director who has created pioneering theatre and movement work with the elderly over the past 14 years . It is a pre- requisite of the company's ethos to have an innovative creative and life enhancing approach to interactive workshops with the elderly. Drawing from training at the Lecoq International school 1992 -1994 and over 20 years'experience as a Director of theatre Sue Lee B.A Hons Diploma Ecole Lecoq Director coordinates the OUR TIME PROJECT and encourages a direct and stimulating environment with the Our Time expert practitioners where wonderful experiences and great discoveries happen with much laughter under the care and collaboration with care workers within each workshop setting. The workshops aim to inspire and bring out the undiscovered in each participant drawing on the creativity that stems from each individual's life experience and celebrate this in a joyous way. Movement is at the core and each workshop begins with simple movements which will have a great physical benefit then leading to simple improvisation creating a unique vibrant and life enhancing experience that bonds the collective and rejoices the individuals uniqueness. The workshops are delicate drawing out the creative potential in each person in a sensitive way as well as encouraging a group shared experience. The workshops aim to stimulate physical activity as well as spiritually bind the group encouraging well-being and improved quality of health. Some feedback from the previous set of workshops in the area Rebecca Brown leader from Forum Stroke Club "I think the members really enjoyed it they were smiling and laughing it is wonderful for their imagination and memory. It is good for them to interact as a group. They gain confidence I could really see this programme happening again as it was great fun.' Chris brown day centre participant Mrs Alison Meer's .'It took me out of my shy comfort zone.... Making a fool of oneself isn't a bad thing from time to time... I wish I had started being so fluid in movements earlier'.</p>					
ABG1598	Older and Vulnerable Adults Funding	Nosh and Natter Seend	Seend Nosh and Natter Lunch Club	£325.00	£325.00
<p>Project Summary: Monthly hot lunch and chance to meet old and new friends.</p>					
ABG1516	Youth Grant	The Devizes to Westminster Canoe Race	Devizes to Westminster Canoe Race	£1996.00	£998.00

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
<p>Project Summary: This project involves many young people and we produce various Safety, Safeguarding, Child Protection, Junior Kit Lists etc. to support the young people and their families. It is a canoe race started by 1st Devizes Scouts back in 1948, there are usually up to about 600 competitors, and with friends, family and support crews means that about 3000 people come to Devizes over Easter.</p>					
ABG1566	Youth Grant	KOTB Angling Club Kids On The Bank	Kids On The Bank Help Fund	£350.00	£350.00
<p>Project Summary: We are KOTB Kids On The Bank Angling Club we promote youth mental health, self confidence and family interaction through fishing, we have found that time on the bank with family clears the mind opens up channels of communication with the parents/guardians and spend less time on technology. We supply donated tackle and bait and arrange fortnightly matches at local fisheries and also provide tuition on the bank. We do all this for free except for a £10 yearly membership fee, we rely on goodwill donations through fundraising and members donations. Our main number of young anglers come from Devizes and surrounding villages so any funding would benefit the local youngsters. The funding will be used to purchase medals, trophies and small tackle set ups for local youngsters to use on fishing days.</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.

