

# AGENDA

**Meeting:** Devizes Area Board

**Place:** [Online – click here to participate in the meeting](#)

**Date:** Monday 6 December 2021

**Time:** 6.30 pm

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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.

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Please direct any enquiries on this Agenda to Tara Shannon Senior Democratic Services Officer, direct line 01225 718352 or email [tara.shannon@wiltshire.gov.uk](mailto:tara.shannon@wiltshire.gov.uk)

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## Wiltshire Councillors

CLlr Kelvin Nash, Devizes East (Chairman)  
CLlr Iain Wallis, Devizes North (Vice-Chair)  
CLlr Simon Jacobs, Devizes South  
CLlr Laura Mayes, Bromham, Rowde and Roundway  
CLlr Dominic Muns, The Lavingtons  
CLlr Tamara Reay, Devizes Rural West  
CLlr Philip Whitehead, Urchfont and Bishop Cannings

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

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

	<b>Items to be considered</b>	<b>Time</b>
1	<p><b>Welcome</b></p> <p>To welcome those present to the meeting.</p>	<b>6.30pm</b>
2	<p><b>Apologies for Absence</b></p> <p>To receive any apologies for absence.</p>	
3	<p><b>Minutes</b> (<i>Pages 1 - 16</i>)</p> <p>To approve and sign as a correct record the minutes of the meeting held on 6 September 2021.</p>	
4	<p><b>Declarations of Interest</b></p> <p>To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.</p>	
5	<p><b>Chairman's Announcements</b> (<i>Pages 17 - 26</i>)</p> <p>To receive the following announcements through the Chairman:</p> <ul style="list-style-type: none"> <li>• Procedural Note Please note that all decision recommendations (such as grant awards) at this meeting will be ratified by the Leader of Wiltshire Council following the meeting. This is to comply with legal requirements as the meeting is being held online.</li> <li>• Changes to Wiltshire's Taxi Tariffs</li> <li>• Update on Leisure Centres transferring to Wiltshire Council</li> <li>• Youth Council update</li> </ul>	<b>6.35pm</b>
6	<p><b>St Joseph's School Pupil Parliament</b></p> <p>To receive an update on St Joseph's School Pupil Parliament and Station Road.</p>	<b>6.40pm</b>
7	<p><b>Partner Updates</b> (<i>Pages 27 - 46</i>)</p> <p>To receive updates from the following partners:</p> <ul style="list-style-type: none"> <li>• Dorset and Wiltshire Fire and Rescue Service</li> <li>• Wiltshire Police</li> <li>• Schools updates</li> <li>• Healthwatch Wiltshire</li> <li>• CCG B&amp;ANES, Swindon and Wiltshire</li> <li>• Town and Parish Councils</li> <li>• Devizes indies</li> <li>• Sustainable Devizes</li> <li>• Devizes Opendoors</li> </ul>	<b>6.50pm</b>

8	<b>Vibrant Wiltshire Grant Scheme</b>	7.20pm
	Sarah Dyke (Senior Development Officer, Economic Regeneration) to give details regarding Vibrant Wiltshire, a £2 million grant scheme for local independent businesses.	
9	<b>Devizes Urban Gulls</b>	7.30pm
	Update on the Devizes Urban Gulls situation.	
10	<b>Fostering in Devizes</b> ( <i>Pages 47 - 50</i> )	7.35pm
	Update on the recent fostering campaign in Devizes.	
11	<b>Open Floor</b>	7.45pm
	Residents are invited to ask questions of their local councillors.	
12	<b>Community Area Transport Group (CATG)</b> ( <i>Pages 51 - 68</i> )	7.50pm
	To consider the update and any recommendations arising from the Community Area Transport Group (CATG).	
13	<b>Air Quality and Sustainable Transport</b> ( <i>Pages 69 - 86</i> )	7.55pm
	To receive any updates from the Devizes Air Quality and Sustainable Transport Group and to consider any funding requests.	
	To include updates on: <ul style="list-style-type: none"> <li>• Devizes Gateway Station</li> <li>• Devizes Local Cycling and Walking Infrastructure Plan (LCWIP)</li> <li>• Proposals for new, moveable cycle parking in Devizes marketplace.</li> </ul>	
14	<b>Youth Updates</b>	8.05pm
	To receive updates on youth work in the area.	
	To consider the following application for youth grant funding: <ul style="list-style-type: none"> <li>• Market Lavington Parish Council, £1,200.00, towards a Skateboard and BMX Pro Shows and Workshops event.</li> </ul>	
	Further details in the grant report under item 16.	
15	<b>Health and Wellbeing Group</b>	8.15pm
	To receive an update on the Devizes Health and Wellbeing Group and consider the following application for Health and Wellbeing funding:	

- Bassline Circus, £5,000.00, towards Creative workshops and community street theatre event.

Further details available in the grant report under item 16, please note that this application is a HWB application not a Community Area Grant as stated in the report.

16 **Area Board Funding** (*Pages 87 - 92*)

**8.20pm**

To consider the following applications to the Community Area Grants Scheme:

- Drews Pond Wood Project, £1,950.00 towards fencing and path improvement to Drews Pond wood LNR.
- Bishops Cannings Church of England Primary School, £5,000.00 towards their Reading and Well Being Project.
- Devizes Open Doors, £2,250.00 towards Devizes Open Doors Storage Building.
  
- Area Board Initiative, £1,899.00 for the provision of a Defibrillator for Needham House

17 **Urgent items**

Any other items of business which the Chairman agrees to consider as a matter of urgency.

18 **Close**

**8.35pm**

The next ordinary meeting of the Area Board will be held on 7 March 2022.



# MINUTES

**Meeting:** Devizes Area Board  
**Place:** Online  
**Date:** 6 September 2021  
**Start Time:** 6.30 pm  
**Finish Time:** 8.35 pm

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Please direct any enquiries on these minutes to:

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## **In Attendance:**

### **Wiltshire Councillors**

Cllr Kelvin Nash (Chairman), Cllr Iain Wallis (Vice-Chair), Cllr Simon Jacobs, Cllr Dominic Muns, Cllr Tamara Reay and Cllr Philip Whitehead

### **Wiltshire Council Officers**

Dominic Argar (Assistant Multimedia Officer), Andrew Jack (Community Engagement Manager) and Tara Shannon (Senior Democratic Services Officer)

### **Partners**

Wiltshire Police  
Wiltshire Fire and Rescue Service

**Total in attendance: 40**

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<u>Minute No..</u>	<u>Summary of Issues Discussed and Decision</u>
21	<p><u>Welcome</u></p> <p>The Chairman welcomed those present to the meeting, ran through the procedures for remote meetings and invited Members to introduce themselves.</p>
22	<p><u>Apologies for Absence</u></p> <p>Apologies for absence were received from:</p> <ul style="list-style-type: none"> <li>• Cllr Laura Mayes, and the following regular attendees:</li> <li>• Ralph Plummer, Headteacher, Lavington School</li> <li>• Julian Morgan, Headteacher, Devizes School</li> <li>• Georgina Keily-Theobald, Headteacher, Downland School</li> <li>• Devizes Indies</li> <li>• Cllr Judy Rose, DTC</li> </ul>
23	<p><u>Minutes</u></p> <p>The minutes of the last meeting were presented for consideration and it was,</p> <p><b>Resolved</b></p> <p><b>To approve as a correct record the minutes of the meeting held on 21 June 2021.</b></p>
24	<p><u>Declarations of Interest</u></p> <p>There were no declarations of interest.</p>
25	<p><u>Chairman's Announcements</u></p> <p>The Chairman made the following announcements:</p> <ul style="list-style-type: none"> <li>• <b>Ash Dieback</b> The Chairman invited Andrew Jack, Community Engagement Manager to give details on the first announcement regarding Ash Dieback. A written report was included in Agenda Supplement 1, which detailed the problem of Ash Dieback, a disease affecting Ash Trees across the UK, which could be dangerous as tree limbs could drop unexpectedly. Landowners were encouraged to check their Ash Trees. Further details were explained in this <a href="#">video</a>.</li> <li>• <b>National Grid VIP project</b> The Chairman referred the meeting to the written report published in agenda supplement 2 and highlighted upcoming engagement events on</li> </ul>



	<p>the project, in particular some taking place in Devizes Market Place on 30 September and 7 October.</p> <ul style="list-style-type: none"> <li>• <b>Procedural Note</b> The Chairman announced that all decisions (such as grant awards) taken at the meeting would be confirmed by the Leader of Wiltshire Council following the meeting. This was to comply with legal requirements as the meeting was being held online.</li> <li>• <b>Devizes Urban Gulls</b> The Chairman announced that a meeting of key people was planned to work on the issue of Devizes Urban Gulls and an update would come to a future area board meeting.</li> </ul>
26	<p><u>Partner Updates</u></p> <p>In addition to the written partner updates in the agenda the following verbal updates were given:</p> <ul style="list-style-type: none"> <li>• <b>Dorset and Wiltshire Fire and Rescue Service</b>  David Geddes, Station Manager, DWFRS referred attendees to the report on page 15 of the agenda. He highlighted that Devizes fire station had good cover at present. It was an on-call fire station with members of the community coming in to provide cover. He stated that the service could always do with more on-call fire fighters so people were encouraged to sign up and further information could be found online at <a href="http://www.dwfire.org.uk/workingfor-us/on-call-firefighters">www.dwfire.org.uk/workingfor-us/on-call-firefighters</a>.  There had been a steady rate of calls in the past 2 months with a couple of serious incidents. The service was moving back to a more business as usual model and were hoping to catch up on safe and well checks. The service was still providing support to partner agencies like the ambulance service.</li> <li>• <b>Wiltshire Police</b>  Inspector Allen Lumley gave an update to the meeting, highlighting particular areas of the report in the agenda pack. There was one change to the Devizes Police Team, with Sgt Gareth Edwards moving to a different role and a new team member who would be starting late September; Sgt Gareth Cole.  Statistics were shown highlighting that crime rates in Devizes were comparable with the Swindon and Wiltshire Force as a whole. Stop and Search statistics showed that 70% of stop and searches did not find anything.</li> </ul>

Local Priorities were Speed Enforcement; ASB; E-Scooters; Rural Crime and the Night Time Economy.

Speeding had increased during lock down due to their being less traffic and despite the increase in traffic as restrictions were eased this was still an issue. The public were encouraged to report hotspots to 101.

ASB increased when the weather was good. So, the force were keeping an eye on that with extra patrols and were trying to engage and prevent.

E-Scooters were growing in popularity but were illegal on public paths and roads. In Devizes they were dealing with the issue in a tapered approach, educating first time offenders but enforcing with repeat offenders.

Rural Crime increased in the summer months and people were encouraged to keep an eye out.

Night-Time Economy. As pubs and clubs re-opened and patrols were being increased and preventative work was being undertaken.

Cllr Iain Wallis highlighted some issues in his division, Station Road car park being a particular issue with “Boy Racers” in the car park and a rough sleeper residing there. It was hoped a multi-agency approach could be taken to help the rough sleeper and ensure they were safe. There had also been some night time economy issues in Sidmouth Street and residents were unhappy as they did not feel their complaints had been dealt with. Inspector Lumley encouraged these people to keep complaining as intelligence would be useful. Simon Fisher, Devizes Town Clerk stated that they had replaced some signage due to ASB and wondered if there could be feedback on whether measures they had taken were working.

- **Schools Update**

Mark Lascelles, Headteacher, Dauntsey’s gave a brief update stating that A Levels and GCSE results had been much smoother this year which was positive. The school had reopened the week before the area board, over 600 lateral flow tests had been completed and there had been no positive test results. Mr Lascelles stated that it was very good to be back and busy again. The school was full and in good health.

- **Devizes Medical Centre**

Dr Richard Sandford-Hill of the Market Lavington Surgery gave an update. There was good news as building had started on the new medical centre for Devizes. A video was shown to the meeting which could be viewed [here](#). It had taken about 8 years and a lot of hard work to get the

project to this point. The overall project cost was about £10.9 million. The centre would provide sustainable health care with allied professionals working alongside the primary care team. Consultants could bring clinics to the centre. Bringing the care back into the community would reduce pressure on hospitals. The building would be net-zero carbon in operation. There would be cycle parking and charging points for electric vehicles. The build was on track and it was hoped that it would be operational at the beginning of August 2022.

Thanks was given to Dr Sandford-Hill by Devizes Area Board for his perseverance and hard work in bringing this project so far.

- **Town and Parish Councils**

Simon Fisher of Devizes Town Council (DTC) gave a brief update to the meeting. DTC were working on a Neighbourhood Plan and had met with Stakeholders and interested parties. DTC were now looking for community engagement. On 28 July a consultation event was held and the presentation could be found via a link on the [DTC homepage](#). A [community survey](#) was also underway which could feedback into the plan. DTC were looking to purchase some benches for the Market Place to replace the ones there as these were rented.

- **Devizes Indies**

Devizes Indies had sent apologies for the meeting.

- **Fulltone Festival**

Jemma Brown gave an update on the Fulltone Festival. Ms Brown thanked everyone who had supported the event. The event was held outside and run in a COVID secure manner. Live music was provided for around 1500 people. There had been positive feedback and Ms Brown was hoping this could be an annual event and there were talks underway about possibly working with DOCA. Although the event was a commercial event, they ensured that just enough money was generated to enable everyone involved be paid and the event helped to support artists who had struggled to work during the lock downs.

- **Sustainable Devizes**

Graham Martin gave an update stating that the Area Board had been invited to come on a cycle ride and some Area Board Members had taken part in that which had opened a dialogue about cycling. A food growing group had been started. A plastic free group had also been started and it was hoped that they could work together with Devizes Indies and their sustainable high street initiative on that front. Sustainable Devizes had also been invited to take part in a Devizes Town Council sustainability

	<p>working group. They were participating and looking at the wider plans for sustainability and building strong and resilient communities.</p> <ul style="list-style-type: none"> <li> <b>Devizes Opendoors</b> <p>Noel Woolrych gave an update regarding work on the newly refurbished Soutbroom Parish Centre which was underway and progressing well. Facilities such as a shower and office had been added. It was hoped that works would be complete mid-September and the building could start being used by Devizes Opendoors, a charity supporting the homeless, from the beginning of October.</p> </li> <li> <b>Library Update</b> <p>Market Lavington Library remained closed due to long term issues with damp. A move was being considered to the Old School House, a community run facility owned and managed by Market Lavington Parish Council. This would provide better access and facilities. A recent consultation event had unanimous support in favour of the move from attendees. This issue would be discussed again by the parish council on 7 September.</p> <p>Cllr Dominic Muns thanked Wiltshire Council officers, the library team, Market Lavington Parish Council and volunteers involved. It had been a difficult situation and real community spirit was being shown as a result.</p> </li> </ul>
27	<p><u>Highways Update</u></p> <p>Diane Ware (Head of Highways Asset Management &amp; Commissioning) introduced herself to the meeting and gave a presentation on major planned highways maintenance. Ms Ware explained that the report included with the agenda was a draft version which was for review and comment. A final version would then come back to the board for approval in 2022. Once the plan was finalised it could be viewed online at <a href="#">Highways Asset Management - Wiltshire Council</a>.</p> <p>A continuous programme of surveying was underway throughout the whole county, utilising land rovers with specialist equipment to take measurements on the conditions of the roads. Last year all roads in the county were surveyed. The data generated enabled officers to determine if the road had structural faults or surface faults.</p> <p>The officer explained that the funding model for roads had changed. Previously funds were allocated to each community area based on the kilometres of road in that community area. This had now changed so that funds were proportioned based on how much maintenance was needed in each area, which was fairer and ensured that the roads in the poorest condition would be worked on.</p>

	<p>Slides were shown to the meeting detailing the condition of roads by Area Board, some community areas were in worse than others and it was hoped that this would level out over the next 5 years.</p> <p>It was explained that unfortunately highways works were not carbon neutral due to the nature of the products used and where they came from. However, by intervening early and keeping roads in good condition for as long as possible, usually by treating them in order to preserve the top layer, to ensure they were not structurally damaged and required rebuilding, then this would help to reduce carbon costs.</p> <p>The quality of roads in Devizes at present was not ideal, ranked about fourth in the county in terms of maintenance needed, however the situation had improved. In the previous year there had been some big projects, which had taken most of the budget.</p> <p>The officer explained that all the condition data was used to rank roads and gave them a scoring which was used to determine the order they should be worked on and the best type of scheme to use on certain roads. For example, surface dress it (tar and chips), a new surface course or dig it up and completely resurface. The officer would propose a program order to the area highway engineer for feedback and the order may change slightly. At this point for anything from 2023 – 2027 community input could make a difference to what was in the plan, so feedback was welcomed.</p> <p>The officer had already slightly adjusted the plan based on Councillor’s feedback based on what they had heard from residents. The location of the road was also relevant, for example, was the road next to a school or hospital, the length of diversion routes involved and when works could be undertaken. The team had to carefully manage when works were undertaken and at what time of year.</p> <p>The officer encouraged anyone who felt a road had been missed out of the plan to contact her on <a href="mailto:diane.ware@wiltshire.gov.uk">diane.ware@wiltshire.gov.uk</a>. Although it was highlighted that to bring certain works forward, others would need to be pushed back.</p> <p>In response to a query regarding a large pot hole, the officer stated that those sorts of issues should be reported online on the <a href="#">MyWilts app</a>.</p>
28	<p><u>Community Area Transport Group (CATG)</u></p> <p>Cllr Dominic Muns as Chair of the CATG gave an update to the meeting and went through the 8 high priority schemes, whose funding had previously been agreed by the CATG and the Area Board, which were all progressing well with the Highways Engineer. However, it was noted that CATG’s were only meant to work on 5 high priority schemes at any one time.</p> <p>Some progress had been made on the following schemes and both would be</p>

progressed further once high priority places came available:

- Pedestrian visibility at Seend High St. It was agreed to develop new signage and high friction surface.
- Sockets/posts for SIDs at Worton. It was agreed to install up to 5 sockets for posts at various locations within village that would carry a SID to help control vehicle speeds.

The following new projects were highlighted:

- Parking issues at Duck St, West Lavington. To investigate solutions to parking problems and obstruction near care home.
- Speed limit review, B3098, Erlestoke. Awaiting results of Metrocount before taking further a possible move of speed limit signage.

Cllr Muns proposed a motion to note the discussions of the CATG and confirm the eight high priority schemes, which was seconded by the Chairman and it was,

**Resolved:**

- **To note the discussions from the CATG meeting of 27 July**
- **To confirm the eight high priority schemes as agreed by CATG as follows:**
  - **Speed limit review, A342 Lydeaway**
  - **No through road, Rotherstone, Devizes**
  - **New footway linking Tanis, Conscience Lane, Rowde: A bid for Substantive Funding will be made summer '21**
  - **Signage for amenities, A342, Bromham**
  - **Speed limit review, A342, Bromham**
  - **New 20mph limits, various roads, Devizes**
  - **New dropped kerbs throughout Market Lavington**
  - **New warning signage for pedestrians in road, Bromham village**

The date of the next CATG meeting was announced as 9 November 2021.

Cllr Muns also gave an update on the Black Dog Crossroads, which was south of Devizes on the A360 outside West Lavington. The safety of the crossroads had been the subject of much discussion over the years. Updates had been made to the junction about 10 or 15 years ago. Wiltshire Council looked at statistics and accident reports in order to prioritise dangerous junctions and these crossroads had been lower down the list. An accident the previous year had pushed the crossroads up the priority list. The Highways Team and the contractor Atkins had put together possible solutions in order to address concerns. These proposals went to the surrounding parish councils for feedback. Based on these comments a single scheme had been picked and this was back with the parish councils for comment.

### Climate Strategy and Consultation

Cllr Tamara Reay as Devizes Area Board Lead Member for Environment and Portfolio Holder for Climate Change gave an update to the meeting on the proposed Climate Change Strategy.

Cllr Reay explained that two consultations were underway on the Wiltshire Draft Climate Strategy and the Green and Blue Infrastructure Strategy for Wiltshire.

Cllr Reay gave some background to the meeting as to why these strategies had been developed. In February 2019 Wiltshire Council acknowledged a climate emergency and committed to seek to make the county carbon neutral by 2030. In July 2019 the council set a target to become carbon neutral as an organisation by 2030. The purpose of strategy was to:

- highlight key areas that we could focus on in next 5 years
- set out context on policy and emissions data

It was noted that these were high level strategies setting out objectives and areas of focus while remaining flexible.

Cllr Reay explained that local authorities could influence 1/3 of emissions in their area, so public engagement and buy-in from organisations and businesses was critical for tackling the other 2/3.

The Climate Strategy delivery themes were detailed as follows:

- Transport
- Homes and the Built Environment
- Natural Environment, Food and Farming
- Energy
- Green Economy
- Waste
- Carbon Neutral Council

The Blue and Green Infrastructure Strategy themes were highlighted as follows:

- Flooding & Water Management
- Sustainable Farming & Land Management
- Nature Recovery & Landscape Management
- Woodland & Trees
- Healthy Living
- Economic Recovery & Valuing Natural Capital

The strategies were out for consultation until 17 October 2021. There were many engagement events being held which would give more details, these were:

Webinars:

- 9 September, 6pm, with Claire Perry O'Neill - Launch Event
- 15 September, 10.30am-11.30am – Webinar
- 30 September, 7pm-8pm -Webinar

Library drop-in sessions:

- 14 September, 10am-midday - Salisbury
- 23 September, 10.00am-midday - Devizes
- 27 September, 10am-midday - Chippenham
- 7 October, 10am-midday – Trowbridge

The public were encouraged to find out more, book onto webinars and to complete the surveys by visiting: [Climate change - Wiltshire Council](#).

The Devizes Area Board were keen to build on partnership working on sustainability and environmental issues, with Devizes Town Council, Parish Councils, Sustainable Devizes and other community groups. It was hoped that the Board could develop Community Area plans & priorities, securing funding and deliver projects.

Graham Martin, a member of Sustainable Devizes and the Wiltshire Climate Alliance stated that whilst he welcomed that fact there was a climate team and a new strategy being proposed, there seemed to be a lack of urgency in tackling the problems highlighted by the evidence in the strategy. Mr Martin also stated that he felt the consultation did not ask the difficult questions, for example, what were people willing to give up in order to help tackle climate change. Mr Martin welcomed the proposal for partnership working in the Devizes area. Cllr Reay recognised Mr Martin's comments and explained that the documents were a framework and a high-level strategy, setting the direction of travel. More detailed plans would be developed once the consultation was over and the strategy formalised. Cllr Reay was also keen to develop local initiatives and plans.

Nigel Carter expressed a sense of frustration, wanting more urgent action. A critical aspect he highlighted was how any plans would be funded. Cllr Reay explained that there were opportunities for funding from the National Lottery and hoped that by working together groups in Devizes could develop projects that would fit the criteria and gain funding this way. Mr Carter also explained he felt that the local authority should lobby on building quality, to ensure high environmental standards. Cllr Reay encouraged Mr Carter to submit all these points to the survey.

Regarding Electric Vehicle (EV) charging points, Cllr Reay explained that there were issues with points not working. The infrastructure was installed 7-8 years ago, much of this was now obsolete and not being supported by manufacturers. Cllr Reay was urging officers to find alternatives as soon as possible.

Following the discussions, Cllr Reay proposed a motion, seconded by Cllr



	<p>Simon Jacobs and it was,</p> <p><b>Resolved:</b></p> <ul style="list-style-type: none"> <li>• <b>That Devizes Area Board notes the draft Climate Change and Green and Blue Infrastructure Strategies and urges residents, organisations and businesses across the Devizes Community Area to contribute to the Consultations ahead of the closing date of 17 October 2021.</b></li> <li>• <b>That Devizes Area Board notes its commitment to work with organisations, residents and businesses across the Devizes Community Area to create a sustainable Devizes.</b></li> </ul>
30	<p><u>Air Quality and Sustainable Transport</u></p> <p>Cllr Tamara Reay as lead councillor on the AQST introduced the item. A successful meeting of the AQST was held on 6 July and the notes from this meeting were included in the agenda.</p> <p>Cllr Reay thanked the Cycle Friendly Devizes group for the work they had done over the last year or so.</p> <p>A cycling strategy for Devizes was being developed as follows:</p> <ul style="list-style-type: none"> <li>• Based on Sustainable Devizes' survey from summer '20</li> <li>• Focused on getting families back on bike, not "speed" riders</li> <li>• Organised a led ride as part of national Big Ride on 30 May</li> <li>• Sustainable Devizes has mapped an off-road route parallel to London Rd; now with Highways to be assessed for suitability.</li> <li>• This route was ridden with DAB members on 18 July</li> <li>• Central government wants LAs to have walking and cycling plans which was happening in Wiltshire – larger towns first, then Devizes. This opens the ability to bid for funding</li> <li>• Connecting Devizes to villages via routes to Potterne and to Poulshot. Potterne route currently with Rights of Way team to be assessed.</li> </ul> <p>Air Quality updates included:</p> <ul style="list-style-type: none"> <li>• Levels in Devizes were below the 40µg/m<sup>3</sup> threshold. Much of this was due to drop in number of vehicle journeys due to Covid-19</li> <li>• Sources of pollution were looked at by vehicle type and measures were discussed that could help keep them from Wiltshire's town centres.</li> <li>• Aecom was working on modelling in Wiltshire and had looked at a breakdown of traffic data</li> <li>• The group discussed EV charging points and funds were available to help with "new technology" like this.</li> <li>• New Cycle Parking within Devizes:</li> </ul>

- Devizes TC has working party looking at this along with Sustainable Devizes
- Close to agreeing locations and design of racks and are looking to the AQ&ST group for funding.
- New Car Club for Devizes
  - Currently looking to bring a car club to the town.
  - Members pay an annual fee, then get to rent cars at an hourly or daily rate. Users pay by the hour. Cars can be booked through an app at short notice and unlocked by the same app on their smartphone
  - This could be an attractive alternative to owning a 2nd car that is rarely used and can lead to a number of cars being taken off the road when no longer needed.

Cllr Reay also had an update on the Devizes Gateway Project, the details of which had been published in agenda supplement 2. Cllr Reay stated that draft strategic outline business case (SOBC) was submitted to the Department for Transport (DfT) in May and feedback received in July. They noted that there was a strong strategic case to improve connectivity to the town and area, but work was required in three key areas, these being:

- Operational feasibility
- Demand modelling and profiling
- Capital costs for infrastructure

So, there was more work to do. It was anticipated that a revised strategic outline business case would be submitted to the Devizes Gateway Station Steering Group for approval prior to submission to the DfT by the end of October 2021.

Cllr Reay proposed in summary to note the minutes of the AQST, to note the progress made towards developing a strong SOBC for the Devizes Gateway project with the hope that it would be submitted to the DfT by the end of October 2021 and to note the work led by Cycle Friendly Devizes. This was seconded by Cllr Iain Wallis. It was,

**Resolved:**

- **To note the minutes of the AQST**
- **To note the progress made towards developing a strong Strategic Outline Business Case for the Devizes Gateway project, and that it is anticipated that the final document will be submitted to the Department for Transport by end of October 2021, following approval by the Devizes Gateway Steering Group.**
- **Devizes Area Board note the work led by Cycle Friendly Devizes towards developing a Cycling Strategy for the Devizes Community Area and looks forward to recommendations for further**

	<b>developments following review at the Air Quality and Sustainable Transport Group.</b>		
31	<u>Open Floor</u> There were no questions from attendees present at the meeting.		
32	<u>Community Status Report</u> Andrew Jack, Community Engagement Manager gave an update on the Community Status Report and the top five priorities. Priorities and actions had been highlighted by the community status report as shown below, along with possible project ideas:		
	<b>Priority</b>	<b>Theme</b>	<b>Project ideas</b>
	Climate Change / the environment	Green travel	Create new cycle / walking routes Devizes Gateway Station
		Improve air quality	Encourage cycling / active travel Car ownership – community car club No Idling zones
		Support Wiltshire's Climate strategy	
		Support Wiltshire's Climate strategy	
	Children & young people	Improve schools' attainment	
		Support apprenticeships	
		Access to sport & physical activity / low-income families	
		Create new LYN	
		Childhood obesity	Healthy Schools membership
		Supporting activities for young people	
	Older People	Reducing isolation and loneliness	
		Raising awareness of activities / groups in community area	Engage with local Extra Care Homes "Be Active" Showcase event Signposting by Health & Wellbeing group
		Improving physical fitness & resilience	
		Support for carers	
		Supporting independent businesses	Emphasis on retail Work with Wiltshire's Regeneration team & Future High Streets Fund
	Local Economy	Supporting increased tourism opportunities	
		Devizes Assize Court	Supporting Trust with

			engagement and funding opportunities
	Development of Devizes Wharf area		
	Community Safety	Tackle higher rates of anti-social behaviour	Rates of ASB higher than average in Devizes area "Anti-social behaviour & crime" ranked 2nd highest priority in 2019 survey
		Challenging high speeds on our roads	Work with parishes, CATG and Highways to review speed limits
33	<p><u>Youth Updates</u></p> <p>Cllr Dominic Muns as lead Devizes Area Board Member for Children and Young People presented the youth update. Cllr Muns passed on his congratulations to all young people across the county who received the exam results in the last month and acknowledged how difficult the last 18 months had been for young people. He also passed on thanks to teachers and support staff.</p> <p>Cllr Muns introduced a youth grant application, £3,850 for Wiltshire YFC towards the Devizes Pop UP Café, which he proposed be noted by the Board as it had already been awarded under the delegated powers of the Community Engagement Manager (CEM). This was seconded by the Chairman and it was,</p> <p><b>Resolved:</b></p> <p><b>To note the youth grant which had already been awarded via the delegated powers of the Community Engagement Manager to Wiltshire YFC, £3,850.00, towards the Devizes Pop Up Youth Café, Summer 2021.</b></p> <p>At Cllr Muns invitation Steve Dewar from Wiltshire YFC gave an update to the meeting. Mr Dewar suggested that he get some young people who had attended</p>		

	<p>the pop up café to attend the next area board to give an update.</p> <p>Mt Dewar explained that the Wiltshire YFC was a very small team. The pop up youth van had delivered around 70 hours of detached youth work over the summer. He had undertaken 370 mentoring sessions over the last academic year. The previous year had been challenging practically and financially and these challenges would continue. He hoped that his organisation and others could work together to improve services for young people. He encouraged all to see what could be done to support young people.</p> <p>Cllr Muns thought that getting some of the young people to update the board was a positive idea.</p> <p>There were no other updates on youth work from those present and Cllr Muns announced that he, along with the CEM would be undertaking a review of youth services and activities in the area, in order to promote those and identify any gaps that could be worked on.</p>
34	<p><u>Health and Wellbeing Group</u></p> <p>At the Chairman's invitation Cliff Evans, Chair of the Health and Wellbeing Group (HWBG) gave an update to the meeting.</p> <p>The group had run a BeActive week which had included a Tea Dance and a HWB day on 4 September. The Tea Dance had been well attended by 22 people who had a great time in the Bear Hotel Ball room. The main event was the HWB day which this year had been called a showcase, as the aim was to showcase HWB activities and services that were available to adults in the community area. About 30 organisations had attended including Cycle Friendly Devizes, Wiltshire Football Association, Wiltshire CIL, Devizes Bell Ringers, Age Concern and many more. The event had been a success and all involved had a good time. It was hoped that it may be possible to link the event to the carnival next year.</p>
35	<p><u>Area Board Funding</u></p> <p>The Chairman introduced the grants as detailed in the agenda. Representatives of the organisations applying for grants spoke in support of their applications. It was,</p> <p><b>Resolved</b></p> <ul style="list-style-type: none"> <li>• <b>To grant St James Church, Southbroom, £553.00 towards the St James Centre Evac Chair project. This was less than the £803.00 applied for as since applying for the grant, they had received a £250 grant from Devizes Rotary and did not need the full amount.</b></li> <li>• <b>To grant Bromham Social Centre Rebuild Committee, £5,000.00 towards the Bromham Temporary Social Centre Building.</b></li> </ul>

36	<u>Urgent items</u> There were no urgent items.
37	<u>Close</u> The Chairman thanked everyone for attending and announced that the next meeting would be held on Monday 6 December 2021 at 6.30pm.

## Taxi Tariff Changes Briefing Note

**Service :** Enforcement, Highways Operations  
**Further Enquiries to:** Tom Ince  
**Date Prepared:** 16/09/2021  
**Direct Line:** (01380 826334)

### Proposed Changes - Taxi Tariff Schedule for Hackney Carriages

#### 1.0 Purpose

- 1.1 The purpose of this briefing note is to brief Members on the latest position in relation to implementing a new schedule of tariffs and fees for hackney carriages in Wiltshire. This information was shared with the Licensing Committee at its meeting on 13 September 2021. Approval has already been provided for the business area to implement the proposal.

#### 2.0 Background

- 2.1 It was agreed at an extraordinary meeting of Wiltshire Council's Licensing Committee on 27 January 2020 to undertake a public consultation into proposals on a new fees and tariffs schedule for Hackney Carriages in Wiltshire.

The consultation commenced on 6 February 2020 and finished on 20 February 2020. The details of the proposal were published on the council's consultation portal for individuals and drivers to feed back on. As part of the consultation, all licensed hackney carriage drivers were provided with a copy of the proposals and a driver feedback form, and were asked to share their views.

- 2.2 After evaluating the feedback and level of response, the approved action was to implement Option 2, with a number of amendments. The below details the approved outcome:

- 2.3 For vehicles up to four seats:

- An additional 30p to be added to all flag rates (standing charge)
- Tariff 3 to be amended to only apply on public holidays.
- Tariff 2 to be implemented from 22:00 instead of the current 22:30 and apply every day apart from public holidays.
- Tariff 1 to end at 21:59 instead of 22:29.

For vehicles with more than four seats carrying more than four passengers:

- Tariff 5 to be amended to only apply on public holidays.
- Tariff 4 to be implemented from 22:00 instead of the current 22:30 and apply all day every day apart from public holidays.
- Tariff 2 to end at 21:59 instead of 22:29.

The impact of the changes are that it will make for cheaper late-night fares after 02.30am, addressing the issues raised in relation to the late-night economy. The change to charge tariff 2 and 4 from 22:00 will mean that travel between 22:00 and 22:29 is now slightly more expensive.

- 2.4 In January 2020 the Licensing Committee delegated implementation of the new tariffs to the Taxi Licensing Team. The advertising spend required to advertise the proposed change was unbudgeted for in 2020/21 so implementation was delayed until 2021/2022.
- 2.5 COVID-19 has impacted all industries/sectors and the taxi industry has not been immune to this, experiencing a significant reduction in business. Changes to the tariff would incur a small cost of approximately £20 to adjust every vehicle meter.
- 2.6 It was felt that given the hardship experienced by drivers and vehicle owners since March 2020, to implement this change during the peak of the pandemic would not be supportive of the industry. As the economy begins to recover and return to more normal conditions, the impact of the tariff changes on vehicle owners and drivers would be more sustainable.
- 2.7 The new tariff of fees will be implemented on 4 January 2022, subject to the normal statutory consultation processes. It is a legal requirement to advertise the proposed changes for 28 days.
- 2.8 The existing tariff of fees (which came into force on 8 May 2015) are attached as **Appendix 1** and the proposed tariff of fees which are planned to come into force on 4 January 2022 are attached as **Appendix 2**.

### 3.0 Conclusion

- 3.1 Implementation of the proposed changes to the schedule of fees and tariffs for Hackney Carriages (as set out in Appendix 2) will take place on 4 January 2022, subject to the proposals being advertised and standard consultation processes.

**Briefing note produced by Tom Ince (Principal Compliance Officer)**

Email: [tom.ince@wiltshire.gov.uk](mailto:tom.ince@wiltshire.gov.uk)



# Wiltshire Council hackney carriage, maximum table of fares (North, South, East & West Zones)

For journeys starting	Vehicles up to four seats	Vehicles with more than four seats carrying more than four passengers
6 am – 10:29 pm	Tariff 1	Tariff 2
10:30pm – 02:29 am and Sundays, Bank Holidays, Public Holidays and Easter Sunday and after 8pm Christmas Eve & New Years Eve	Tariff 2	Tariff 4
2:30 am – 5:59 am and all day on 25 December, 26 December and 1 January	Tariff 3	Tariff 5

	Tariff 1	Tariff 2	Tariff 3	Tariff 4	Tariff 5
Journeys up to 176 yards, 1/10 Mile	£3.20	£4.50	£5	£4.50	£6
Subsequent 176 yards, 1/10 Mile	20p	30p	40p	45p	60p
Waiting time per minute	20p	30p	40p	45p	60p
Minimum fouling charge	£100	£100	£100	£100	£100

**Hackney Carriages are regulated by Wiltshire Council.**

**In case of a complaint regarding this vehicle or its driver, please**

**Contact :** Fleet, Wiltshire Council, County Hall, Bythesea Road, Trowbridge BA14 8JN

e-mail : [fleet.licensing@wiltshire.gov.uk](mailto:fleet.licensing@wiltshire.gov.uk). Telephone No 01225 770271

8 May 2015

**04 January 2022**

**Wiltshire Council hackney carriage, maximum table of fares (North, South, East & West Zones)**

For journeys starting	Vehicles up to four seats	Vehicles with more than four seats carrying more than four passengers
7 am – 9:59 pm	Tariff 1	Tariff 2
10:00pm – 06:59 am and all day Sundays, and after 8pm Christmas Eve & New Years Eve	Tariff 2	Tariff 4
All day on 25 December, 26 December and 1 January & Public Holidays	Tariff 3	Tariff 5

	Tariff 1	Tariff 2	Tariff 3	Tariff 4	Tariff 5
Journeys up to 176 yards, 1/10 mile	£3.50	£4.80	£5.30	£4.80	£6.30
Subsequent 176 yards, 1/10 Mile	20p	30p	40p	45p	60p
Waiting time per minute	20p	30p	40p	45p	60p
Minimum fouling charge	£100	£100	£100	£100	£100

**Hackney Carriages are regulated by Wiltshire Council.**

**In case of a complaint regarding this vehicle or its driver, please contact**

Fleet, Wiltshire Council, County Hall, Bythesea Road, Trowbridge, BA14 8JN

Email: Fleet.Licensing@wiltshire.gov.uk, Telephone 01225 770271



# Chairman's Announcements

<b>Subject:</b>	<b>Update on leisure centres transferring to Wiltshire Council</b>
<b>Web/ Email contact:</b>	<b>Email queries: <a href="mailto:louise.cary@wiltshire.gov.uk">louise.cary@wiltshire.gov.uk</a></b>

This is an update regarding the leisure insourcing project, which will see the 10 leisure centres currently managed by Places Leisure move over to Wiltshire Council.

The main part of the project is reaching its conclusion, with the transfer formally due to take place on Friday 1 October. This will mean that from this date the council will manage 20 leisure centres in total.

The majority of Places Leisure staff working at the 10 centres, around 420, will become Wiltshire Council employees from this date.

Given the last 18 months or so, and the challenges this will have placed on people's physical and mental health, leisure services are needed now more than ever.

We want to provide a consistent service across the county, which will help to support and improve the physical and mental health and wellbeing of our communities. When the transfer has been completed there will be many benefits to customers in the future, including being able to offer a broader range of memberships and more concessionary rates.

We are aiming to keep the offer to Places Leisure customers as consistent as possible to what they received before, although they will notice some changes. We are in the process of writing to all current Places Leisure members to update them on their membership arrangements and ensure they are transferred over to the equivalent council scheme wherever possible. This is a complex process but good progress has been made.

We have a dedicated webpage full of useful information and detailed FAQs, so should you receive any queries from residents directly, we would appreciate you sharing the link with them as any questions they may have should be answered on there. The webpage can be found at <https://www.wiltshire.gov.uk/leisure/leisure-centre-insourcing>.

A reminder that the leisure centres be transferring from Places Leisure to Wiltshire Council management are:

- Bradford on Avon Swimming Pool
- Castle Place Leisure Centre, Trowbridge
- Lime Kiln Leisure Centre, Royal Wootton Bassett
- Leighton Recreation Centre, Westbury
- Melksham Blue Pool
- The Activity Zone, Malmesbury
- The Olympiad, Chippenham
- Trowbridge Sports Centre
- Warminster Sports Centre
- Westbury Swimming Pool

Although the formal transfer takes place on 1 October, there will still be work ahead of us beyond that date, so we'll ensure to keep you updated on any key developments as and when required.

In the meantime, If you have any questions, please do not hesitate to get in touch by emailing the Programme Lead at [louise.cary@wiltshire.gov.uk](mailto:louise.cary@wiltshire.gov.uk).



## Briefing Note – Wiltshire Youth Council



**Service :** *Quality Outcomes, Children and Families*  
**Further Enquiries to:** *Joe Sutton, Youth Voice Lead*  
**Date Prepared:** 13/10/2021  
**Direct contact:** [childandyouthvoice@wiltshire.gov.uk](mailto:childandyouthvoice@wiltshire.gov.uk)

Young people can get involved in local decision making and have a say on funding for youth projects as part of a new democratic body being set up for Wiltshire.

The Wiltshire Youth Council will start next year, with representatives from secondary schools across the county elected to speak out on issues that are important to them.

Wiltshire Youth Councillors will have the power to:

- Meet up with Wiltshire Council leaders and have their say on local decisions.
- Work with area boards to ensure funding for youth projects has the right impact for them and their peers.
- Inspect services to ensure they represent young people's best interests.
- Easily communicate with their peers so young people's views are properly represented.
- Opportunity to shadow council leaders as a shadow youth cabinet member for a particular area of interest.

Schools are being invited to encourage 11-17 year olds to put themselves up for election, with elections due to take place between 31 January 2022 and 4 February 2022.

Youth councillors will be asked to commit one evening per month to attend a full youth council meeting, which will focus on issues important to the young people. They will also be expected to talk to their peers about the issues and represent their views. There will also be training to support them in their roles, covering topics including debating, running a youth inspection and delivering presentations.

You can watch videos of Cllr Laura Mayes and Cllr Richard Clewer, Leader of Wiltshire Council talking about why it's a good idea to be part of the Wiltshire Youth Council here

<https://youtu.be/27ikHINbLxM>.

Young people who are interested and want further information can go to [childandyouthvoice@wiltshire.gov.uk](mailto:childandyouthvoice@wiltshire.gov.uk). You can also follow the child and youth voice team on Facebook [\(6\) Wiltshire Youth Union | Facebook](#) and Instagram [Wiltshire Youth Union \(@wiltshireyouthunion\)](#) • [Instagram photos and videos](#).



## WHAT IS THE WILTSHIRE YOUTH COUNCIL?

The Youth Council is made up of **11 – 18-year-olds** who represent their schools and communities in decision making where they live.

Each school will have one **Youth Councillor** and one **Deputy Youth Councillor**.

## WHAT DO YOUTH COUNCILLORS DO?

Attend a monthly youth council meeting to focus on issues that are important to young people.

Talk to leaders and decision makers, ensuring young peoples voices are heard.

Form a Shadow Youth Cabinet that links in with the Wiltshire Council Cabinet.

Inspect places such as town centres, community centres and leisure

facilities to make sure they are youth friendly.

Work with community groups to decide how money is spent for young people.

Join monthly training sessions to support you in your role

## WHY BECOME A YOUTH COUNCILLOR?

You can share what you believe in and represent others.

You can make a difference in your school and community

You can learn new skills that will make you stand out when applying for further education and work.

Is this for you?

Scan the QR code to find out more!



**Wiltshire Youth Council**







## 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](mailto: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](mailto: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 40 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/](http://www.dwfire.org.uk/working-for-us/on-call-firefighters/) or should you have any questions, you can call **01722 691444**.



## Recent News & Events

### Pumpkins, Bonfires and Fireworks



Win a VIP trip to a fire station and younger children be fire safe this Halloween and Bonfire Night.

The fun of Halloween and Bonfire night will soon be here, but while having fun it is important that the whole family know how to stay safe, and what to do if there is an accident.

Help younger children understand how they can help keep themselves safe from harm by visiting our Halloween and Bonfire Night Staying Safe resource:-

<https://www.dwfire.org.uk/education/pumpkins-bonfires-and-fireworks/>

### Road Safety Roadshow Live again with Arval UK's support

'Safe Drive Stay Alive' roadshow has returned to the schools of Wiltshire to ensure its life-saving messages still reach young people.

Covid-19 meant the flagship road safety programme, which is aimed at Year 11-13 students had to be delivered digitally. Now that restrictions have lifted, schools once again have the option to view the presentation live.

Safe Drive Stay Alive held its first live Wiltshire roadshow on 30 September at the Royal Wootton Bassett Academy, and more have been held and booked for schools across the county throughout the academic year.

The relaunch of the roadshow wouldn't be possible without the help and kind support from Arval UK.



Our firefighters are holding a number of car washes this weekend (30-31 October) in aid of the [Fire Fighters Charity](#).

## Firefighters save house in Melksham amid plea for new recruits

Assistant Chief Fire Officer Andy Cole said: “Firefighters did a great job of saving the house involved in this incident. This fire occurred about 150m from Melksham Fire Station but unfortunately, due to lack of available firefighters, Melksham was not available to attend.

He added: “We have and continue to try to recruit on-call firefighters across Dorset and Wiltshire, this type of incident shows exactly why we need these new recruits. Whilst we will always make sure a fire engine responds to an incident when it is needed, in this case it took firefighters from Trowbridge 11 minutes from the call to arrive, if Melksham had been available, this response time could have been cut dramatically.”

On-call firefighters are **paid members of staff** who respond to their local station when they are required to attend incidents and help their local community. They receive the same levels of training and support as their full time colleagues. We are particularly interested in hearing from females or those from underrepresented groups. If you are interested in becoming an on-call firefighter, please find out more on our website <https://www.dwfire.org.uk/working-for-us/on-call-firefighters/>



## First SPECTRA course held

Previously known as Salamander in the North and SPARC in the South, our personal development courses are now being delivered under the banner of SPECTRA.

The first course was held in Swindon and culminated with a passout parade on 6 October where Deputy Lieutenants of Wiltshire, Shirley Ludford and Claire Garret, and the High Sheriff of Wiltshire, Sir Charles Hobhouse Bt, helped to celebrate the learners' achievements.

SPECTRA courses can be delivered for young people and adults, and can be tailored to meet a certain cohort or commissioner's needs. For more information, please visit [www.dwfire.org.uk/SPECTRA](http://www.dwfire.org.uk/SPECTRA)





## Demand

Total Fire Calls for Devizes Fire Station for period 1<sup>st</sup> September – 23<sup>rd</sup> November 2021

Category	Total Incidents
No. of False Alarms	37
No. of Fires	Chimney – 4 Vehicle – 4 Shed – 2 Cooking – 2 Waste Site – 1 Fire in open (small) - 4
No. of Road Traffic Collisions and other Emergencies	Release person – 4 Gain entry – 2 RTC Persons trapped – 2 Flooding – 7 Missing person search – 2 Bariatric patient - 1
<b>Total</b>	<b>72</b>

### Local Incidents of Note

Extensive flooding in local area on the 31<sup>st</sup> October 2021, crews attended multiple premises to assist with pumping out and salvage as well as rescuing people from vehicles trapped in flood water.

Waste site fire on outskirts of Devizes 17<sup>th</sup> November 2021, multiple crews attended from across Service area to contain and extinguish fire in conjunction with site owners. Multi agency working to extinguish fire, limit effects on local communities and ensure health monitoring in place.



Let's keep life moving.

FRESH AIR TESTING FACE COVERINGS APP HANDWASHING

gov.uk/coronavirus



DORSET & WILTSHIRE  
FIRE AND RESCUE



...David Geddes...  
Station Manager

Email: David.geddes@dwfire.org.uk

Tel: .....

Mobile: 07826 532607





# Devizes CPT Area Board Update



December 2021

# Your CPT - Devizes

**Inspector:** Al Lumley

**Neighbourhood Sergeant:** Sgt Gareth Cole

**Neighbourhood Officers:**

PC Emily Porter

PC Emily Grigor

PC Sarah Hardwidge

**PCSOs:**

Amy Jones, Andrew Maclachlan, Paula Yarranton, Kelly Watts, Cameron Brazier (Devizes)

Emily Johnson, Jonathan Mills (Pewsey)

Mark Braithwaite, Melissa Camilleri, Emily Johnson (Marlborough)



# Performance – 12 months to August 2021

## Force

- Wiltshire Police has had a decrease in the volume of recorded crime by 7.0% in the 12 months to August 2021 and continues to have one of the lowest crime rates in the country.
- Wiltshire Police has seen a 18% reduction in vehicle crime and a reduction of 31.2% in residential burglaries in the 12 months to August 2021.
- Our service delivery remains consistently good.
- In August 2021, we received:
  - 9,719 '999' calls, (answered within 9 seconds on average);
  - 11,115 '101' calls, (answered within 14 seconds on average);
  - 11,169 'CRIB' calls, (answered within 2 minute and 1 second on average).
- In August 2021, we also attended 1,706 emergency incidents within 10 minutes and 9 seconds on average.

Crime Type	Crime Volume	% of Crime
<b>Totals</b>	<b>37873</b>	<b>100.0</b>
Violence without injury	6503	17.2
Violence with injury	5785	15.3
Criminal damage	4797	12.7
Stalking and harassment	3601	9.5
Public order offences	3455	9.1
Other crime type	13732	36.2

## Devizes CPT

Crime Type	Crime Volume	% of Crime
<b>Totals</b>	<b>2879</b>	<b>100.0</b>
Violence without injury	490	17.0
Violence with injury	406	14.1
Criminal damage	372	12.9
Stalking and harassment	288	10.0
Public order offences	255	8.9
Other crime type	1068	37.1

### Stop and Search information for Devizes CPT

During the 12 months leading to July 2021, 151 stop and searches were conducted in the Devizes area of which 78.7% related to a search for controlled drugs.

During 72.2% of these searches, no object was found. In 27.8% of cases, an object was found. Of these cases 80.1% resulted in a no further action disposal; 19.9% resulted in police action being taken; 4% resulted in an arrest.

Of the stop and search subjects who defined their ethnicity:

- White – 130 stop and searches.
- Black or Black British – 1 stop and searches
- Asian or Asian British – 4 stop and searches
- Mixed – 3 stop and searches

# Local Priorities & Updates - Devizes

Priority	Update
Officer Verification Checks	Following the tragic events of the Sarah Everard murder in London, some of the public have understandably been concerned about the legitimacy of police officers when they are stopped and spoken to. We are working hard to try and rebuild the trust that has been damaged by the actions of one evil individual and have set up a process whereby a member of the public can ask for the officer to verify their business is genuine and lawful. These will be done through the police radio on loudspeaker so that the member of the public can feel reassured. If you have any concerns please ask the officer to do this.
ASB	We are aware of continued issues with youths (in general) around the Keepers Road/Quakers Walk area as well as concerns around groups throwing items off some of the surrounding bridges at passers by. Enquiries continue to identify those responsible and deal with them accordingly. Our teams are reviewing tactics in order to combat this issue with partners using an evidenced based policing problem solving approach for a longer term solution.
Op Sceptre	Plans are in motion for the annual Op Sceptre – an operation focusing of reducing the harm caused by weapons within our communities, especially focused around knife crime prevention. This will include a range of tactics from amnesty bins located at key locations in the community, to multi-agency enforcement activity against those believed to be carrying or distributing weapons. St James Church have kindly agreed to assist in using an amnesty bin at that location and were featured during the operation’s launch on the 15 <sup>th</sup> November.
Rural Crime	Hare Coursing and poaching offences increase at this point every year. Our dedicated Rural Crime Team are working hard with partners and the public to catch the offenders. In Devizes specifically although there was an increase in line with the season, we saw a 33% reduction compared to this time last year. It is crucially important that the public report incidents of these nature so that we can effectively tackle and prevent the issue through intelligence profiling.
Bike Thefts	The end of September and start of October saw a significant spike in pedal cycle thefts in Devizes. Following a successful warrant and recovery of multiple bikes we have had no reported offences (at time of writing) since 22 <sup>nd</sup> Oct. An individual has been arrested for the vast majority of these offences and remains on bail while our enquiries continue. The majority of these offences are opportunistic and during the hours of darkness so some simple prevention technics will make your bikes safer – such as locking them away and having motion sensed lights.



# Useful links

For more information on Wiltshire Police's performance please visit:

- PCC's Website - <https://www.wiltshire-pcc.gov.uk/>
- HMICFRS Website - <https://www.justiceinspectors.gov.uk/hmicfrs/police-forces/wiltshire/>
- Police.uk - <https://www.police.uk/pu/your-area/wiltshire-police/>
- For information on what crimes and incidents have been reported in the Devizes Community Policing Team area, visit <https://www.police.uk/pu/your-area/wiltshire-police/devizes/> to view a crime and incident map and find links to more detailed data

# Get Involved

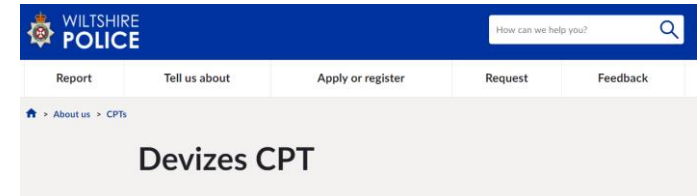
Keep up to date with the latest news and alerts in your area by signing up to our **Community Messaging service** – [www.wiltsmessaging.co.uk](http://www.wiltsmessaging.co.uk)



## Follow your CPT on social media

- [Devizes Police Facebook](#)
- [Devizes Police Twitter](#)
- [Marlborough Police Facebook](#)
- [Marlborough Police Twitter](#)
- [Pewsey Police Facebook](#)
- [Pewsey Police Twitter](#)

Find out more information on your CPT area at: [www.wiltshire.police.uk](http://www.wiltshire.police.uk) and here [www.wiltshire-pcc.gov.uk](http://www.wiltshire-pcc.gov.uk)



CPT Devizes covers the areas of Devizes, Marlborough and Pewsey and surrounding areas.

To contact your CPT about a community-related matter, such as a school visit, then please email [DevizesAreaCPT@wiltshire.pnn.police.uk](mailto:DevizesAreaCPT@wiltshire.pnn.police.uk). Please note that this mailbox is not monitored 24/7.

You are unable to report crimes of any type via email and please do not report any situations that require an urgent response. In the case of an emergency please contact 999 and for non-urgent crimes and incidents, please call 101 or [Report a crime here](#)

You see a map of crimes in the Devizes area [by visiting www.police.uk](#)

WILTSHIRE POLICE

Proud to serve and protect our communities



@wiltshirepolice



## Share your experiences of GP services in the last six months

Healthwatch Wiltshire is working with other Healthwatch teams across the south to hear your experiences of GP services over the last six months.

The Covid-19 pandemic has put a huge strain on the NHS and had an impact on how we access health services. Staff at GP practices have been working hard to deliver the vaccine programme, catch up on the backlog of treatments and respond to new ways of working such as offering video and telephone consultations and providing online consultation software, such as e-Consult.

We've heard that these new ways of accessing GP services have worked well for some people, allowing them to save time and get the help they need, quickly. But for others it's been more difficult, time consuming and frustrating to access support when they need it.

### How you can help

We've already run a survey for GP staff to understand how their roles have changed during the pandemic, what practices do well, and what challenges they face.

Now we need to hear about your experiences of accessing GP services so we can help the NHS understand what is working well and what could be better.

Please help us by completing our questionnaire and tell us about your experiences of accessing GP services in the last six months. We'd like your feedback on how you contacted your GP practice, how you booked an appointment and how your appointment went.



Our survey can be found online at:  
[www.smartsurvey.co.uk/s/wiltsGPaccess](http://www.smartsurvey.co.uk/s/wiltsGPaccess)

If you would like to complete the survey over the phone or would like us to send you a paper copy, please call Healthwatch Wiltshire on 01225 434218 or email [info@healthwatchwiltshire.co.uk](mailto:info@healthwatchwiltshire.co.uk)

Everything we hear will be collated and shared with NHS services and organisations to help shape the way services are developed in the future. All feedback is anonymous and confidential.

The closing date for the survey is **Friday 31 December 2021**.

- For more information about us and the projects we're working on, visit our website [healthwatchwiltshire.co.uk](http://healthwatchwiltshire.co.uk)





## Update for Wiltshire Area Boards

November 2021

### BSW Integrated Care Board chief executive appointed

Sue Harriman, CEO of Solent NHS Community and Mental Health Trust in Hampshire, has been appointed designate Chief Executive of the NHS Bath and North East Somerset, Swindon and Wiltshire (BSW) Integrated Care Board which is due to be established in April 2022.

The BSW Integrated Care Board will be the new statutory NHS organisation responsible for planning and delivering health and care services and is being set up as part of the government's new health and care reforms.

Sue has been Chief Executive of Solent NHS Trust since 2014 and in February this year completed a six-month secondment as Chief Operating Officer for the national Covid-19 vaccination deployment programme.

With more than 16 years of clinical experience gained from working as a nurse in the Royal Navy, Sue joined the NHS in 2002 as a nurse consultant in infection prevention.

In more recent years, Sue has held various executive roles within NHS, including as a Director of Nursing and Allied Health Professions, Chief Operating Officer and Managing Director before becoming Chief Executive at Solent NHS Trust.

Sue Harriman will join the BSW Partnership in February 2022.

For more information about BSW Partnership visit [www.bswpartnership.nhs.uk](http://www.bswpartnership.nhs.uk).

### Shaping a Healthier Future – reminder

During 2021, BSW has worked closely with all of the leaders in health and care services, service users and those who deliver care from the NHS, local authority and third sector to determine how services that are more sustainable, accessible and more coordinated can meet the needs of local people.

A health and care model has been produced which describes what health and care can look like for people for the next 10 years and provide a framework to ensure that a

coordinated approach is taken when planning and designing services across partner organisations.

We have launched an [online survey](#) for people to share their views on how to make health and care better in our area. The survey closes on 14 December 2021 and we encourage you to go online and let us know what is important to you.

## **Covid-19 vaccinations**

### **Some vaccination venues set to close in December**

Bath and North East Somerset, Swindon and Wiltshire's network of Covid-19 vaccine sites will change from next month, with some venues set to close.

Discussions are ongoing but it is expected around 10 venues in Wiltshire will withdraw from the vaccination programme during December.

The planned change will enable vaccination centre staff to offer additional support to their frontline primary care colleagues ahead of what is expected to be a busy winter period.

Appointments for first and second doses of the Covid-19 vaccine, as well as booster jabs, will continue to be available from a wide range of locations, including community pharmacies, large vaccination centres and some GP-led venues.

The region's large vaccine centres at Bath Racecourse and Salisbury City Hall, as well as the Steam Museum in Swindon, will continue to participate in the vaccination programme.

All vaccination sites across Bath and North East Somerset, Swindon and Wiltshire, including community pharmacies, are listed on National Booking Service, which is available online at [www.nhs.uk](http://www.nhs.uk) or over the phone by calling 119.

### **Update on cohorts eligible for booster jabs**

Booster vaccines for people over the age of 40, as well as second primary doses for teenagers aged either 16 or 17-years-old, are now available to book on the National Booking System online at [www.nhs.uk](http://www.nhs.uk) or over the phone by calling 119.

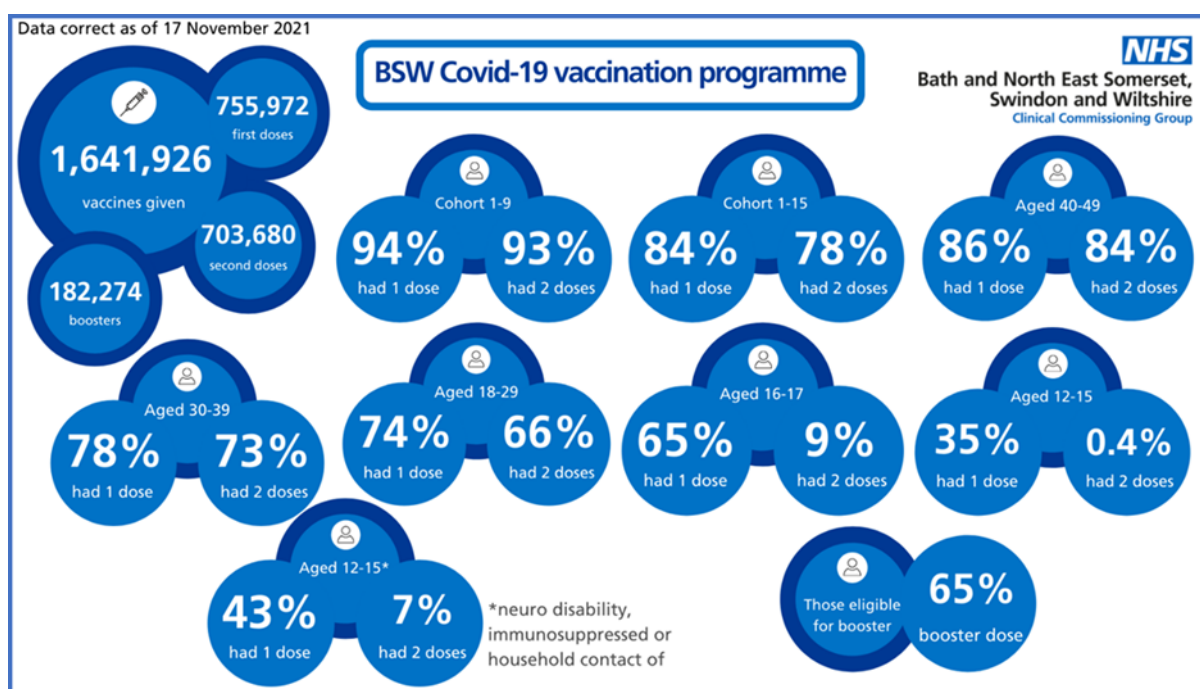
Appointments for Covid-19 booster vaccines can now be booked as soon as an eligible person has waited five months since the date of their second vaccination.

### **Children aged 12 to 17 years who have or have had Covid-19**

Children aged between 12 and 17-years-old now need to wait a minimum of 12 weeks after having Covid-19 before getting the coronavirus vaccine. This means some parents will need to cancel their child's booked appointment at Salisbury City Hall or the Steam Museum in Swindon.

Parents of children who have recently tested positive for Covid-19 and were intending to receive the vaccine at their place of education, will need to contact Virgin Care directly at [vcl.immunisations@nhs.net](mailto:vcl.immunisations@nhs.net) to withdraw their child's consent.

When contacting Virgin Care, parents are asked to provide the reference number given when the original digital consent form was completed, and to use the words withdrawn consent in the email subject box.



## Upcoming meetings

We have had our last **Governing Body** meeting for 2021 – the next meeting will be held on Thursday, 20 January 2022 at 9:30am

Visit our [website](#) for more information on the Governing Body and future meetings.

The next **BSW Partnership meeting** will be held 28 January 2022.

Visit the [website](#) for more information on the BSW Partnership.



<b>Subject:</b>	<b>Fostering in Devizes</b>
<b>Web contact:</b>	<a href="https://fosteringwiltshire.uk">https://fosteringwiltshire.uk</a> or 0800 169 6321

Wiltshire Council currently has 23 children in care from the Devizes area who need a local foster carer. We know there are people out there who could provide a loving home and we are focussing on Devizes as it's one of the places where we need more carers. People who foster with Wiltshire Council help ensure that child can stay local and are offered a loving home. See a video of Cllr Laura Mayes, Cabinet Member for Children's Services, education and Skills for brief details: <https://www.youtube.com/watch?v=L8MXCzbG-g8>

Many of our foster carers work as well as providing foster care. According to The Fostering Network, there are 55,000 foster families across the UK and nearly 40 per cent of foster carers combine fostering with other work. There are a number of different types of foster care too, including overnight short breaks for those who may be able to help on a regular basis but cannot commit to a long term position. All we ask is that any potential foster carer has a spare bedroom and is ready to talk to us and we will work through the rest.

If you think you're interested in fostering, please take a look at this short video to find out more [https://youtu.be/DI\\_HgRvj1J0](https://youtu.be/DI_HgRvj1J0). If this gets you thinking you could become a foster carer, Wiltshire Council is hosting a live information session on Tuesday 30th November at 7.30pm online. Please use the link here to join us in time <https://bit.ly/3GpMBdW>

**Sprinkle some *magic* into a child's life**

We have **23** children in the Devizes area who need foster families – could you be one of them?

Visit [fosteringwiltshire.uk](https://fosteringwiltshire.uk)

Text 'foster' to **60002**

**#FOSTERINGDEVIZES**

FOSTERING with Wiltshire Council





We have **23** children  
in the Devizes area who need foster families

**Join us**

at Devizes Market, The Market Place  
Thursday 4 November, 9am to 2pm

**#FOSTERINGDEVIZES**





Devizes Community Area Transport Group – 9<sup>th</sup> November 2021 – Notes

IN PROGRESS	APPROVED – AWAITING SLOT	AWAITING UPDATE - X	AWAITING REMOVAL
Project approved & underway	Project approved but awaiting available resources	Project not yet approved and requires further input	Project to be removed by mutual agreement or failure to progress

	Item	Progress to Date	Actions and Recommendations	Who
1	<b>Apologies and Attendees</b>			
		<p><b>Apologies:</b> Cllr Richard Slack (Worton PC); Cllr Chris Hall (Great Cheverell PC); Cllr Philip Whitehead (Wiltshire Council)</p> <p><b>Present:</b> Cllr Dominic Muns (Chair), Cllr Tamara Reay, Cllr Kelvin Nash, Gareth Rogers, Andrew Jack (Wiltshire Council); Cllr Dicky Parsons, Liz Starling (Worton PC); Cllr Julia Ford, Cllr Peter West (West Lavington PC); Cllr Chris Greenwood, Rebekah Jeffries (Rowde PC); Cllr Richard Oliver (Devizes TC); Steven Bennett (Marston PC); Rosalind Humphries (Bromham PC); Sue Bond (Seend PC); Cllr Claire Church (Poulshot PC)</p>		
2	<b>Notes of last meeting</b>			
		Notes from the Devizes CATG meeting on 25 <sup>th</sup> May were published at part of the agenda for Devizes Area Board’s meeting on 21 <sup>st</sup> June 2021: <a href="https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=163&amp;MId=13880&amp;Ver=4">https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=163&amp;MId=13880&amp;Ver=4</a>		
3	<b>Financial Position</b>			
		Budget Available - <b>£16,897.97</b> <b>The allocation for 2021/22 is £15,984.</b> Note: Order Values are subject to change		
5	<b>Top 5 Priority Schemes</b>			
a)	<b>Issue 6120</b>	<i>The speed limit or rather the lack of on the A 342 road between Lydeaway and</i>	GR confirmed this is still in	In Progress

	<p><b>Lydeaway - Request for speed limit reduction</b></p> <p><b>(Priority No.01)</b></p>	<p><i>Stert 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 Stert 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 's' bends and the entrance to Stert village these do not seem to be effective.</i></p> <p>Stert PC have confirmed a contribution of £500 to the request.</p> <p>Atkins have completed the Speed Limit The assessment has concluded that a 50mph restriction can be considered. Indicative cost £6,000</p> <p>WH stated that the contribution which Stert 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 Stert PC. GR was happy to go ahead with this level.</p> <p>Scheme has been added to 2021/22 Programme and will be developed.</p>	<p>progress.</p>	
b)	<p><b>Issue 5964</b></p> <p><b>Devizes, Rotherstone Speeding</b></p>	<p>Initial issue description:</p> <p><i>The roads in Devizes SN10 2BJ area, Avon Terrace from Shopmobilty to Rotherstone cemetery is used as a race track. The speeds people do is ridiculous. I've spoken with few residents and all are for a speed watch group to happen. Its recently turn to 20mph but people are speeding more mounting pavements. Won't be long before some gets serious hurt.</i></p> <p>Open meeting held to discuss options. Town Council sent out follow up consultation questionnaire to all residents and following the results of this have sent a response stating that:</p>	<p>GR confirmed project now complete.</p> <p>DM recommended this is taken off list and CATG agreed.</p>	

		<p><i>"The Town Council supports a resident's request for Rotherstone to be made a no through road with one end being closed to motorised traffic and would ask the Community Area Transport Group to undertake the necessary work to determine the most suitable location for the closure for a viable of the scheme"</i></p> <p>Scheme has been completed. Invoice to TC to be raised. Scheme can be removed.</p>		
c)	<p><b>Issue 6-19-02</b> (Previously known as Issue 6569)</p> <p><b>Footway at Tanis, Conscience Lane, Rowde</b></p> <p><b>(Priority No.02)</b></p>	<p>RJ asked about the Issue (6569) recorded to create a new footway from houses at Tanis on Conscience Lane to the A342. The parish council supports this request.</p> <p>An initial ballpark estimates of £6,000 provided to enable development of scheme. Awaiting RPC to confirm acceptance of need to contribute 25% of the development costs, ahead of 2020/21 Substantive CATG Bid.</p> <p>Rowde PC now confirm their 25% contribution Initial discussion with BT for Service diversion has indicated costs of circa £30,000. Alternative solution being discussed with WC Estates to dedicate some of adjacent field and relocate hedgerow ongoing.</p> <p>CATG confirms this can stay on the list of projects and can still go towards future Substantive CATG bid in 21/22. Briefing note has been circulated announcing deadline for bids 21<sup>st</sup> September 2021.</p> <p>All bids have been submitted and being considered by Sustainable Transport team. Report outlining applications will be presented to Cabinet Member for approval – this is still being drafted.</p>	<p>GR confirmed the bid has been submitted to the Sustainable Transport team. He mentioned that bids worth approx. £600k had been submitted towards a budget of only £150k. RJ asked if the path will be inside or outside of the field. GR confirmed it will be inside but further detail will only be made if the bid is successful. RJ mentioned there is a new tenant farmer there to meet with.</p>	In Progress
d)	<p><b>Issue Ref 06-20-01</b></p> <p><b>Bromham</b></p> <p><b>A342</b></p> <p><b>Request for Village Signs.</b></p>	<p><i>Due to the decline in village shops the Parish Council would like to request brown signs indicating 'Village Shops' to be located on the A342 at the Roughmoor Junction and Pound Junctions to indicate that there are shops in the village centre.</i></p> <p>Works have been completed. PC to be invoiced. Scheme can be removed.</p>	<p>GR confirmed project now complete. DM recommended this is taken off list and CATG agreed.</p>	

e)	<p><b>Issue 6675 A342 Bromham (Priority No.03)</b></p>	<p><i>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. 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 Devizes 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 9 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.</i></p> <p>Speed Limit Assessment discussed at Nov 19 Meeting. Bromham PC to consider and advise if the wish to proceed with requesting a speed limit assessment. GR sent further information to PC 17.12.19. Awaiting BPC response on whether to proceed &amp; contribution.</p> <p>The level of contribution from the parish council had previously been a sticking point. DM was happy to go ahead with a 25% contribution, as offered by Bromham PC. GR was happy to go forward with this.</p> <p>Speed Limit reviews have now recommenced and the assessment is in progress.</p>	<p>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.</p>	<p>In Progress</p>
f)	<p><b>06-20-21 Devizes TC Request for 20mph Limit – Area 3</b></p>	<p><i>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 mentality. Commercial Road from the junction at the Sainsbury Mini Roundabout to Rotherstone, 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</i></p>	<p>KN confirmed Metrocounts are underway across town. GR described how this equipment works and results are gathered. For a speed limit review, the average speed is</p>	<p>In Progress</p>

	<b>(Priority No.04)</b>	<p><i>this area.</i>  <i>We would call this Zone Three, 20mph speed limit. See attached plan</i></p> <p>KN spoke about how Devizes 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.</p> <p>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 75% of costs to the assessment for the entire area. KN is happy with this.</p> <p>There were concerns about the cost of implementation, especially for such a large area. GR said this could be broken down into stages, although there was a risk some costs, such as adverts, might be repeated if that was the case.</p> <p>RG asked CATG to agree funds for the 20mph assessment (£2,500) and the group agreed to make the whole area a priority.</p> <p>KN confirmed the funding from the town council has been agreed.</p> <p>Data collection is underway, and the recommendation will be published in due course.</p>	<p>recorded. For the speed limit to reduce to 20mph, the average speed would need to be shown at 24mph or lower. Where several streets are being measured, approx. 7/8 out of 10 locations would need to meet criteria for the speed limit to change.</p> <p>GR confirmed that a separate contractor had been engaged to carry out this work. There is only a finite number of Metrocount kits leading to delay in some requests.</p>	
	<p><b>06-20-22</b></p> <p><b>Devizes TC</b></p> <p><b>Request for 20mph Limit – Area 1</b></p>	<p><i>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 mentality. All these roads have high concentrations of pedestrian and frequent parking manoeuvres, therefore a 20mph speed limit would be more appropriate for this area.</i></p> <p><i>We would call this Zone One, 20mph speed limit. See attached plan</i></p>	Linked to Issues Ref (f)	
	<p><b>06-20-23</b></p> <p><b>Devizes TC</b></p> <p><b>Request for 20mph</b></p>	<p><i>The whole of Bridewell Street, the whole of Hare and Hounds Street, the whole of Sheep Street, the whole of Sidmouth Street, the whole of Maryport 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</i></p>	Linked to Issues Ref (f)	

	<b>Limit – Area 2</b>	<i>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</i>		
	<b>06-20-24</b>  <b>Devizes TC</b>  <b>Request for 20mph Limit – Area 4</b>	<i>There has been a 20mph zone implemented for the Brickley Lane area for time, however Church Walk was missed off that scheme. It meets all the same criteria as Bickley 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</i>	Linked to Issues Ref (f)	
g)	<b>06-20-18</b>  <b>Market Lavington</b>  <b>Request for Dropped Kerbs</b>	<i>There are several key locations in the village where the absence of dropped-kerbs means that anyone using a mobility scooter, wheelchair, or a pram, would find it impossible to manoeuvre on and off the pavement safely. This can either result in mobility scooter users having to make long detours to reach their destination, or having to use the road itself as a means of getting from one dropped-kerb to the next, which in some cases can be a significant distance away.</i>  <i>In order to help ensure the safety of everyone using the pavements, the Parish Council would like to request the installation of a number of dropped-kerbs at key locations in the Village (document attached with details of proposed locations). Could we please ask that this matter be submitted via the CATG committee, with a request for support towards the cost and installation of the dropped-kerbs. The Parish Council recognises that it will be required to contribute to the final cost.</i>  <i>5 Locations have been identified.</i>  <i>FD spoke about 5 locations in the village where wheeled access is not good – there are places with old and unsuitable pavements. GR said that CATG could take this on and gave an estimate of £750-1,000 per dropped kerb. With an economy of scale, this could come to approx. £4,000 for the whole scheme. GR will need to take a look at each location.</i>  <i>FD described this as centred on The Spring and Park Rd. They are targeting new dropped kerbs where wheelchair users are in the village. FD confirmed the parish's contribution at 50% of the estimated cost of £4,000 or capped at</i>	GR confirmed project now complete. He has spoken with the Clerk and is happy for this to be completed. DM recommended this is taken off list and CATG agreed.	

		£2,000. Works completed (albeit one location couldn't be progress). PC to be invoiced. Issue can be closed and removed.		
h)	<b>06-20-17 Bromham Request for Pedestrians in road Warning Sign (Priority No. 05)</b>	<i>A request for new signs at the Pound and Horsepool to make drivers aware that there is no footpath/pedestrians in road?</i> RH was not aware of the agreement to fund 100% but is happy to fund 25%. PW felt many parts of Wiltshire do not have pavements so new signage adds to street clutter. He wanted to be re-assured the parish council is behind this request. DM was happy to go ahead and fund if this is what Bromham PC want. RH confirmed it is. GR said how engineers are recommended to keep signage to a minimum and how it increases liability on Wiltshire Highways.  Scheme added to the programme for 21/22.	GR confirmed this is still in progress. RH was happy with this.	In Progress
6.	<b>Other priority schemes</b>			
a)				
7.	<b>Outstanding / Open issues</b>			
a)	<b>Issue 6736 Market Lavington; Ledge Hill / Broadway Request for speed limit reduction</b>	<i>Cars driving too fast down Road that we live on Location Spin Hill Broadway Market Lavington SN10 5RH Cars and motorbikes speed up coming down hill to sometimes 70-100 miles an hour... the road bends in parts is relatively a short length of Road with a very dangerous junction at the end known as black dog junction where drivers have to stop. Currently the speed limit is 40 turning into 60 miles an hour - which does not make sense considering there are 6 residential homes various offices and businesses with vehicles entering and exiting throughout the day. There have been various incidents in the last 2 years... two cases of cars losing control driving into my gateway and telephone poll - causing a loss of telephone service and internet for 7 days - also the spot where my children have to stand waiting for their school bus - if they had been there they would have been killed 2 cars driving into the ditch where they have lost control</i>	DM described this further. He said how at the last meeting, he'd discussed that if projects are not moving forward and no one from the local council is able to contribute, the project would be taken off the agenda. It is still able to come back to CATG if there is further progress. It was agreed that this project would be removed.	To be removed

		<p><i>on a bend a collision between two cars as one was leaving a small lane and visibility is difficult caused by car driving too fast down the Road. These are the only ones I have witnessed and I am sure there have been more. And more recently my neighbour walking her dog was killed - both herself and large Labrador were both killed. We are still waiting to fully find out the full story but knowing where it happened I have witnessed many drivers going too fast around a difficult bend - I am sure it was down to negligent driving. It also does not make sense that such a small Road with bends throughout with residencies businesses etc. is marked as a national speed limit when the main Road from Devizes to Lavington is at 50 miles an hour Currently it is too dangerous for us to walk outside our home - even mowing my lawn is dangerous we are unable to walk to our local village which is just up the road.</i></p> <p>Awaiting information as to whether this is supported by the Parish Council Police investigation was concluded, and Coroner Inquest held (May 2019). No recommendations to the Highway Authority made.</p> <p>IM described the different speed limits at Ledge Hill, the accidents and it has no footpath. Residents have asked for a speed limit reduction all along length. In particular, there is a need to reduce the 40mph to 30mph, followed by the 60mph to 50mph. He asked the group to consider this.</p> <p>RG asked if there is space for a new footpath? With development happening there, money could be found to create this. IM said that this has been looked at, but he was not aware of the findings.</p> <p>FD mentioned ideas like permissive paths for walkers and the PC is working with CATG towards a new 40mph limit at the bottom of Ledge Hill. Residents there feel 60mph is not appropriate and want it reduced. There are 13 businesses and 8 residential properties there. FD wanted this left on as this is desired when an opportunity arises, and funding becomes available.</p> <p>FD described the background and the area of concern from the railway bridge to Broadway Farm. So far only drivers have been involved in incidents, not businesses or householders.</p> <p>FD wanted to concentrate on speed at Broadway. The parish council's position is that they want the speed limit changed to 50 or even 40mph as they feel that suits the road conditions, although they will leave the final speed to engineers.</p> <p>GR described that to achieve a lower limit, the road will need a speed limit review, to be carried out by Atkins at a fix cost of £2,500. It is up to CATG to</p>		
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		<p>agree to spend that money. GR felt that a 50mph limit was possible but said that this might not see a great reduction in overall speed or driver behaviour. DM put this back to FD. He felt this could have two effects – some drivers would go more slowly and it would allow enforcement of the lower speed limit to take place.</p> <p>FD went back to the group for a decision on allocating funding. PW was happy to do this. GR confirmed the funding split would be 75:25 from CATG and the parish council.</p> <p>DM pointed out this request had been on the agenda for some time without a great deal of progress. He felt that a SID here might help. He is also aware Market Lavington PC is having discussions about this in the background.</p> <p>DM felt that because this is open countryside, persistent speeders will continue to do so. There was no one from Market Lavington PC present so this was left for next meeting.</p>		
b)	<p><b>Issue 6881</b> <b>A342 Lydeaway,</b> <b>Planks Farm</b> <b>Speed Limit</b> <b>reduction request.</b></p>	<p><i>As a safety measure to prevent death or serious injury we would like the current 50 mph reduced to 40mph as we believe that a contributory factor to the serious accidents which have already occurred is the speed. A cost-effective solution of reducing the speed limit by 10 mph will not stop those that speed regularly but even regular speeders are reticent to go very far above set limits. We suggest that the area of the A342 be from Lydeaway past Wedhampton to Chirton. This section of road has very tight bends and highly used junctions. This small measure we believe will lessen the chance of a fatality along this section of the A342.</i></p>	<p>This is linked to issue 6120 as discussed above. GR wanted this issue left separately on the list.</p>	
c)	<p><b>09-20-10</b> <b>A361 Seend High</b> <b>Street.</b></p> <p><b>Concern for</b> <b>Pedestrian</b> <b>Visibility</b></p>	<p><i>There are two dropped kerbs either side of the A361 where the pavement ends each side between Spout Lane and Inmarsh Lane. It is difficult to cross this stretch of road as it is on a bend meaning that walkers cannot easily see cars coming when crossing from the south to the north side.</i></p> <p><i>There are already dropped kerbs along this stretch of road. A high friction surface similar to the one installed at the Church Crossing would be useful to make drivers more aware that it is a crossing point. It won't improve visibility</i></p>	<p>The parish council has agreed to contribute. A slot in the high priority projects has become free and DM recommended this is moved up. GR was happy with that and CATG agreed.</p>	<p><b>In</b> <b>Progress</b></p>

	<b>(Transfer from Melksham CATG)</b>	<p><i>for the walkers, but may make drivers slow down a bit.</i></p> <p>The Following has previously been provided to Issue at Melksham CATG by Highways Officer:</p> <p>Officers have conducted a site visit and consider this to be more of an issue for outbound drivers as they approach from the s-bend near Spout Lane. The crossing point is more visible to drivers heading in the opposite direction.</p> <p>TJ wanted to see high friction surface and signage here and referenced Mark Stansby's comments when previously with Melksham CATG. GR accepted Mark Stansby's comments and has not looked at this himself but felt outbound drivers would be most affected. The quote for £600 would be just for signage. High friction surface would take that to £2.5-3000. SB agreed to 25% of the £600 but would need to check for a contribution towards £2,500.</p> <p>DM reviewed the previous agreements over the contributions from Seend PC. TJ confirmed they are happy to contribute 25% to both the new signage and high friction surface. DM explained this project was now ready to proceed but needed to be given high priority. Since there are already 8 projects, this couldn't happen at this meeting.</p>		
d)	<b>09-21-01</b>  <b>Townsend, Poulshot</b>  <b>Request for new footway.</b>	<p><i>As an issue of safety it is requested that a pavement be built between the Church and Townsend farmhouse.</i></p> <p><i>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.</i></p> <p>The following has previously been provided to Issue at Melksham CATG by Highways Officer:</p> <p>Construction length is approximately 75m. New Footway with kerbing costs</p>	<p>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. DM asked for this to be removed until later but GR pointed out the project needs to be a high priority for work to be done to get it to the substantive</p>	<p><b>Approved – awaiting slot</b></p>

		<p>approximately £265 per metre and therefore a ball park 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>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.</p> <p>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.</p> <p>RC confirmed that Poulshot PC will make the 25% contribution of the £20,000 cost. He wanted <b>RD</b> 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.</p> <p>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.</p>	<p>bid stage.</p> <p>DM agreed this could remain on the agenda for another meeting to allow the parish to come back.</p>	
e)	<p><b>06-21-02</b></p> <p><b>W Lavington, Duck Street</b></p> <p><b>Parking Concerns.</b></p> <p><i>1<sup>st</sup> Meeting Date 27/07/21.</i></p>	<p><i>There have been ongoing parking issues in Duck Street and in particular around Dauntsey'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.</i></p> <p><i>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.</i></p> <p><i>The police have been advised and they have said that they need to see the</i></p>	<p>DM described the situation at this parking bottleneck. He wanted to see some progress to be able to get a ballpark figure for cost. GR gave an estimate of approx. £5,000</p>	<p><b>Approved</b> - <b>awaiting slot</b></p>

		<p><i>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 Dauntsey's care home and this would be for urgent and short-term parking.</i></p> <p>The Highway is for passage and repassage 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)</p> <p>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. She pointed out the situation had been getting worse and was of high concern in the village.</p> <p>GR pointed out that waiting restrictions are not normally for CATG to deal with but in these extreme circumstances CATG can take this on.</p>		
f)	<p><b>06-21-03</b></p> <p><b>Erlestoke</b></p> <p><b>Speed Limit Extension</b></p> <p><i>1<sup>st</sup> Meeting Date 27/07/21</i></p>	<p><i>The COVID pandemic has meant the number of visitors to Erlestoke has increased manifold all parking in the village car park and walking out across the B3098 to Erlestoke woods. We have a real issue with overflow parking and with visitors parking on the roads leading to the car park. The crossing point toward the woods is on the B3098 50-mph road and before reaching the 30-mph sign making the crossing dangerous.</i></p> <p><i>The 30-mph sign at the other end of Erlestoke coming from Westbury is placed after the entrance to the Old Vicarage when driving to the village. This means the entrance is again on the B3098 and in a 50-mph limit making this dangerous to drive in and out of the driveway. This together with high banks and trees along the road make the area dangerous.</i></p> <p><u>Discussed under AoB At 25/05/21 Meeting</u></p> <p>SJ and CW described how the village had seen a large increase in visitors coming to walk in Erlestoke woods during lockdown and the car park at the east end fills</p>	<p>DM described the situation within the village and the increase of visitors coming to walk in the woods. This can involve pedestrians crossing a road within a 60mph limit. The parish council would like to see this risk reduced.</p> <p>GR felt the PC needed to back this up with Metrocount data to show speeds are high. AJ explained that one had been requested but there was ongoing discussion about the final location.</p> <p>GR also mentioned Richard</p>	<p>Awaiting update (data)</p>

		<p>quickly. Pedestrians cross the road within the 50mph limit. To protect them and to get cars to slow down earlier, the parish council wants the 30mph limit moved further out from the village on the B3098. They requested a similar move at the west end of the village where driveways open onto the B3098 within the 50mph limit. DM proposed moving this to the July CATG meeting. GR referred to the document 01/04 on village speed limits and how signage too far away from a village can leave drivers wondering why they have to slow down, when they appear to be in open countryside, and not obey the limit.</p> <p>CW agreed with the description of the situation and added that the current signs are getting very overgrown. She pointed out that the sign would need moving only 50m further out from the village, both east and west. The 50mph limit currently covers the car park and crossing to Erlestoke woods and several driveways. Metrocounts show that speed within the village is not a concern but on the approaches.</p> <p>GR showed photos from Streetview of the approaches to Erlestoke and recognised the signs may now be overgrown. He described how DfT policy 01/13 states speed limits shouldn't be used to solve issues, such as speeding. So if people are crossing the road, then solutions need to be put in that will help them do so safely instead of simply changing the limit. He said that a speed limit review was the first way to go about getting the limit changed at these locations but he felt a review would not see a change.</p> <p>DM asked how to get a safer crossing from the car park and GR suggested opening up visibility for pedestrians to see the road. RD said he would get someone out to look at sightlines and foliage and cut back if needed.</p> <p>DM also asked about getting an engineer to look on the ground. GR can do so but CATG needed to commit to spending £2,500 on a speed limit review. He understood the PC's priorities but pointed out the costs are fixed, no matter the length of the move of the signage. DM wanted to know what other solutions can go in here before committing to a speed limit review. Metrocounts have been requested of the edges of the village to show approach speeds.</p>	Dobson should be looking at opening visibility splays by cutting back hedges.	
g)	<b>06-21-08</b> <b>Worton</b>	<i>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</i>	DM described how speeding is an issue for many villages. He discussed the pros and cons of	Approved – awaiting slot

	<p><b>SID Posts/ Sockets</b></p> <p><i>1<sup>st</sup> Meeting Date</i> 27/07/21</p>	<p><i>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.</i></p> <p><i>Worton Parish Council would like permission to install at least two Speed Indicator Devices at locations to be confirmed with CATG.</i></p> <p><i>Would CATG fund the installation of the necessary posts?</i></p> <p>DM felt SIDs do not work in the long term, or when they are in a single location for a long time. They are best used for short periods and moved around, so that drivers do not become complacent. He gave his thoughts on enforcement and collecting data to be used by police.</p> <p>RS disagreed – his view was that CSW worked in the village and that Metrocount data is fairly positive but that police enforcement is unlikely but speeds are still too high. RS felt that SIDs are effective for most drivers and he recognised there will always be a minority of drivers who will go too fast. Worton PC is committed to installing SIDs and was coming to CATG for support towards the infrastructure. RS thanked GR and AJ for support on SID policy.</p> <p>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</p>	<p>Speed Indicator Devices (SIDs) in helping to slow down drivers. SIDs work best when in a location for only a short time (~2 weeks) before being moved. They act as a reminder to drivers who care about speed but will not affect those drivers who don't care.</p> <p>DM described <a href="#">Auto Speedwatch</a> as a way to monitor speed and send data directly to police for action. This system is not currently supported by Wiltshire Police but DM is lobbying the new PCC. This is helped by two new officers to co-ordinate and support Community Speedwatch groups.</p> <p>DP confirmed the PC has budgeted for this and getting the sockets installed. He asked who will do this and if it will happen with the current financial year.</p> <p>GR confirmed it with be Wiltshire Highways doing the work and will be within 21/22. An engineer will visit the village to confirm the chosen locations before installation.</p> <p>CATG is happy with Worton requesting 5 locations.</p>	
<b>8.</b>	<b>New Issues</b>			
a)	<p><b>06-21-09</b></p> <p><b>Bishop Cannings</b></p>	<p><i>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</i></p>	<p>DM was happy to promote this scheme as a high priority. GR agreed and will be able to</p>	<p><b>In Progress</b></p>

	<p><b>Horton Road</b></p> <p><b>Speed Limit</b></p> <p><i>1st Meeting Date 09/11/21</i></p>	<p>30mph.</p> <p><i>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."</i></p> <p><i>The default position on this stretch of road would therefore be 30-mph, except that Highways have chosen to impose a higher limit.</i></p> <p><i>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.</i></p> <p><i>Although the housing along this length of the Horton Road is accessed via segregated junctions and not directly from the C8, there are 76 houses at Ferozeshah 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.</i></p> <p><i>Currently the Corn Croft Lane estate has a 20mph limit and it is likely that the Leywood 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.</i></p>	<p>commission a consultant to look at this.</p>	
<p>b)</p>	<p><b>06-21-10</b></p> <p><b>Rowde</b></p> <p><b>Bunnies Lane</b></p>	<p><i>Missing street name sign for 'Bunnies Lane'. The sign was ripped off by an HGV some years ago now. We have requested a new sign but have been told that the budget is always committed.</i></p> <p><i>The Parish Council will pay for the sign, if permission is obtained and the work can be arranged.</i></p>	<p>The parish council is happy to pay 100%.</p> <p>DM was happy to allow PC to go ahead and purchase and install a sign. GR could not give permission for this, however he</p>	<p>To be removed</p>



	<b>Street Name Sign</b>  <i>1st Meeting Date</i> 09/11/21		recommended the PC speaks with Richard Dobson directly to get this work done outside of CATG.	
c)	<b>06-21-11</b>  <b>Rowde</b>  <b>A342</b>  <b>SID Infrastructure</b>  <i>1st Meeting Date</i> 09/11/21	<p><i>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.</i></p>	<p>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.</p>	Awaiting update (data)
d)	<b>06-21-12</b>  <b>Bromham</b>  <b>New Road</b>  <b>Request for 30mph Repeater signs</b>  <i>1st Meeting Date</i> 09/11/21	<p><i>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.</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>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</i></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.</p> <p>GR has looked at this road via Streetview. 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>	Approved – awaiting slot



		<p>that are present are also not conventional ones and use telegraph poles which adds to the confusion.</p> <p>Does this have the support of the Parish Council?</p>		
e)	<p><b>06-21-13</b></p> <p><b>Devizes</b></p> <p><b>Eastleigh</b></p> <p><b>Request for Bus Stop Clearway</b></p> <p><i>1st Meeting Date 09/11/21</i></p>	<p><i>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 exasperated 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.</i></p> <p><i>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.</i></p>	<p>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.</p> <p>GR gave an approx. cost of £2,000 for marking 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</p>	<p>Approved – awaiting slot</p>
f)	<p><b>06-21-14</b></p> <p><b>Seend</b></p> <p><b>Seend Cleeve</b></p> <p><b>Request for 30mph Speed Limit</b></p> <p><i>1st Meeting Date</i></p>	<p><i>Planning approval has recently been given for the building of 10 affordable homes (+ 1 self build) on land at Park Farm at the bottom end of Seend Cleeve, This is a Seend CL&amp;AT initiative and one that the Parish Council has supported. The current 30mph speed limit stops where the existing line of residential properties end. The speed limit then changes to 60mph. As the surrounding land on each side is pasture land, this has never really been an issue. During the planning application process, the Parish Council gave a commitment to the Seend CL&amp;AT that it would support a request to have the 30mph speed limit extended to include the new development should the planning application be approved.</i></p>	<p>DM felt this work was best done after the new housing has been completed and asked when this would be. SB said work is due to start in Spring and take approx. a year.</p> <p>DM recommended taking off the list until later (early 2023).</p>	<p>To be removed</p>

	09/11/21	<p><i>It has not really been an issue in Seend Cleeve whilst the land on each side is agricultural. Now that planning approval for a small development of houses has been approved, we think highway safety could become a problem if the speed limit remains at 60mph.</i></p> <p><i>We would like to ask CATG if the 30mph speed limit can be extended to include the new development site, and up to the Barge Bridge. We have canvassed the residents of New Buildings, the line of cottages after the bridge, and they are happy for the 60mph speed limit to remain in place.</i></p>		
<b>9.</b>	<b>Other items</b>			
a)	AoB	<p>CG described Devizes Market Place and the traffic islands outside the Corn Exchange. The blue hoops are often being knocked down. He felt these need to be replaced with something more visible and permanent. GR replied that this is an issue for Maintenance but their resources are limited. He will raise this with Richard Dobson. DM felt that if this happens all the time, then a different solution is needed.</p> <p>DP asked about Auto Speedwatch and Wiltshire Police adopting / accepting it. DM was hopeful that with the new speed reduction officers in place, the Police would be able to adopt the system, having more officer resource to monitor the data.</p> <p>DM recommended contacting Great Cheverell PC for further information. They have used the system but are not renewing the subscription, so will be able to say how they have used the data but also any limitations and why they are not renewing.</p> <p>SB asked if a PC would need a proven issue with speeding to install the system. DM said that it is with PCs to purchase and use the system as they see fit. However, GR said how speed enforcement is with the Police. If they do not support Auto Speedwatch, then neither will Highways. The equipment would be up to each PC to install but this could not be on the highway or verge.</p>		
10	<b>Dates of next meetings: 1<sup>st</sup> February 2022 10.00am</b> – this meeting is being held via MS Teams.			

## Devizes Air Quality and Transport Strategy Group Meeting

Thursday 30<sup>th</sup> September 2021, Quaker Meeting Room, Devizes

### Notes:

Present: Cllr Tamara Reay (Chair), Andrew Jack, Paul Millard (Wiltshire Council); Philippa Morgan (Trust for Devizes); Catherine Read (Cycle Friendly Devizes); Jasper Selwyn; Jeremy Cross; John Schofield (Sustainable Devizes); Eric Clark (Bishops Cannings PC); Cllr Ted East (Devizes TC)

Item	Notes	Action
1. Apologies	Martin Reed, (Sustainable Devizes); Martin Aldam, Gary Tomsett (Wiltshire Council)	
2. Notes of last meeting 6 <sup>th</sup> July 2021	There were no comments about the notes	
3. A cycling strategy for Devizes community area	<p>TR recaps on the work of Sustainable Devizes (SD) and Cycle Friendly Devizes (CFD) and their cycle survey from 2020. Also their invite to area board and town council members ride the routes of their proposed cycle routes: Devizes Wharf to the marina at Lay Wood and Potterne to Devizes and Poulshot to Devizes. TR described working with SD and CFD and is keen to create a cycle strategy for Devizes. Wiltshire Council is committed to a Local Cycling and Walking Infrastructure Plan (LCWIP) for the whole county and 1 each for Trowbridge, Salisbury and Chippenham. This group can develop a “light” version for Devizes area which will sit within the “family” of Wiltshire LCWIPs. This will form a suite of documents ready for funding. This is at an early stage but using work from CFD. JSc now at a stage to flesh this out.</p> <p>JC mentioned he had done work about cycling on the towpath to the north east of the town, towards the new developments there but said the path is too narrow there for both walkers and cyclists. NCR4 from London to Fishguard passes through Devizes using the towpath. Martin Aldam has said as much work has already taken place on the towpath as can feasibly and economically be done.</p> <p>JSc pointed to LTN 1/20 and central government moving away from shared use paths. If a route is to be shared use, it needs to be at least 3m wide and the towpath is not nearly that width. TE mentioned he is against any potential conflict between cyclists and pedestrians and had worries about increased use of e-scooters.</p> <p>PMo wanted to encourage Sustrans to re-route NCR4 from the towpath onto a new off-road route. JSe pointed out there is little scope in Devizes for segregated routes due to its size and cyclists need to compromise and be careful. TR recognised there needs to be change in behaviour.</p> <p>EC felt discounting the towpath would be disappointing. There is a new route through the new developments to the Lay Wood bridge so residents can then access the towpath into town. Part of Lay Wood’s s106 funding was towards improvements to the towpath.</p>	

	<p>PMi said that Wiltshire Council pay the Canal &amp; Rivers Trust to maintain the towpath and has little involvement in that work, so does not have much to comment on.</p> <p>TR felt there is good progress already on routes to the north east of the town.</p>	
4. New cycle parking within Devizes town	<p>TR describes a working group within Devizes TC looking at cycle parking within the town. TE has not been part of that. TR recommended AJ contact Simon Fisher to find out what they are asking of this group in terms of any funding towards new parking. TR said how Devizes TC wish to invest in temporary/portable parking. By the time of a recent meeting, just one quote had been received. Now a second has arrived, from a company based in Urchfont but as well as being late, this was several times higher than the first.</p> <p>CR felt the group would go with the cheaper option as a trial for parking. TE thought there were lots of views but no decisions.</p>	<b>AJ</b>
5. New cycle routes	<p>This covered the potential routes from Potterne and from Poulshot into Devizes. PMi had not had much time to look at the costings or the spec for the most appropriate surface. The Potterne route is byway for most of its length and is used by tractors and 4x4s. To improve the surface to be attractive to cyclists year-round could cost £80k. PMi thought the Poulshot route would be harder and costlier to achieve.</p> <p>TR asked what he needed to continue. PMi thought buying a strip of land on which to create the new route might work. He pointed out there are many downhill sections of the route and cyclists might end up going quite fast, posing a danger of conflict with horse riders or pedestrians. PMi to send to TR and AJ the info he needs from this group.</p> <p>Looking at the Poulshot route, this is mostly bridleway and footpaths, which would need to be upgraded to take cycles. There is also a footbridge that would need upgrading. Also that the current route passes through the middle of a field – if it is to be upgraded, the landowner is likely to want the surfaced path to go round the edge of this field.</p> <p>JSc would prefer the footpath route as the other adds a lot of distance. PMi listed the footpath numbers to be used.</p> <p>TR felt those surfaces are not good enough to attract family and leisure cyclists. She asked PMi to work up the spec to Poulshot via Hartmoor.</p>	<p>PMi</p> <p>PMi</p>
6. New car club for Devizes	<p>AJ described how Martin Aldam had been in negotiations with <a href="#">Enterprise Cars</a> about bringing a commercial car club to Devizes. Under this scheme, residents would join the club by paying a monthly or annual fee then being able to book a range of different size vehicles for short periods of time at little notice, via an app. This flexible access to a vehicle might allow households to give up ownership of a car. Parking space(s) would need to be found in town for these vehicles to park between hires.</p> <p>TR asked AJ to find out how far MA had got with Enterprise. AJ also said that a cooperative company, <a href="#">CoCars</a> had begun operating in the Mere area after receiving funding from that area board. This operates on a similar model to Enterprise but with less of a commercial angle. CoCars had been invited to Mere by the</p>	<b>AJ</b>

	<p>area board and provided funding towards a new electric vehicle (£5k) and EV charging point for the town (£6k).          PMo had had conversations with <a href="#">Zelf</a> car hire in Devizes about a car club scheme but that was before Covid and had now stalled. She said that she knew of people within the town thinking of giving up their second vehicle and a car club would be the incentive to do so.          JSc felt SD would not have the capacity to run a new community survey to find out or judge the appetite for a car club within the town.          TE suggested Fussell Wadham might be interested in sponsoring or supporting a vehicle?          TR asked AJ to look at models of different car clubs out there. Also to find out what Co-Cars needed to encourage them to come to Mere.</p>	AJ
7. New bus stop for Lay Wood	<p>EC described the bus stops on Horton Rd that serve the Lay Wood development – the Swindon-bound stop has a full shelter but the Devizes-bound stop only has a small hard standing for passengers. Lay Wood has 230 houses and is fully occupied. Residents use the bus for journeys in both directions. The Devizes-bound stop has a small footprint and does not stop passengers being splashed, etc. Lay Wood had a large s106 contribution.          EC had approached AJ about funding towards a new bus shelter and was suggested to come to this meeting. EC explained that the parish council would be prepared to manage a project to install a new shelter for the Devizes-bound stop. He has heard from Gareth Rogers in Highways about increasing the size of the footprint to fit a new shelter. The stop is close to the roundabout and the development and EC felt it would be used even more.          TR was supportive of this idea and ask AJ to speak with MA about how to release funding to BCPC for this work and for the decision to be ratified.          There was further discussion about how to encourage the town bus service into the development. EC has spoken with Phil Grocock from Passenger Transport Unit about necessary timetable changes but has not got that far.</p>	AJ
8. EV charging points in Devizes	<p>TR said how she is pressing for a solution on EV charging for the town. There is a new policy going to Cabinet on 12<sup>th</sup> October. This will include options for EV chargers at off-street parking locations (Station Rd), for residents with on-street parking only and for tourist use.          She pointed out the technology is evolving fast and the points at Station Rd are obsolete. Fast and rapid charging will be included.          JSc pointed out the new health centre at Marshall Rd will have charging points and these will be available not just to staff. TR agreed there is a role for commercial businesses to open their space or charging points to others.</p>	
9. Future of Shane's Castle junction; process to take forward; timescales	Without MA present, this item was skipped.	

10. Update on buses	No-one from Passenger Transport Unit was present to give an update.	
11. Devizes Air Quality data and Wiltshire Air Quality Strategy & Action Plan	Without Gary Tomsett present and without the data, this item was skipped.	
12. Report on S106 finances and CIL finances	Without MA present, this item was skipped.	
13. AOB	TR gave an update on the Devizes Gateway rail station based on the Strategic Outline Business Case and feedback from the DfT.	
Next meetings	Thursday 18 <sup>th</sup> November at 2.30pm This will be face to face, venue tbc.	



## Devizes Air Quality and Transport Strategy Group Meeting

Thursday 18<sup>th</sup> November 2021, Wessex Room, Corn Exchange, Devizes

### Notes:

Present: Cllr Tamara Reay (Chair), Andrew Jack, Martin Aldam, Gary Tomsett, Jason Salter (Wiltshire Council); Philippa Morgan (Trust for Devizes); Martin Read (Cycle Friendly Devizes); Jasper Selwyn (Devizes Passengers' Group); Richard Ormerod (Sustainable Devizes); Cllr Eric Clark (Bishops Cannings PC); Cllr Ted East (Devizes TC)

Item	Notes	Action
	Because of other commitments, TR, GT, MA and JSa joined the meeting remotely via Teams	
1. Apologies	There were no apologies	
2. Notes of last meeting 30 <sup>th</sup> September 2021	<p>RO asked about opportunities for Devizes TC getting a street cleaning machine that would help improve air quality. He described an opportunity to run a mini study if a street within the AQMA was to be thoroughly cleaned with this machine. He asked if that would make a difference?</p> <p>GT asked if the aim of this would be to reduce particulates and if so, it would be reliant on the specification of the machine at filtering PM<sub>2.5</sub>. He pointed out the AQMA is classified due to nitrogen dioxide and street cleaning would not have an effect on that.</p> <p>RO said that the machine DTC had seen could filter both PM<sub>10</sub> and PM<sub>2.5</sub>. GT pointed out we will have to monitor PM more closely, so RO asked if this is possible. GT replied that the monitor at Sidmouth St can currently monitor PM<sub>10</sub> and that Osiris monitors could be used for PM<sub>2.5</sub>. TR asked if this could be considered. RO assumed there would be research before and after a sweeping programme was carried out. GT felt this would need full university involvement to carry out a research study to determine effect. RO has contacts at UWE and will take this forward.</p>	RO
3. Air Quality Data	<p>GT presented data on air quality within the town. Due to the nature of the meeting, no one was able to see these, so GT will circulate the charts later.</p> <p>He described that during August the Crescent had low level of pollutant; at The Nursery the figure is 34mg/m<sup>3</sup>; at Shanes' Castle 36mg/m<sup>3</sup>; at Wadworth's corner 36 mg/m<sup>3</sup>; at Windsor Dr 31mg/m<sup>3</sup>; at St Joseph's Place 33 mg/m<sup>3</sup>. These are all below the recommended threshold of 40mg/m<sup>3</sup>. He said how these diffusion tubes are likely to overestimate these figures and they will need to be checked by Defra before being confirmed.</p> <p>GT felt that pollution levels for 2021 will be higher than for 2020. Whether they breach the objective is in balance and might tip over. RO described an article saying how air with a level just below the threshold of 40mg/m<sup>3</sup> cannot be described as being okay or healthy, so work needs to continue to reduce pollution as low as possible. GT said how the Environment Act is now in place. Those levels are not necessarily safe but they are established in</p>	GT

	<p>law. There are still around 500 AQMAs around the country set at 40mg/m<sup>3</sup> so it is unlikely there will be a change in this monitoring regime. GT said that a major contributor to pollution in Wiltshire is private diesel cars.</p> <p>GT is currently working on an Air Quality Action Place for Wiltshire. TR asked if this is likely to be ready in time for the next meeting and GT felt this unlikely.</p> <p>GT mentioned the fire taking place that day at the recycling facility owned by Grist's on the A342 at Stert. There is an Osiris monitor in Etchilhampton to monitor the smoke plume. A briefing for Wiltshire Councillors is due out that afternoon. AJ will circulate it once available.</p>	<p><b>AJ</b></p>
<p>4. Finance</p>	<p>MA has already circulated details of the 3 amounts of s106 funding available to this group. They are ringfenced to help deliver the transport strategy (£474k); improvements to passenger transport (£563k); improvements at Shane's Castle junction (£64k).</p> <p>TR asked what happens if the money is not spent? MA replied that it is returned to the developers but this rarely happens as the money is usually spent. He did say how the funding for Shane's Castle does have an unusually specific purpose, so this may be more problematic.</p> <p>RO pointed out Sustainable Devizes would be disappointed as it feels there are some big gains to be made at Shane's Castle. MA replied that work there could make improvements to air quality but not to traffic flow. Also, levels there are currently below the threshold, so any investment there would need to be carefully thought through. The scheme, when developed in 2014 cost approx. £660k so significant further funding would need to be found. RO thought that if any reductions can be made, even if already below 40mg/m<sup>3</sup> then they need to be tried for.</p> <p>TR asked what the decision point is to bring this about? MA said that this scheme is in the Air Quality Action Plan.</p> <p>RO wanted to see alternative projects that the £64k could be spent on. MA pointed out this has to be at Shane's Castle.</p> <p>TE asked what could be done there with just the £64k that's available? TR said that for this to be considered, it would need to be in the AQ Action Plan.</p> <p>Someone asked what is the route to agree interventions at Shane's Castle? GT would be appropriate and MA would need to re-evaluate in light of transport horizons and new carbon-neutral aspirations, EV usage, etc. TR asked who would do that and MA replied it would be for Transport and Traffic Services and also the Local Plan review to look at housing allocations for the addition s106 funding that would bring.</p> <p>TR asked about the dates for returning this s106 money. MA said there are no concerns about returning any.</p>	
<p>5. Buses</p>	<p>JSa tried showing slides but again the layout of the room prevented this. He will circulate after. He described how service use is up but overall demand is down at around 75% of pre-Covid use. There is also an acute shortage of drivers nationwide, although the No. 49 and town bus are not that affected. This needs to be managed effectively as demand comes back up. He described how it is hard to improve or increase services in this environment.</p> <p>The team is currently producing bus plans for over 3-5 years and</p>	<p>JSa</p>



	<p>now waiting for government money for Wiltshire in order to start spending on these changes.</p> <p>Through enhanced partnership there is a big opportunity with these amounts of money. This includes £1.2m for the demand responsive service in Pewsey Vale, a direct service between Devizes and Marlborough and new technology to improve booking. This is due in late summer '22.</p> <p>JSa mentioned £671K from government to be spent on plans for the east of the county including Laywood, Devizes to Chippenham and Devizes to Salisbury. These new services are likely to need new drivers which at the moment are not there.</p> <p>Regarding Laywood, there are ongoing discussions with Faresaver – might be able to introduce a service into Laywood but at the expense of this service elsewhere. A new shuttle service might be possible but these are expensive to run and will need a whole redesign of the town bus service. If JSe comes up with a new timetable, JSa is happy to look at working together to develop it. EC said that Bishops Cannings PC would also like to be involved in this. TR would also like to see Marshall Rd included. JSa admitted Wiltshire Council was slow at getting services into new developments and described a new service called Tandem. Tandem will broker a taxi-share scheme on demand, similar to dial-a-ride. The journey might be shared or on your own but passengers will never pay more than the equivalent bus fare. JSe asked about the Devizes to Salisbury route and the availability of drivers. JSa said that the operator is aware but cannot deliver. RO asked about a member of the public living in Rowde who had contacted him about the high price of bus travel into Devizes. RO suspected this person is being charged to whole fare to Chippenham and asked if this is allowable? JSa said that as a commercial route, this could be happening and agreed it is difficult to prevent. The government is trying to make fares more reasonable. JSa said that there will be a new young persons' fare across Wiltshire in 2022.</p> <p>EC asked about a new bus shelter for Horton Rd at Laywood. He described a new development from Berkeley which emphasises use of public transport. This then highlights the need for a better bus stop and shelter here. EC described how the current stop has just a small footprint, so the PC is looking to increase this to be able to give a larger shelter. They are having to look at the current location as ownership of nearby land becomes difficult. They have written to David Wilson Homes to buy more land. The PC is happy both to project manage the installation of the new shelter and take responsibility for the maintenance of it.</p> <p>MA stated that Wiltshire Council no longer maintains bus shelters and encourages local councils to take on their own shelters. Wiltshire Council would need it in writing from BCPC taking this responsibility. EC said that would not be a problem and that the PC would be looking at funding from this group towards the new shelter.</p>	<p>JSe / JSa</p>
<p>6. Walking and Cycling</p>	<p>MA has put together a brief to Atkins for a Local Cycling &amp; Walking Infrastructure Plan (LCWIP) for Devizes. The plan will look at priority routes (origins and destinations) and develop infrastructure for those. The LCWIP can be used for bidding for further money from government and there is approx. £6m to do this. TR and MA</p>	

	<p>are looking to this group to fund the production of the LCWIP. TR said this will cost £20-30k but is scalable. It will be time intensive to look at pedestrian and cycling routes, etc. TR described how Sustainable Devizes and Cycle Friendly Devizes has been very involved in the work up to this point to put together the brief. The infrastructure element is about making it easier and more attractive to cycle.</p> <p>MR offered to be part of the process and feed in further. He also raised the Devizes Gateway Station and any new Neighbourhood Plan and how that would affect the situation or LCWIP.</p> <p>MA agreed that Cycle Friendly Devizes' involvement has been very useful at key stages. Atkins will not have this level of local knowledge they can bring.</p> <p>There was a comment about integrating Devizes Gateway into the study for active travel routes there.</p> <p>TE asked for walking to be included and further emphasised in the LCWIP. He felt cycling gets a lot of attention at the expense of walking when many people do not or cannot cycle. MR pointed out the Salisbury LCWIP is evenly balanced and includes other forms of travel.</p> <p>When asked to recommend to Devizes Area Board to spend up to £30,000 of the group's budget, everyone was in agreement. TR asked MA to write a short paper for the area board outlining this.</p> <p>AJ described a request from Devizes TC towards new cycle parking to be installed at the market place. The request is for 2 stands that would each hold up to 4 cycles. These racks will be able to move as a way to gauge how popular cycle parking at the market place is and where cyclists prefer to park their bikes.</p> <p>Devizes TC is requesting £1,081.61 from this group to purchase the new racks. The group approved the recommendation to the area board.</p>	<p><b>MA</b></p>
<p>7. Rail</p>	<p>TR describes how the Strategic Outline Case (SOC) for Devizes Gateway has now been submitted to government. She said it makes a strong case why the Devizes area should be re-connected to the rail network. The document has gone to DfT and Danny Kruger MP has written to the Secretary of State.</p> <p>TR said how the £34k committed by Devizes TC is very welcome and shows a strong local commitment to the project.</p> <p>A 2-page update from Rob Murphy had been circulated to the group before the meeting.</p> <p>JSe pointed out there is not much about public transport and how to get to the station within the SOC. JSa replied that a new post within the Passenger Transport Unit will help with that. RO felt that this underplayed access and that active travel and buses will be critical to making the station work and this update has glossed over that. This element needs to be planned out well at an early stage otherwise the whole bid could fail.</p> <p>PM felt the document contained a few surprises, such as an 80-bed hotel and a countryside park beside the Castle. She asked if these were in the public domain?</p> <p>MA pointed out this document is a short, 2-page, summary of the full SOC. He offered to circulate the full SOC.</p>	<p><b>MA</b></p>
<p>8. EV Charging Strategy</p>	<p>TR asked if the group had seen the policy document from Wiltshire Council on a new EV charging policy for the county? Most had not.</p> <p>AJ will circulate this with the notes.</p>	<p><b>AJ</b></p>

	<p>The document describes funding available to restore current chargers (including the 2 in Station Rd car park) and a package of funding for town and parish councils to bid for to support residents who don't have off street parking. TR asked for Devizes TC to consider their aspirations for EV charging within the town. TE offered to write a note to Devizes TC outlining this. EC will do the same for BCPC. Simon Fisher may have ideas for new locations for chargers within the town.</p> <p>There was discussion around employers within the town (the new health centre on Marshall Rd was given as example) that will allow the public access to chargers within staff car parks. Pros and cons of this were discussed.</p>	
9. Car Clubs	There was no progress on this topic to report.	
10. AOB	<p>MA described the Close Pass exercise at Devizes Fire Station on the 17<sup>th</sup>. Volunteer cyclists rode along Southbroom road and Police observed motorists as they overtook the cyclists. 17 drivers were stopped by Police to remind them about keeping a safe distance of 1.5m when overtaking.</p> <p>PM asked about the Metrocounts currently across Devizes. AJ replied this is part of the CATG project from Devizes TC collecting data for an assessment for new 20mph limits on streets within with town centre. This assessment giving the suitability of the lower speed will be available some time in the new year.</p>	
Next meetings	Date tbc. This is likely to be early February and ahead of the next area board meeting.	



## Devizes Gateway Station – Update (16 Nov 21)

As stated in the previous update provided to the Area Board meeting on 6 September 2021, the Strategic Outline Case (SOC) for Devizes Gateway was submitted to the Department for Transport (DfT) at the beginning of November.

The SOC is the first stage in the DfT's business case process and sets out the case for change and the strategic fit (how the project would further local priorities and wider government ambitions). It also includes more limited information on the other four required elements of business cases: economic; financial; commercial; and management.

The development of the SOC has involved close working with local partners including Danny Kruger MP, Devizes Development Partnership (DDP), Swindon and Wiltshire Local Enterprise Partnership (SWLEP), Great Western Railway and Network Rail to develop a strong and robust case.

As part of the above process, the DDP undertook extensive stakeholder engagement and communications activities to support the development of the SOC. A Stakeholder Engagement Strategy was developed and as part of this, three online demand surveys were carried out in early 2021 with residents, stakeholders and young people across the Devizes Community Area and the eastern villages of Wiltshire (Pewsey, Bedwyn, Kintbury to Hungerford). Overall, the response from engagement was positive and supportive of the new station.

Some of the key findings of the SOC are summarised in the following paragraphs.

Devizes is the most populous settlement in Wiltshire without direct access to the rail network. This results in a number of significant challenges and issues including:

- Poor public transport connections to key destinations.
- A lack of rail access constraining local economic growth, and employment, tourism and educational opportunities.
- A dependency on carbon intensive travel modes.
- Delays and congestion on the local highway network.
- Planned housing growth forecast to put an additional strain on the highway network.

Key destinations such as Bristol/Bath, London, Newbury and Reading important for employment, education, business and leisure purposes, are currently difficult to reach by public transport from Devizes, limiting opportunities for local people especially those without access to a car.

Devizes provides a key service role within a wider rural area and has a number of large employers across a range of sectors, including advanced manufacturing, food production and the service sector. However, the current lack of rail connectivity acts as a deterrent to businesses who might expand or consider Devizes as a potential location.

Devizes has great tourism potential sitting as it does midway on the route of the Great West Way between London and Bristol in the heart of rural Wiltshire, and on the edge of the North Wessex Downs AONB and the Stonehenge and Avebury World Heritage Site. In addition, there are a number of regeneration plans underway to improve the town's tourism offer including: regeneration of Devizes Wharf to include an 80-bed hotel; refurbishment of the

Grade 1 listed Assizes Courts to be the new home of Wiltshire Museum; and development of a new Country Park beside Devizes Castle. The provision of a rail station would better enable Devizes to take advantage of these factors by providing improved connectivity for national and international visitors.

Education, apprenticeships and employment opportunities particularly for young people in the Devizes area are currently negatively impacted by poor public transport connectivity. Better access to the rail network would open up these opportunities and would strongly align with the Prime Minister's identification of education as the country's top priority in the wake of the pandemic.

There is a significant dependency on the private car in the Devizes area with Census data showing that over 71% of residents use a car for commuting purposes. Given the relatively poor local public transport network, this is unsurprising given that the private car is generally a much quicker mode of travel to and from key destinations. As a result, however, Devizes experiences traffic congestion at peak periods and this is forecast to worsen with the delivery of planned and proposed growth. Moreover, the designated Air Quality Management Area in Devizes is as a result of traffic emissions. Providing better access to the rail network would help reduce car dependency and traffic levels thereby reducing congestion and air pollution. In doing so this would improve the environment for active travel and be a positive step in achieving carbon net-zero targets.

The proposed station would be sited around 3.5 miles from Devizes Town Centre at a site near Lydeaway on the Berks and Hants Line (although other potential station sites are also available). It would be integrated into the local bus network, and is proposed to be connected directly to Devizes Town Centre via an express shuttle bus. Improved active travel links to the town would also be considered as part of the development of a Devizes Local Cycling and Walking Infrastructure Plan.

Overall, the SOC puts forward a strong strategic case for a Devizes Gateway station; it will help to improve transport connectivity, reduce car usage, and assist with the Government's ambitions to reach net-zero and level up communities (the SWLEP's Rail Strategy estimates that the station would have a £6.56m annual Gross Value Added impact). The proposal has widespread support across not just the local area but the wider region. The SOC also shows that the station is viable from an operational (train service) perspective.

If the SOC is approved, the DfT will provide up to 100% of the Outline Business Case (OBC) costs - the next stage in the business case process. In stating this, however, the DfT has emphasised that local contributions will be taken into account when considering whether a scheme proceeds to the next stage. Therefore, the £34,000 committed by Devizes Town Council to the development of the OBC is very welcome.

The OBC identifies the preferred scheme option and includes a detailed business case where further consideration will be given to design, planning, access and consultation matters.

In the event the submission is not successful, the development of a strong SOC will enable Wiltshire Council to more readily take advantage of other funding opportunities as they arise.

Robert Murphy  
Principal Transport and Development Manager (West and South)

**Project Title:** Devizes Local Cycling and Walking Infrastructure Plan (LCWIP)

**Budget Manager:** Allan Creedy

**Date:** 19<sup>th</sup> November 2021

**Contact Officer:** Martin Aldam

**Contact Details:** 01225 713485

**Service Area:** Sustainable Transport

**Report author:** Martin Aldam; Sustainable Transport, Wiltshire Council.

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## 1.1 BACKGROUND AND OBJECTIVES

As set out in the Government's Cycling and Walking Investment Strategy, Local Cycling and Walking Infrastructure Plans (LCWIPs) should be prepared by local authorities to outline their strategic approach to identifying cycling and walking improvements required at the local level and to enable local authorities to bid for future active travel improvements.

The development of LCWIPs will also assist Wiltshire Council in meeting aims and objectives as set out in Local Transport Plan 3, the Climate Strategy (draft 2021) and the Joint Health and Wellbeing Strategy (2019 - 2022).

The Department for Transport's LCWIP guidance sets out a recommended approach to planning networks of walking and cycling routes in order to connect places that people need to get to, either for work, education, shopping or for other reasons.

At Wiltshire Council, a draft LCWIP has already been prepared for Salisbury but has not yet been finalised and a Wiltshire-wide LCWIP is currently being prepared but has yet to be consulted on.

It is planned to develop LCWIPs for all of Wiltshire's principal settlements (Chippenham, Trowbridge and Salisbury) and eventually for the market towns. LCWIPs for the principal settlements will be funded through the government's Capability Fund. There is insufficient funding to include Devizes at this stage.

The Devizes Air Quality and Sustainable Transport group believe that accelerating the commission of an LCWIP for Devizes will put the town in a stronger position to bid for future government funding. **Consequently, the AQ&ST group recommend that the Devizes Area Board allocate up to £30,000 of relevant developer contributions to appoint consultants to deliver the Devizes LCWIP.**

Initially, the Devizes Community Area ([boundary](#)) should be the geographical starting point for the LCWIP. However, it is noted that the LCWIP should typically include an area considered within reasonable cycling and walking distance of the town centre. The LCWIP should also consider the emerging proposals for Devizes Gateway, (a proposal for a parkway station circa 3.5 miles to the south east of the town centre).

The geographical scope of the area to be considered should be agreed with the client group at the scoping stage. The Client group will include Wiltshire Council officers and members of the AQ&ST group.

## 1.2 OUTLINE DESCRIPTION OF WORKS TO BE UNDERTAKEN

As outlined in the Department for Transport's Technical Guidance on developing LCWIPs, the consultant will be required to develop the Devizes LCWIP in line with the six stages set out in Table 1 below;

**Table 1: LCWIP Process**

Stage	Name	Description
1	Determining Scope	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.
2	Gathering Information	Identify existing patterns of cycling and walking and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3	Network planning for cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4	Network planning for walking	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.
5	Prioritising improvements	Prioritise improvements to develop a phased programme for future investment.
6	Integration and application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.

There may be scope for some of the required stages to be undertaken in conjunction with officers at Wiltshire Council, with input from local stakeholders, to build on existing work that has already been carried out on developing a town cycle network for Devizes, and to potentially save costs in undertaking this work. The viability of this is will be determined when the consultant's brief response has been received.

## 1.3 DELIVERABLES

- Scoping Report
- Background Report
- Final LCWIP Report with recommendations



## 1.4 PROJECT BUDGET

Anticipated Project Budget Range	£20,000 to £30,000
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## 1.5 DETAILED DESCRIPTION OF WORKS TO BE UNDERTAKEN

- A Scoping Report to outline the proposed approach to developing the LCWIP. This should include timescales, recommended data sources and tools that will be used, a preferred engagement process and the proposed governance approach. It should also outline how, once identified, infrastructure improvements will be prioritised.
- Infrastructure should be planned to be in line with Local Transport Note 1/20 guidance.
- Background Report to outline the findings of the 'Gathering Information' stage of the LCWIP process.
- Delivery of a final LCWIP report containing:
  - Future cycling and walking map for Devizes, with details of how this has been identified
  - Details of preferred routes
  - A programme of recommended and prioritised infrastructure improvements
  - Explanation of how the LCWIP could successfully be integrated with other local plans and policies

## 1.6 STAKEHOLDER & PUBLIC CONSULTATION

Effective stakeholder engagement will be necessary at various stages in the preparation of the LCWIP. Representatives from the AQ&ST will help shape and guide local consultation.

## 1.7 KEY BRIEF DATES

It is anticipated that the delivery of the Devizes LCWIP will take six months from commission.

## 1.8 RECOMMENDATION

**The AQ&ST group recommend that the Devizes Area Board allocate up to £30,000 of relevant developer contributions to appoint consultants to deliver the Devizes LCWIP.**



## Proposals for new, moveable cycle parking in Devizes marketplace.

At a meeting of the Planning Committee on the 8 June 20, a report prepared by Sustainable Devizes was considered. In conclusion, the Committee agreed that developing a cycle parking initiative should be passed to the Sustainability working party, who should work with Sustainable Devizes to develop a recommendation that will be brought back to a future Planning Committee meeting for a decision.

That work has now been done and after considering a number of cycle stand options, including one supplied by a local firm who unfortunately were unable to provide a cost, the working group have come up with a strategy.

The preference of the working party is for the “Essex High” style stand, with a unit that holds parking for 4 bikes being near the seating areas in the Market Place, and a further unit for 4 bike parking being on the bus shelter island.



The Essex cycle rack is a modern cycle parking system that offers high density and ease of use. The front wheel of the bike is protected from malicious damage by its surrounding framework.

The front wheel of the bike can be easily secured through the framework and an integrated eye loop at the rear of the rack. The frame has been designed to accommodate tyre widths up to 55mm.

Features & benefits include:

- Securely holds the bike upright
- Incorporates a convenient locking point
- Hi-low-hi-low formation
- Each bike has its own space
- No damaged paintwork
- Quick and easy to install
- Units can be different sizes
- Easy to relocate, no groundworks

It is recognised that in the future any cycle stand placed in the Market Place may need to be relocated, and therefore one of the criteria is to ensure that if needed any system could be moved

The cost of “the Essex High” from Cycle works is **£1081.61** for parking up to 8 bikes. The working group did look at options such as Sheffield style hoops, which were a little cheaper, but given their ground fixing, meant that they could not be economically relocated.

<b>Report To</b>	<b>Devizes Area Board</b>
<b>Date of Meeting</b>	<b>Monday, 06 December 2021</b>
<b>Title of Report</b>	<b>Devizes Area Grant Report</b>

## Purpose of the Report

- To provide detail of the grant applications made to the Devizes Area Board. These could include; community area grants, health and wellbeing, young persons grants and Area Board initiatives.
- To document any recommendations provided through sub groups.

## Area Board Current Financial Position

	Community Area Grants	Young People	Health and Wellbeing
<b>Opening Balance For</b> 2021/22	£ 51,739	£ 22,320	£ 7,700
<b>Awarded To Date</b>	£ 13,619	£ 6,338	£ 2,779
<b>Current Balance</b>	£ 38,120	£ 15,982	£ 4,920
<b>Balance if all grants are agreed based on recommendations</b>	£ 27,021	£ 14,782	£ 0

## Grant Funding Application Summary

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
<a href="#">ABG324</a>	Area Board Initiative	Needham House Residents	Provision of a Defibrillator for Needham House	£1899.00	£1899.00
<p><b>Project Summary:</b>            The residents of Needham House have been trying for the past 4 years (On/off) to get a defibrillator for Needham House and the local area – Victoria Street. We have looked into where the nearest accessible defibrillator is and it's a 10min walk each way for a normal fit person. Residents felt this was too far away and started looking into getting their own. Needham House is an Extra Care scheme for people over the age of 55, and we also encourage people from the community to join in activities held in the building. The reason this topic came back up again was in August 2021 a resident suffered a cardiac arrest and the emergency on-call support was asked if he had a defibrillator, to which he had to say no. He therefore had to commence chest compressions until the paramedics arrived. Thankfully this was enough to save this person's life. This is the main reason for the request for funding is to try and save a life.</p>					
<a href="#">ABG181</a>	Community Area Grant	Drews Pond Wood Project	fencing and path improvement to Drews Pond wood LNR	£3900.00	£1950.00

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
<p><b>Project Summary:</b>  <b>Areas of the local nature reserve fencing and paths are in need of replacing or refurbishment to ensure the continued safe use by the local community. The path works can be carried out by the projects volunteer group given the materials but the fencing would be done by a local contractor. These works would improve public access whilst allowing us to protect from public incursion some of the more sensitive areas of flora and fauna. We have recently held a donation day to raise funds towards this project from the local community and are looking for matched funding from the area board to carry this project forward. Following a site visit by the Wiltshire biodiversity team the fencing to the areas was recommended to protect the valuable flora and fauna of the local nature reserve and to prevent public incursion to the more sensitive areas</b></p>					
<a href="#">ABG302</a>	Community Area Grant	Bassline Circus	Creative workshops and community street theatre event	£103164.00	£5000.00
<p><b>Project Summary:</b>  <b>Bassline Circus &amp; Full Tilt Aerial will produce a site-specific commission with partner Devizes Outdoor Celebratory Arts (DOCA), and build on ACE supported R&amp;D (2020). Ceres will premiere at DOCA International Street Festival in May 2022, an annual event with established public engagement. Ceres combines circus, visual art, outdoor theatre and local history with community participation in a large-scale, immersive zipwire performance over the market square. The performance has a sizable professional and community cast and is aimed at family, young adult &amp; professional audiences, for 5000+ capacity.</b></p>					
<a href="#">ABG305</a>	Community Area Grant	Bishops Cannings Church of England Primary School	Bishops Cannings C of E Primary School Reading and Well Being Project	£25000.00	£5000.00

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
<p><b>Project Summary:</b></p> <p><b>1.Project Overview:</b> 1.1 Bishop's Canning's C of E Primary School and the Friends PTA (Parents Teacher Association) are seeking financial support for an exciting new project aimed at the provision of an outdoor reading and well being space within the grounds of our school for all our pupils and the community to access. 1.2 The proposed 5m by 5m enclosed, insulated, octagonal outdoor hut that we have sourced via the Hideout House Company would be utilised in the following ways: 1.3 Delivering entire class reading sessions 1.4 Targeted 1 to 1 reading with pupils as part of ELSA and SENCO. 1.5 As an alternative location for PHSE classes, particularly those sessions with a focus upon well being 1.6 As a space for young people to go when seeking quiet time away from the classroom and the busy school environment. 1.7 As the base for trialling and hopefully rolling out our new 'community volunteer reading initiative'. 1.8 Finally, we will utilise the space for the numerous awareness and fund raising events run by the school, PTA, wider community partners and local parents and residents throughout the course of the year. 2. Aims of our project: 2.1 To give more specific detail, we have cited the following ongoing aims of this project: 2.2 To broaden the range of reading material for all pupils: In conjunction with this application, we are requesting funding via the Foyle Foundation to support part of the costs associated with installation of the reading and well-being outdoor space but also the provision of a more diverse range of reading materials for all our pupils. The extra reading material would be situated within the reading and well being hut for use by all pupils and will incorporate reading material across genres and the various Equality themes (e.g age, disability, race, gender) . 2.3 To provide a quiet, relaxing outdoor space for reading: As a quiet reading space, we aim to ensure access to added reading material across a range of genres for all pupils. We propose to use under bench book boxes and minimal overhead shelving for book storage. We propose to install perimeter bench seating within the hut in order to accommodate an entire class for reading or other well being activities. For informal use as a quiet reading space for smaller groups or as part of 1 to 1 reading sessions, we will utilise bean bag seating, provide a relaxing, calming decor within the hut utilising relaxing colours, wall art / posters and sensory equipment . 2.4 To provide a quiet, calming sensory space for pupils When not in formal use, we will encourage pupils to use the hut as a calming sensory space. We hope this will be particularly useful for young people seeking temporary respite during times of emotional stress. To support the sense of this space as a calming and relaxing retreat, we aim to incorporate a calming decor, posters wall art and sensory equipment. We propose to locate the hut within an area of the school where we have our miniature forest, encompassing trees and natural habitats. 2.5 To provide a space for our 'community volunteer readers initiative': As part of this larger project, we plan to implement a trial volunteer readers project using the reading and well-being space. This project, aimed at integrating parents and wider community members across the various equality strands (e.g age, disability, ethnicity, religion) would involve the selection and reading of a diverse range of children's books by volunteers to pupils within the hut. Each reading session would then be followed up with discussion and debate relating to the characters and themes raised within the books. We propose to trial this project concept with one volunteer reading session for each class per term with a view to rolling out if considered successful. 2.6. To facilitate ELSA and SENCO sessions with pupils: We have dedicated SENCO and ELSA staff within our school who would welcome the opportunity to use this outdoor space for sessions with their pupils, both as part of formal support provided and as a calming, quiet time retreat. In addition to formal SENCO and ELSA engaged pupils, we would welcome the opportunity to offer a calming, well-being space for any pupils affected by emotional or behavioural challenges at any given time. We feel this to be particularly poignant in light of the recent Covid pandemic. 2.7 To support the delivery of our PHSE based curriculum: We would very much like to use this space in the delivery of our PHSE curriculum with pupils across the school. For example, to explore opportunities for further mindfulness and meditation practice and wider topics within the PHSE framework relating to the environment, community and personal safety. 2.8 To use the outdoor space for various 'Friends PTA' community events: To use the outdoor reading and well-being space during the numerous 'Friends PTA' school and community events held throughout the year. For a substantial proportion of these events, often developed in collaboration with the wider community, we use a substantial proportion of our outdoor space. This provision would be another warm, accessible space for any element of the project we may be delivering.</p>					
<a href="#">ABG325</a>	Community Area Grant	Devizes Open Doors	Devizes Open Doors Storage Building	£4500.00	£2250.00
<p><b>Project Summary:</b></p> <p><b>Devizes charity Open Doors provides support and hot meals for the homeless and vulnerable in the town. The charity has recently moved its base to new premises and as part of the refurbishment and improvement to the building it now needs to construct a small outside store to house donated clothing, bedding and small furniture items. The grant would part pay for this building.</b></p>					
<a href="#">ABG316</a>	Youth Grant	Market Lavington Parish Council	Skateboard and BMX Pro Shows and Workshops event	£2400.00	£1200.00



Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
<p><b>Project Summary:</b>            The Parish Council would please like your support to help fund an exciting event for the benefit of young people in Market Lavington, and the surrounding area. Building on the success at the summer Olympics of the GB skateboarding and BMX teams, enthusiasm from our younger residents for these sports has escalated, along with their desire to have a more local facility. Having a younger member of our community attend a Parish Council meeting, who was brimming with enthusiasm and excitement for the sport he was so passionate about, was very moving. As a Parish Council we also recognise the effect that COVID19 has had on the health and wellbeing of the younger members of our community. This one-day interactive event facilitated by Kings Ramps, a well-respected and professional company, will provide the ideal opportunity to encourage our young people to be outdoors again, exercising, having fun, and socialising together, along with the added excitement of being able to participate in skateboard and BMX workshops, and watch demonstrations from professional riders. As a Parish Council we are passionate about striving to provide activities and facilities for the benefit of the younger members of our community, and this event will provide a useful tool to gauge the level of community support for the provision of a more permanent skateboard / BMX facility in the village.</p>					

## 1. Background

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.

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)
- Young People (revenue)
- Health and Wellbeing (revenue)

The Area Board will be advised of the funding available prior to their first meeting of each financial year.

## 2. Main Considerations

2.1. 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.

2.2. Councillors must ensure that the distribution of funding is in accordance with the Scheme of Delegation to Area Boards.

2.3. Councillors need to consider any recommendations made by sub groups of the Area Boards.

## 3. Environmental & Community Implications

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.

## 4. Financial Implications

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

## 5. Legal Implications

There are no specific legal implications related to this report.

## 6. Human Resources Implications

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

## 7. Equality and Inclusion Implications

Community Area Boards must fully consider the equality impacts of their decisions in order to meet the Council's Public Sector Equality Duty.



Community Area Grants will give local community and voluntary groups, Town and Parish Council's equal opportunity to receive funding towards community based projects and schemes where they meet the funding criteria.

## 8. Safeguarding Implications

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

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

## Report Author

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