

# AGENDA

**Meeting:** Chippenham and Villages Area Board

**Place:** Wiltshire & Swindon History Centre, Cocklebury Road, Chippenham, Wiltshire, SN15 3QN

**Date:** Monday 10 June 2024

**Time:** 6.30 pm

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Including the Parishes of: Biddestone, Castle Combe, Chippenham, Chippenham Without, Christian Malford, Grittleton, Hullavington, Kington Langley, Kington St Michael, Langley Burrell Without, Nettleton, North Wraxall, Seagry, Stanton St Quintin, Sutton Benger, Yatton Keynell.

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

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

**Networking opportunity from 6.00pm**

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Please direct any enquiries on this Agenda to Stuart Figini (Senior Democratic Services Officer), direct line 01225 718221 or email [stuart.figini@wiltshire.gov.uk](mailto:stuart.figini@wiltshire.gov.uk)

All the papers connected with this meeting are available on the Council's website at [www.wiltshire.gov.uk](http://www.wiltshire.gov.uk)

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

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## Wiltshire Councillors

Cllr Ross Henning, Lowden and Rowden  
Cllr Dr Nick Murry, Monkton  
Cllr Liz Alstrom, Chippenham Hardens & Central  
Cllr Nick Botterill, By Brook  
Cllr Clare Cape, Pewsham

Cllr Adrian Foster, Chippenham Sheldon  
Cllr Howard Greenman, Kington  
Cllr Peter Hutton, Cepen Park and Hunters Moon  
Cllr Kathryn Macdermid, Chippenham Hardenhuish  
Cllr Nic Puntis, Chippenham Cepen Park & Derriads

### **Recording and Broadcasting Information**

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### **Public Participation**

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

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

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

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

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

## **Area Board Officers**

Strategic Engagement & Partnerships Manager (SEPM) – Ros Griffiths – email:  
[Ros.Griffiths@wiltshire.gov.uk](mailto:Ros.Griffiths@wiltshire.gov.uk)

Area Board Delivery Officer –

Democratic Services Officer – Stuart Figini - Email: [stuart.figini@wiltshire.gov.uk](mailto:stuart.figini@wiltshire.gov.uk)

Items to be considered	Time
<p>1     <b>Election of Chairman</b></p> <p>To elect a Chairman for the forthcoming year.</p>	
<p>2     <b>Election of Vice-Chairman</b></p> <p>To elect a vice-Chairman for the forthcoming year.</p>	
<p>3     <b>Apologies</b></p> <p>To receive any apologies for absence.</p>	
<p>4     <b>Minutes</b> (<i>Pages 1 - 8</i>)</p> <p>To confirm the minutes of the meeting held on 11 March 2024.</p>	
<p>5     <b>Declarations of Interest</b></p> <p>To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.</p>	
<p>6     <b>Chairman's Announcements</b> (<i>Pages 9 - 32</i>)</p> <p>The Chairman will give an update on outcomes and actions arising from previous meetings of the Area Board:</p> <ul style="list-style-type: none"> <li>• Highways Matters Q and A</li> <li>• Consultation on the Licensing Policy</li> <li>• Local Nature Recovery Strategy Engagement Update</li> <li>• Multiply – National Numeracy Day</li> </ul>	
<p>7     <b>Information Items</b> (<i>Pages 33 - 44</i>)</p> <p>The Board is asked to note the following Information items:</p> <ul style="list-style-type: none"> <li>• Community First</li> <li>• Healthwatch Wiltshire</li> <li>• Update from BSW Together (Integrated Care System)</li> </ul>	
<p>8     <b>Partner and Community Updates</b> (<i>Pages 45 - 70</i>)</p> <p><u>Written Updates</u></p> <p>The Board is asked to note the following written and online updates attached to the agenda:</p> <ul style="list-style-type: none"> <li>• Neighbourhood Policing Team and Wiltshire Road Safety Partnership – Perry Payne</li> <li>• Age UK Update</li> </ul>	

### Verbal Updates

To receive any verbal updates from representatives, including:

- Parish and Town Councils
- Parish Forum Notes
- Other Community Groups

## 9 **Community Asset Transfer**

To consider an application for the transfer of The Oaks, Chippenham, SN15 1DU from Wiltshire Council to The Rise Trust. Report to be circulated.

## 10 **Area Board - End of Year Report** (*Pages 71 - 92*)

### **Part I – Looking Back**

To receive the Area Board End of Year Report as well as to report on progress made in addressing the Area Board priorities selected for 2023/24:

- youth engagement and positive activity opportunities (Cllrs Macdermid, Alstrom, Foster, Hutton and Henning)
- addressing climate change (Cllrs Murry and Macdermid)
- supporting positive mental health and wellbeing and reducing social isolation (Cllr Cape)
- supporting the local economy and cost of living crisis (Cllrs Greenman and Henning)
- reducing anti-social behaviour (Cllrs Alstrom and Henning)

### **Part II – Looking Forward**

- To receive a summary of community area JSNA Survey Results.
- To highlight potential priorities for the Area Board to consider for 2024/25.
- To appoint Members as Lead representatives to Outside Bodies, listed on Appendix A and to note the Terms of Reference as set out in Appendix B.

## 11 **Local Highways and Footpath Improvement Group (LHFIG)** (*Pages 93 - 124*)

To note the minutes and consider any recommendations arising from the last LHFIG meeting held on 30 April 2024, as set out in the attached report.

12 **Area Board Funding** (Pages 125 - 128)

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

**Remaining Budgets:**

Community Area Grant	Older & Vulnerable	Young People
£33,527	£7,700	£30,500

**Area Board Initiatives:**

Ref/Link	Grant Details	Amount Requested
	n/a	

**Community Area Grants:**

Ref/Link	Grant Details	Amount Requested
<a href="#">ABG1818</a>	Chippenham Corsham and Box Primary Care Network - Health prevention scheme in the community setting using social prescribes	£500

**Older & Vulnerable Grants:**

Ref/Link	Grant Details	Amount Requested
<a href="#">ABG1783</a>	Chippenham Day Centre - Activities programme	£550

**Young People Grants:**

Ref/Link	Grant Details	Amount Requested
<a href="#">ABG1735</a>	Wiltshire Council – Storytelling Pilot Project	£1,000
<a href="#">ABG1742</a>	Youth Adventure Trust - Supporting Disadvantaged Young People in Chippenham	£4,000
<a href="#">ABG1851</a>	The RISE trust Youth - Chippenham RISE youth work	£5,000

**Delegated Funding**

The Board is asked to note any funding awards made under the

Delegated Funding Process, by the Strategic Engagement & Partnership Manager, between meetings due to matters of urgency:

- None

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

13 **Urgent Items**

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

14 **Future Meeting Dates and Close**

Future Meeting Dates (6.30-8.30pm):

- 2 September 2024

For information on applying for a grant or grant application deadlines for these meetings, contact the Strategic Engagement & Partnerships Manager (SEPM) – Ros Griffiths – email: [Ros.Griffiths@wiltshire.gov.uk](mailto:Ros.Griffiths@wiltshire.gov.uk)





# MINUTES

**Meeting:** Chippenham and Villages Area Board  
**Place:** Wiltshire & Swindon History Centre, Cocklebury Road,  
Chippenham, Wiltshire, SN15 3QN  
**Date:** 11 March 2024  
**Start Time:** 6.30 pm  
**Finish Time:** 9.10 pm

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Please direct any enquiries on these minutes to:

Stuart Figini (Senior Democratic Services Officer), (Tel): 01225 718221 or (e-mail) [stuart.figini@wiltshire.gov.uk](mailto:stuart.figini@wiltshire.gov.uk)

Papers available on the Council's website at [www.wiltshire.gov.uk](http://www.wiltshire.gov.uk)

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## **In Attendance:**

### **Wiltshire Councillors**

Cllr Ross Henning (Chair), Cllr Dr Nick Murry (Vice-Chairman), Cllr Liz Alstrom, Cllr Nick Botterill, Cllr Clare Cape, Cllr Adrian Foster, Cllr Peter Hutton, Cllr Kathryn Macdermid and Cllr Nic Puntis

### **Wiltshire Council Officers**

Ros Griffiths – Strategic Engagement and Partnership Manager  
Dom Argar – Technical Support Officer  
Stuart Figini - Senior Democratic Services Officer

### **Partners**

Wiltshire Police – Inspector Pete Foster

**Total in attendance: 29**

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<b><u>Minute No..</u></b>	<b><u>Summary of Issues Discussed and Decision</u></b>
70	<p><u>Apologies</u></p> <p>Apologies for absence were received from Cllr Howard Greenman.</p>
71	<p><u>Minutes</u></p> <p><b><u>Decision</u></b>  <b>The minutes of the meeting held on 11 December 2023 were agreed a correct record and signed by the Chairman.</b></p>
72	<p><u>Declarations of Interest</u></p> <p>There were no declarations of interest.</p>
73	<p><u>Chairman's Updates</u></p> <p>The following Chairman's updates were received and noted:</p> <ul style="list-style-type: none"> <li>• Louisa Young – The Area Board noted that Louisa Young had recently been Secondment to the Community Conversations team. A temporary replacement was being sought.</li> <li>• Chippenham Highways Matters – The Area Board were reminded that they received a presentation from Highways officers in December 2023 where many questions were asked by community area residents. The Chairman confirmed that responses were being prepared by the Director of Highways, who apologised for the delay in responding. It was expected that the responses would be available shortly.</li> <li>• Five to Thrive Chippenham Community Project – The Area Board were informed of a recent presentation about the Community Project. All Area Board Members who attended commented on its value and impact on those attending.</li> </ul>
74	<p><u>Information Items</u></p> <p>The following written updates and information items were received and noted:</p> <ul style="list-style-type: none"> <li>• Community First</li> <li>• Healthwatch Wiltshire</li> <li>• Update from BSW Together (Integrated Care System)</li> <li>• Culture Strategy and Consultation</li> <li>• Local Nature Recovery Strategy Public Engagement</li> <li>• FACT Family Help Programme Update – intervention and joint working.</li> <li>• Archaeology Service Annual Newsletter 2023</li> </ul>

	<ul style="list-style-type: none"> <li>• Best Kept Village Competition</li> </ul>
75	<p><u>Partner and Community Updates</u></p> <p>The Area Board received a number of updates from Partners and community organisations as detailed below:</p> <ol style="list-style-type: none"> <li>1. Neighbourhood policing Team The Area Board received a written update and presentation from Insp Pete Foster, Wiltshire Police, which included detail about the Community Policing Team, the Police community commitment, community engagements, Chippenham town and rural areas crime and incident statistics and operational priorities.</li> </ol> <p>Members commented on speeding traffic along the A350 especially at roundabouts and with road upgrades due in June 2024, parking on pavements and the legal viewpoint, where to report crimes and community messaging. Insp Foster explained that details about issues on the A350 would be passed onto colleagues, that it was not an offence to park on pavements and in these instances a conversation would normally suffice, if the vehicle was blocking the pavement or a residential driveway then tickets can be given and vehicles removed, the public should report crime through 101 or 999, or the Police facebook page for non-urgent issues.</p> <p>The Area Board also heard from Chief Inspector James Brain who commented on his new role in delivering the Policing Strategy.</p> <p>The Chairman thanked Chief Insp James Brain and Insp Foster for attending the Area Board meeting, responding to questions and to continue the great work in Chippenham.</p> <ol style="list-style-type: none"> <li>2. Age UK Update The written report attached to the agenda pack was noted.</li> <li>3. Parish Forum The Chairman explained that the Forum met each quarter and that Cllr Greenman was the Forums Chair. It was noted that the Forum received an update on flooding issues from Cllr Puntis as Cabinet Portfolio Holder for Flooding and a member of the Operational Flood Working Group for North Chippenham Cepen Park and Derriads. The SEPM agreed to receive the Forum minutes and arrange for them to be circulated to the Area Board members.</li> <li>4. Parish and Town Councils Hullavington Parish Council provided an update about work being undertaken to create a community hub and Café at the Old Stables next to the recently closed Hullavington Arms.</li> </ol>

	<p>5. Future Community Updates  The Chairman along with other Area Board members provided a short update about the derelict property in the vicinity of Chippenham Hospital. They responded to queries about the use of funds following the sale of the land and indicated that the property was an NHS asset and as such the proceeds would be used by the NHS in the most appropriate way. The Chairman agreed to keep the Area Board informed of progress.</p>
76	<p><u>Area Board Priority Updates</u></p> <p>Lead Councillors provided updates to the Area Board about the work undertaken in each of the Board’s priority areas.</p> <ul style="list-style-type: none"> <li>• <b>Priority -</b> Youth engagement and supporting positive mental health and wellbeing in young people (Cllr Ross Henning, Cllr Peter Hutton, Cllr Liz Alstrom, Cllr Kathryn Macdermid, Cllr Adrian Foster) <ul style="list-style-type: none"> <li>○ Local Youth Network meetings at Sheldon School update</li> <li>○ Teen Takeover</li> </ul> </li> <li>• <b>Priority –</b> Addressing climate change (Cllr Nick Murry and Cllr Kathryn Macdermid) <ul style="list-style-type: none"> <li>○ Chippenham Climate &amp; Ecological Emergency Forum meeting January 2024</li> <li>○ Parish Engagement Project</li> <li>○ Environment Directory</li> <li>○ Area Board Environment Lead meeting</li> </ul> </li> <li>• <b>Priority –</b> Promoting wellbeing and reducing social isolation in older and vulnerable people (Cllr Clare Cape and Cllr Ross Henning) <ul style="list-style-type: none"> <li>○ Chippenham Health and Wellbeing Group meetings – 6 weekly</li> <li>○ Over 60s event at the Neeld</li> <li>○ Chippenham Shed opening</li> <li>○ Household support Funding for Foodbanks</li> </ul> </li> <li>• <b>Priority –</b> Supporting the local economy (Cllr Howard Greenman, Cllr Nick Murry, Ross Henning) <ul style="list-style-type: none"> <li>○ Town team update</li> <li>○ Chippenham One Plan consultation update</li> </ul> </li> <li>• <b>Priority –</b> Reducing anti-social behaviour (Cllr Ross Henning, Cllr Liz Alstrom) <ul style="list-style-type: none"> <li>○ Supporting partner networks to tackle ASB</li> <li>○ Community Safety Forum March 2024</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Million Hours funding – round 2, success for the Rise Trust</li> </ul>
77	<p><u>Community Area JSNA</u></p> <p>Ros Griffiths – Strategic Engagement &amp; Partnership Manager (SEPM) introduced a presentation providing an update about the Joint Strategic Needs Assessment (JSNA) which highlighting a range of information from various sources providing insight into how Wiltshire and its 18 community areas are performing.</p> <p>The SEPM explained that the JSNA was last completed by the Council’s Public Health Intelligence Team in 2022. It was recognised that COVID had a great impact on the way people live and the economy. The JSNA identified 3 priorities – Ageing population, mental and emotional wellbeing and the cost of living. A detailed breakdown of the information gathered is available at this website - <a href="#">Wiltshire Intelligence - Bringing Evidence Together</a>.</p> <p>The Area Board recognised that the challenge for Councillors included working with and gathering knowledge of neighbouring community areas, especially as residents may wish to volunteer for other neighbouring community areas such as Calne and Corsham. The Chairman agreed to raise this matter further with the Area Board Chair’s for Calne and Corsham.</p> <p>The Chairman thanked the SEPM for the presentation and welcomed the new online system and the level of detail available. The Area Board were encouraged to become involved in sharing views about the Chippenham community area by sharing a short <a href="#">survey</a> with groups and residents, with results being considered further by the Area Board at a future meeting.</p>
78	<p><u>Area Board Funding</u></p> <p>The Area Board considered a number of applications for Area Board Initiatives, Community Area Grants and Young People Grants and heard from the applicants.</p> <p><b>Resolved:</b></p> <ol style="list-style-type: none"> <li>1. <b>To approve the following Area Board initiative:</b> <ul style="list-style-type: none"> <li>• <b>Teen Takeover – to award £5,000 towards various activities and events during 2024.</b></li> </ul> <p>(Note: It was suggested that if Grant funding of up to £2,000 remained available in the grant budgets for 2024 that this be ring fenced for Teen Takeover events during 2025. The SEPM would check if criteria were met to action this).</p> </li> </ol>

	<p><b>2. Community Area Grants:</b></p> <ul style="list-style-type: none"> <li>• Biddestone Cricket Club – to award £5,000 towards New Changing Rooms</li> <li>• Wilts and Berks Canal Trust – to award £1,175 towards a Tow Path Flail Mower</li> <li>• 10<sup>th</sup> Chippenham Guides – to award £875 towards Tents (Note: The Area Board indicated support for an additional award of £625 towards additional tents, subject to the applicant achieving match funding and criteria being met).</li> </ul> <p><b>3. Young People Grants:</b></p> <ul style="list-style-type: none"> <li>• Chippenham Cricket Club – to award £500 towards Junior Training Equipment</li> </ul> <p>(Note: The Area Board asked if the applicant could arrange a community open day at the Club).</p> <ul style="list-style-type: none"> <li>• Chippenham Hockey Club – to award £450 towards Youth playing and protective equipment</li> <li>• Chippenham Youth Theatre – to award £1,000 towards Senior Class Bursaries</li> <li>• Chippenham Town Bowls Club – to award £500 towards Youth Equipment</li> </ul>
79	<p><u>Local Highways and Footpath Improvement Group (LHFIG)</u></p> <p>The Area Board received the notes of the LHFIG meetings held on 3 October 2023 and 25 January 2024 and considered the recommendations arising from those meetings.</p> <p><b>Resolved:</b></p> <ol style="list-style-type: none"> <li>1. To receive the notes of the meetings held on 3 October 2023 and 25 January 2024.</li> <li>2. To approve the following funding allocations for 3 October 2023: <ul style="list-style-type: none"> <li>• Market Place Chippenham £1400 (£980 LHFIG/£420 CTC).</li> <li>• Seagry Road Sutton Benger £4500 (£3150 LHFIG/£1350 PC).</li> </ul> </li> </ol>

	<ul style="list-style-type: none"> <li>• Fairfoot Close - £7000 from next year's budget (subject to £3000 contribution from CTC)</li> <li>• Hill Rise 20mph speed limit - £11,000 total (£5500 from next year's budget subject to match funding from CTC)</li> </ul> <p>3. To approve the following funding allocations for 25 January 2024:</p> <ul style="list-style-type: none"> <li>• Dropped Kerbs 2024 - £8000 LHFIG (seeking £4000 from CTC to bring budget to £12,000)</li> <li>• Fallowfield / Foxgrove Chippenham Barrier Removals - £650 (£455 LHFIG/£195 CTC – to be confirmed)</li> <li>• A420 Speed Limit Changes - £16000 (£8000 LHFIG/ Biddestone and Slaughterford PC - £2920, North Wraxall PC - £3880, Castle Combe PC – £600, Yatton Keynell PC - £600 – to be confirmed)</li> <li>• A420 The Shoe – topographic survey - £1500 (£1050 LHFIG, £450 NWPC to be confirmed)</li> <li>• A420 Ford – 1no Informal Crossing - £6000 (£4200 LHFIG/£1800 NWPC to be confirmed)</li> <li>• Hill Rise Chippenham 20mph speed limit implementation - £11,000 (£5500 LHFIG/£5500 CTC to be confirmed)</li> <li>• Fairfoot Close to Gascelyn Close Chippenham - £30,000 – (£7000 LHFIG, £7000 CTC to be confirmed, £16,000 other sources via CTC).</li> </ul>
80	<p><u>Urgent Items</u></p> <p><b>Crime Stoppers Presentation</b> - Alison Butler – Carers Champion / Rural Representative commented on a recent presentation at Chippenham Town Hall from Crime Stoppers. She suggested that this could be an item for a future Parish Forum or Area Board meeting. The SEPM indicated support for the proposal to be included in a future Parish Forum meeting.</p>
81	<p><u>Future Meeting Dates and Close</u></p> <p>The Area Board noted the following future meeting dates (6.30pm-8.30pm:</p> <ul style="list-style-type: none"> <li>• 10 June 2024</li> <li>• 2 September 2024</li> </ul>





## Chippenham Highways Matters

### Pre-submitted Questions

#### December 2023

1) **People attending Chippenham Collective's weekly activity at Westmead Open Space are being put off by the difficulty of crossing Pewsham Way. I am sure they are not the only ones. Most of our members have mental health needs or disabilities and no access to a car. Some of the conditions they have or medication they take increases their risk of traffic accidents. It is possible to avoid crossing the main road if approaching from the west via The Arc, but this is a very long way round for members coming from some parts of Chippenham. Ideally, our members would like a pelican crossing by the Westmead Open Space car park and a footpath from there to Lidl along the Pewsham Way.**

a) **Are there any plans to increase crossing points and pedestrian access along Pewsham Way?**

Additional crossings have been discussed previously at the LHFIG but the decision was taken to wait for further development in the area and for further crossings to be provided as part of those developments. In the absence of developments coming forward it would be possible for the LHFIG to revisit this request by completion and submission of an up to date Issue form available on the Council website.

b) **Can Wiltshire Council use its influence to promote better bus stop signage and encourage bus companies to engage with local service user groups?**

Wiltshire Council has an active Enhanced Bus Partnership with the local bus operators. As part of that partnership we have identified that the overall bus shelter estate and its management requires reviewing. We are working towards an overall plan for the county and when money becomes available, either from government or Wiltshire Council, a programme of improvement will take place.

2) **Questions from Chippenham Link Transport**

a) **Roadworks- I used to get a mail from our local councillor on this, but now have to self-service through the on line One.Network map. Which is not very specific on closures, etc. eg recent works at j17 on M4 and A350, the map service just says there is an ongoing closure, it's not specific on times/days. The site is also not very user friendly and we can spend a lot of time reviewing irrelevant alerts.**

One Network is the platform used to record all road works including works being undertaken by utility companies and other parties and provides a comprehensive overview of planned activities and works taking place.

b) **Parking concessions for volunteer drivers - having to pay for local parking, even though we can reimburse it, deters some of our volunteers from doing local trips to town centre facilities such as opticians & dentists.**

The council recognises that there are many worthy causes. Support for the NHS, charities, care workers and other vital services. It regularly reviews its charges and exemptions. The consideration of exemptions will be part of the 2024 parking review, which will be widely consulted on next year.

- c) **Car parking machines - why are so many out of action, for so long? I know of 5 across Chippenham car parks that have been out of action for at least 3 weeks. This must have an impact on council revenues, as well as reducing footfall in town centres that are already struggling. And, if as suspected, delaying repairs is a deliberate ploy to drive people to using the app or paying by 'phone the council is denying access to parking to those who choose to avoid technology or are concerned by falling victim to scams such as false QR codes.**

The council has approved an additional spend of £.4m for the replacement of parking machines. Whilst many councils have moved to contactless payments only, Wiltshire Council is continuing with cash collections. However, due to the issues with coin jams, theft, vandalism etc. cash machines do present additional challenges with breakdowns.

- d) **Car parking fine - related to the above, what is the situation re fines for non-payment when all/the only parking machine at a site is out of action?**

If mobile payments are not working then cash payments should be used. If contactless is not available then cash or mobile should be used. If cash is unavailable then one of the other payments should be made, or using another machine.

- e) **Road repairs post utilities work - when utility companies are given permission to dig up roads for cabling could the terms include a requirement to check regularly and for a period of years that there repair is still fit for purpose? This would reduce the need for the council to fund pothole repairs when the pothole is a result of the utility companies taking short cuts with the original repair.**

Road reinstatements by utility companies have to meet standards set out at national level. Reinstatements are subject to inspection by Highways officers to ensure standards are complied with. Premature failure of the reinstatements remain the responsibility of the utility company to affect repair.

- 3) **I live on Sheldon Rd, I moved in just before full lockdown finished, I was unaware at that time of how busy/ noisy this Road now is. My question is, as it's obviously used as a rat run most times, but particularly at peak times, is there any way we could have speed bumps or speed limiting measures to limit rat run use & speeding Loud motorbikes are also a problem as are 'boy racers' with adaptations that include noisy exhausts on souped up cars etc along this stretch.**

The Council has an adopted process for dealing with local concerns, such as speeding, and any other suggestions for change that you would wish to raise. In terms of speeding a request can be made to carry out a traffic survey to determine actual driven speeds by the completion of a downloadable online form. The completed form needs to be endorsed by the relevant Town or Parish Council, in this case Chippenham Town Council, and they will then forward to Wiltshire Council for processing.

Full details of the process followed, and the downloadable forms are available on our website at [www.wiltshire.gov.uk/council-democracy-area-boards](http://www.wiltshire.gov.uk/council-democracy-area-boards) The results of the survey will dictate if action is required to address any recorded speeding issues. Typically, initial action to speeding issues is in the form of Community Speedwatch (CSW) and Speed Indicator Device (SID) deployment. CSW is a Police led initiative whereby they provide support and training to local volunteers to enable them to undertake educational activities. Further details can be found at: <https://www.wiltshire.police.uk/article/782/Community-Speed-Watch> Since 2015 the Council

has delegated the deployment of temporary SID's to Town and Parish Councils in Wiltshire. You may wish to approach Chippenham Town Council direct to discuss this further with them and establish if they would be interested in deploying a SID. It should however be remembered that as speeding is a moving vehicle offence the enforcement authority is the Police and not the Council.

- 4) I would like to ask what is planned to protect Esmead Monkton Park from becoming a Rat Run both during the works and on completion of the 200 house on Rawlings Farm.**

Detailed plans for Rawlings Farm have yet to come forward - the Council will expect to see construction stage management plans as part of that submission where the mitigation of any temporary traffic impacts will be considered and agreed.

- 5) The congestion caused by the station hill traffic lights. The tail backs up station hill are getting up to the Station. This is before more traffic is added by the new developments at the Old College and Rawlings Farm.**

See substantive responses below at 14 & 15

- 6) Rawlings Farm Development. I have no faith that the developers will build the relief road once 200 houses have been built. Given the growing congestion on Station hill and no other exit the relief road should be built before any houses. The amount of extra lorries using station hill caused by the building risk bringing the centre of Chippenham to a standstill. The additional pollution within the town centre particularly as all the additional lorries will go past the school on Cocklebury Road make the building of the relief road a priority.**

The adopted allocation of land at Rawlings Farm allows 200 houses to be built and served off Darcy Close prior to the second (railway bridge) access being in place. Planning permission is conditional on that requirement.

- 7) I Currently live on Cepen Park South.**  
**a) Sandown Drive is clearly used as a cut through. Although there are speed bumps would it be possible to have a 20mph limit on the estate and also a weight limit for lorries?**

The Council has an adopted Policy on 20mph restrictions. The primary requirement is that existing vehicle speeds must be 24mph or lower. This accords with Department for Transport advice. Requests for a review to establish if a 20mph restriction can be introduced is done by discussion with the TC to see if they are supportive of the request. WC does not have enforcement powers for speed limits, this is for the Police.

- b) I have recently bought a house on Monkton Park for my retirement and have several questions: The roads around the estate are in a poor state of repair. When will they be fixed?**

The roads around Monkton Park are not currently in the forward maintenance programme for substantive repair. They are however subject to regular inspection and defects meeting the criteria set out in the Inspection Manual will be subject to remedial work.

- c) The only access to the new build on Rawlings Farm is via Station Hill and Cocklebury Road. Thanks to the nonsensical traffic lights at the bottom of Station Hill there is already congestion. Why isn't access to Rawlings Farm being put in place BEFORE development? What guarantees are there that Rawlings Farm access will be improved?**

The adopted allocation of land at Rawlings Farm allows 200 houses to be built and served off Darcy Close prior to the second (railway bridge) access being in place. Planning permission is conditional on that requirement.

- d) Station Hill traffic lights. These have led to much more congestion in town than before creating pollution, delay and no doubt knock on to the economy. The delays are especially frustrating for Monkton Park residents. What will it take for the council to admit this was a costly error that needs putting right?**

See substantive responses below at 14 & 15

- e) On the Bath Road at the roundabout by the Pheasant pub is a pedestrian crossing. (Dropped kerbs and island) This is in a dreadful state of repair. Apparently, the builders of Hillcrest / Hunters Moon are supposed to be paying for this. Why aren't they being made to do this now? It is both unsightly and for a disabled person like myself dangerous.**

The Works mentioned are in connection with the Hunters Moon Development and are being undertaken under agreement by the developer. Delays have been experienced due to the location of Utility Apparatus necessitating a change in design. Council Officers have been seeking an early resolution to the problems mentioned and the developer has recently recommenced works.

- f) As mentioned, I currently live on Cepen Park South. It is not uncommon in the evenings to hear cars and motorcycles racing on this stretch of A350. What can be done to deal with this?**

Inappropriate driver behaviour should be reported to the Police for action.

- 8) The questions below were raised at the Meet the Leader Meeting of the 16th of February. As I received no answer, nor could find no answers in the Ask the Leader Response document, they were re-submitted in a letter to Mr. Clewer on the 18th of May.**

As I still received no full answers, only a reply indicating that the questions had been passed onto the relevant Council Executives, they were sent as an email to Paula Tucker – Executive Assistant, Cabinet Office on 18th July who furnished a reply on the 31st of July. All replies, from all parties were prevaricated and did not answer directly the points raised, for example: [underlining are mine]

**Sadlers Mead Car Park ASB**

- The council is currently reviewing its car parking provision.
- A number of options are currently being investigated to improve the customer experience.
- This includes consideration on controlled access and improvements to maintenance levels
- The investment required and the benefit of options are currently being considered to allow improvements to be realised at the earliest opportunity

**Station Hill traffic lights**

- there are no changes planned to the lights but we are continuing to monitor

The Council seems to do an awful lot of considering, reviewing and monitoring, all too little effect. So I ask the questions again, in the hopeful anticipation that they will get a full, time actioned response.

- a) **What consideration has the Council taken to resolve the problem of “boy racers” around the top floor of the Sadlers Mead Carpark, for example paid ticket barrier “entrance/exit” and or “speed bumps”.**

The Council regularly reviews its parking arrangements to ensure they are appropriate. Car parks by their very nature are open to the public. Barrier entry to Saddlers Mead Car Park, for traffic management continues to be considered. However, the barriers would control access when the traffic regulations are enforceable, but at other times access would be allowed unhindered. Anti-social behaviour issues would be part of a wider consideration as different controls are needed in these circumstances.

- b) **Why are three floors of the carpark continuously illuminated by day and night.**

As built, the stairwell lights, ground, and lower ground floor lights were on 24/7 while the mid-level lights were already equipped with sensors. The lights on the top decks of the car park continue to be regulated by a diurnal sensor. The lighting strategy was changed back in 2022 successfully bringing the stairwell lights, ground, and lower ground floor lights under control. No change has been made to the lights on the top decks.

The lighting is controlled by passive sensors that activate when someone or something is present in the car park, subsequently turning off after a pre-defined duration. Adjustments have been made to both the sensitivity of the sensors and the duration for which the lights remain on. Given that the car park is intended to be accessible 24/7, the lights may be triggered at any time. This lighting configuration is essential to ensure adequate illumination inside the building at all times, thereby promoting the safe use of the car park by users.

- c) **What quality assurance and post work surveys are carried out by the Highways Department after a stretch of potholes are filled in. I would like to also know how much the initial repair to the potholes at the top of Cocklebury Road, carried out on Friday 14th April cost, and who came back to inspect the shoddy workmanship and why the area of road was properly repaired in the summer of this year.**

The council undertakes sample checks of works undertaken by our contractor, as it is not feasible to check every pothole that is repaired, It is necessary for interim repairs to be undertaken, the nature of these repairs are aimed at alleviating the immediate hazard so that more permanent repairs can be programmed in to maximise efficiency.

- d) **How will WC use and prioritise the Central Government’s newly promised potholes grant to address the continuous issue of potholes and deterioration of the County roads.**

Central Government have provided additional funds for preventative maintenance activities. Details of how the Council intends to use this funding will be published shortly.

- e) **What long term decision has now been decided by the continuing monitoring of the Station Hill traffic lights.**

The timings of all the traffic signals in Chippenham Town centre are subject to regular review and changes are made where considered to be of benefit. Monitoring is undertaken to establish if the changes made bring about the anticipated benefits. The smoothing of the traffic flow throughout

the town centre remains an objective for the Council, but is likely to involve a redistribution of queuing traffic to other locations. It is the overall journey time across the network that is important rather than the individual time taken through each junction. A project to look at coordination of all the major traffic signal controlled junctions in Chippenham Town centre is to be undertaken.

**f) What monitoring of the traffic flow and air pollution has been considered as a result of the installation of the New Road and Station Hill traffic lights.**

See response above at f.

**g) Has the Council Highways and Transport Dept. noted the congestion caused on all approaches to and through Chippenham at peak times caused by the aforesaid traffic lights.**

See response above at f.

**h) Why is it, that unlike many other of the County towns, we do not have:**

- **Free parking at the Leisure Centre site as do Corsham, Melksham, Malmesbury and Trowbridge**
- **Two hours free parking in the town's car park as does Corsham and 3 hours in St. Stephen's Gate Trowbridge.**

All the council's strategic public car parks have charges on them, with the exception of St Stephens Car Park in Trowbridge as this has a covenant on it preventing charges. The council also has car parks linked to an asset or service, these would include park and ride car parks, park car parks and where parking is for a sole use of a campus etc. Saddlers Mead Car Park is a strategic public car park. The campus car parks are linked to the provision of that asset. Whilst charges are not applied in a campus car park, they may have parking restrictions that ensure they are not for wider public use. An example of this would be where parking stays are limited to short time periods.

Free parking schemes in towns and other areas are at the discretion of the town councils or local community. Wiltshire Council's parking charges are to encourage the right parking behaviours, with charges to support local communities fairly. Free parking schemes are usually introduced to encourage displacement from other areas within Wiltshire. Hence free parking is a local decision. Wiltshire Council are pleased to setup free schemes funded and supported by the local community.

**9) How is the new development going to affect the residents of the Monkton Park estate? Especially as no new road is to be developed until after the housing has been completed at Rawlings Farm? The change of the roundabout to traffic lights at the bottom of Station Road has had a considerable negative impact. Not only on the flow of traffic and increased congestion. It is even proving more unsafe for pedestrians crossing the road. Due to impatience waiting for the lights. This has undoubtedly caused more pollution. This is only going to get worse with the above described housing development and the proposed development of the old college site. How do you propose this will be overcome?**

It is true that the building of the additional 200 houses off Darcy close will add some additional pressure to the Station Hill traffic signals in the short term, however the second access via the

Rawlings Farm Development over the new Railway Bridge will produce a net reduction at Station Hill.

The adopted allocation of land at Rawlings Farm allows 200 houses to be built and served off Darcy Close prior to the second (railway bridge) access being in place. Planning permission is conditional on that requirement.

- 10) It should be agreed that Wiltshire Highways are in charge of highway matters and road safety? It would appear that Wiltshire Highways set and manage the rules and others, including Parish Councils need to conform despite better local knowledge and experience and that the Police and the Public are literally left to pick up the pieces?**

**From a local perspective the Council believes that there is a speed to accident relationship, studies dispute this and yet accidents continue to occur. Examples being related to the A420 Allington crossroads, the A420 to B4039 Yatton Keynell turn off and the B4039 Fowlswick Lane crossroads. All huge accident hotspots.**

**The Parish Council understands that there is to be a forthcoming Review of these sites as part of a Local Safety Scheme Programme? When will this Review happen and is it possible to see the Terms of Reference under which the Review will be conducted?**

Collisions resulting in personal injury are monitored across the whole Wiltshire road network. Collision history forms the basis of the annual safety schemes programme that seeks to design and introduce engineering measure to prevent further collisions from taking place. The Council follows to guidance set out in 'DfT Road Safety Good Practice Guide' in determining when intervention is required. The junctions mentioned are included in current list of locations for further investigation in early 2024. The results will be shared with the PC in due course.

- 11) As a resident of Ivy Road I have on most days observed cars accelerating aggressively and travelling at speed around the Bridge Centre Gyratory. This is a partially residential area with a school and at times reasonable numbers of pedestrians, including children, on narrow pavements. Would it not be reasonable and relatively inexpensive to reduce the speed limit in the centre of Chippenham to 20mph and add some level of enforcement such as fixed cameras? Would such a policy not also help with the current unacceptable levels of air and noise pollution?**

The Council has an adopted Policy on 20mph restrictions. The primary requirement is that existing vehicle speeds must be 24mph or lower. This accords with Department for Transport advice. Requests for a review to establish if a 20mph restriction can be introduced is done by discussion with the TC to see if they are supportive of the request. WC does not have enforcement powers for speed limits, this is for the Police.

- 12) As a resident of St Mary's Place, can I please draw your attention to a couple of concerns?**
- a) Traffic going from Station Hill at the traffic light system. Can there be a more prominently painted area for pedestrians/cyclists on the Monkton Hill are please? Cars speed down here and at Mary's place to avoid the red light on the traffic queue. It's so so dangerous.**
  - b) The original painted area is badly faded and motorists vere on to it nearly mowing you down if you're not aware.**
  - c) Traffic on a green light from Station Hill turning right (towards the railway bridge and The Brunel) sometimes use both lines, like a dual carriageway to turn right. Again, so so dangerous.**

- d) **Please can you look at measures to create a more safe busy area of the town for both road users and pedestrians/prams/mobility scooters.**
- e) **Hoping someone will take a serious look at these important safety issues.**

This request will be passed to the Local Highways team for inspection and action in accordance with our Inspection Manual. It is interpreted that this request refers to the advance cycle stop line and the reservoir being used by motor vehicles. The concerns are noted and the site will be subject to investigation.

- 13) Noise and pollution - Can you please consider a speed reduction on Rowden Hill and round the Bridge Centre roundabout, with appropriate oversight (cameras). There is loud noise through the night, pollution and also danger to schoolchildren as families try to walk along the narrow footpath.**

The Council has an adopted Policy on 20mph restrictions. The primary requirement is that existing vehicle speeds must be 24mph or lower. This accords with Department for Transport advice. Requests for a review to establish if a 20mph restriction can be introduced is done by discussion with the TC to see if they are supportive of the request. WC does not have enforcement powers for speed limits, this is for the Police.

- 14) At a meeting of the Chippenham Town Team River and Rail Quarter meeting on 30 November we discussed the All Things Roads event and questions we would like to ask, our Quarter spans from the Town Bridge up to the Swindon and Wiltshire History Centre including the Station Hill Traffic Lights. Please see below:**

- a) **What are the plans to manage the extra traffic from the Rawlings Farm and Old College developments due to start any day on the biggest cul de sac in Europe, if not the World and no plans for a bridge/second exit until after the 200th house is built on Rawlings Farm?**

Detailed plans for Rawlings Farm have yet to come forward - the Council will expect to see construction stage management plans as part of that submission where the mitigation of any temporary traffic impacts will be considered and agreed.

- b) **When monitoring traffic at Station Hill Traffic Lights, are you aware the traffic queues have now moved from the Monkton Park traffic lights to Pewsham due to issues with the Gladstone traffic lights for approx 2 months since sequencing changes, meaning traffic is queued for 10-20 minutes further up and cannot get to the Station Hill Traffic Lights so often only a couple of cars waiting at rush hour instead of round to Bank House?**

The timings of all the traffic signals in Chippenham Town centre are subject to regular review and changes are made where considered to be of benefit. Monitoring is undertaken to establish if the changes made bring about the anticipated benefits. The smoothing of the traffic flow throughout the town centre remains an objective for the Council, but is likely to involve a redistribution of queuing traffic to other locations. It is the overall journey time across the network that is important rather than the individual time taken through each junction. The comments made will be passed to the Council's consultants for further review.

- c) **What plans are there to change pot hole measuring and priority in cycle lanes/areas?**

Our inspection and repair process is laid out within the Highway Inspection Manual, currently there are no plans to change intervention levels or the hierarchy of our network.



- 15) It is great to see these events taking place and I hope finally the residents of Chippenham will be listened to and respected. We have tried to engage with the correct procedures over the last nearly 3 years, there have also been numerous questions at Cabinet Meetings and emails see below for a small overview:

#### **Hathaway Retail Park Traffic Lights**

- a) **When will Wiltshire Council be adopting these traffic lights and sorting out the dangerous double green lights and long delays to get through Park Lane to the Town Centre lights?**

Adoption is currently forecast to be achieved by the end of March 2024.

#### **Pheasant Roundabout Works**

- b) **The fences and works don't seem to have been touched for about a year, what is the plan to finish these?**

Works to complete are due to recommence in the new year.

#### **Gladstone Traffic Lights**

- c) **About 2 months ago the sequencing was changed on the Gladstone traffic lights, previously the two lanes on Avenue La Fleche could be green at the same time apart from a small amount of time to allow traffic from Pewsham to cross the bridge. Now the timing has been changed so the traffic flowing out to Pewsham is green but the traffic towards the bridge centre roundabout is red for a long period, there is no need for this as the traffic flowing out has no reason to cross the inward traffic, can this be changed back?**

It is causing traffic to queue around the Pewsham bypass as it is holding it at a single lane, rather than letting it get through to where the traffic divides into 3 lanes. There also seems to be a problem with the timing of the next set of traffic lights where Avenue La Fleche meets Bath Road, as at times traffic is queued back past Gladstone so even when lights are on green traffic cannot move.

**This was not the case before the changes. Now when you get to Station Hill Traffic Lights there may only be one car waiting at peak times as the traffic is queued around Pewsham instead, giving false data for Station Hill Traffic Lights.**

The timings of all the traffic signals in Chippenham Town centre are subject to regular review and changes are made where considered to be of benefit. Monitoring is undertaken to establish if the changes made bring about the anticipated benefits. The smoothing of traffic flow throughout the town centre remains an objective for the Council, but is likely to involve a redistribution of queuing traffic to other locations. It is the overall journey time across the network that is important rather than the individual time taken through each junction. The comments made will be passed to the Council's consultants for further review.

#### **Station Hill Traffic Lights**

- d) **The One Plan Consultation came back that the traffic lights were very unpopular and that it would be looked into solutions as long as it didn't stop emergency vehicles getting through. The current system stops emergency vehicles getting through so there seems to be a lack of knowledge in the feedback?**

Emergency vehicles can get through when on call. No concerns have been raised by the Emergency Services direct with the Council.

**What are the next stages in finally sorting out these traffic lights?**

A number of substantive changes have been made to the signals since they were installed to increase their efficiency. The signals continue to be monitored and changes made to accommodate changes in usage patterns and demand level. See also response at Q3. above

**August 2021 Webinar with Michelle Donelan MP, Wiltshire Council and residents.**

- e) **It became apparent at this meeting that even the MPs office that was next to the traffic lights hadn't been consulted or received a letter, what has been done since to ensure these letters are delivered by contractors?**

It is accepted that not all frontagers were notified of the scheme. This was accepted at the time and was due to Covid restrictions that were then in place. Where the Council carries out schemes now frontagers are fully notified.

- f) **At the meeting Parvis said Wiltshire Council would educate members of the public on not crossing the road when the lights weren't green for pedestrians, where is the evidence that this happened?**

The comment given at the meeting referred to the wider road safety education that the Council undertakes rather than specifically about Station Hill.

- g) **20th September 2021 Monkton Hill reopened to cars, Due to congestion caused by Station Hill Traffic Lights. Didn't this make it more dangerous for cyclists?**

No it is not considered that this makes the route more dangerous for cyclists. No concerns have been raised with the Council.

- h) **21 October 2022 meeting with Wiltshire Council Dave Thomas, Gareth, Cllrs Nick Murry and Matthew Short plus residents Mike Blanchard and Melanie Boyle. After a very good meeting for about an hour, all the good ideas discussed and taken away for further consideration were dismissed by Atkins, the contractor it would seem.**

**Following the meeting an email on 2.12.22 from David Thomas said there would be a follow up meeting with Atkins about dead time, we have had no further feedback? Is a year acceptable? When will we get feedback? How much pollution has been caused by cars sat for long periods while traffic comes through from under the Arches, something that could easily be adjusted?**

The suggestions made were given due consideration and were subject to further investigations. Feedback was given on a number of occasions.

**At the meeting Dave and Gareth watched how dangerous using the cycleways under the arches were, when there was the option for an off road alternative. The feedback was this was being investigated further over a year ago on 4.11.22, what is the latest update?**

The option of removing cyclists from the carriageway and using the pedestrian side arches was given due consideration. However it was concluded that the on carriageway provision was the

most appropriate and suitable given the low speed environment. The perception of risk is down to the individual user and cyclist have the option of dismounting and walking through the side arches.

- i) Weight Limits, many large vehicles use the cut through of the left hand lane not the right hand more suitable lane when coming down upper New Road The feedback was: Weight limit - This is linked to the emerging LTP4 and will need to be progressed as a request to the LHFIG once LTP4 is formally in place. This is likely 12 months away at the moment. We are now over a year on, what is the latest timeline, who carries out the action?**

Unfortunately, there have been considerable delays in the issuing of guidance on Local Transport Plans from the Department for Transport. A decision has however now been made by the Council to proceed with its LTP and supporting documents. It is anticipated that this will be published in Autumn 2024.

**Ask The Leader 16th February 2023. Mike and I attended, questions were asked about the traffic lights and ignored. Mike followed up and finally got a response from Cllr Clewer on 15 March 2023, one we have received many times and challenge repeatedly to no avail, that they improve access for pedestrians and cyclists to and from the train station.**

**The waiting time for pedestrians at the traffic lights has not improved the experience for the majority of pedestrians, removing the pedestrian island and making pedestrians wait 3 minutes for the lights to change to allow them to cross just means they walk out in front of traffic on a blind bend with no island to pause on and inhaling pollution when waiting.**

**If a roundabout was put back and the lights were used for pedestrian crossings only or a zebra crossing created, this would be an improvement for pedestrians, will you now consider this?**

The reinstatement of a mini roundabout supported by formal crossings on the approaches is not considered to be a workable solution. This has been explained on a number of previous occasions. Independent pedestrian crossing movements would have a greater negative impact on traffic movements and result in a blocking of the mini roundabout circulatory.

**Cycle lanes suddenly appear and disappear, with the only route to them past parked cars with doors opening and cars pulling out constantly is this safe when before there was a safe car free route down Monkton Hill, which has had to be opened up to cars due to the delays and congestion on Station Hill due to the traffic lights?**

The scheme was subject to a full independent safety audit. The reopening of Monkton Hill to motor vehicles was undertaken to help alleviate concerns regarding the station Hill signals and in effect reinstated the previous arrangements that existed for many years.

- j) Were the planners aware of the Monkton Hill and 403 existing car free cycle routes from the station through the park?**

The Council was fully aware of the cycle routes available on Monkton Hill and through the park.

- k) We are coming up to the third anniversary of being ignored, will Wiltshire Council finally work with residents and Town Councillors to sort this junction out before the 100 dwellings at the**

**Old College and 200 at Rawlings Farm start on the biggest cul-de-sac in Europe with no date for a second exit?**

Local concerns have not been ignored as demonstrated by the changes that have been made, the meetings that have taken place, the feedback given, and the considerable level of correspondence that has been replied to.

**l) Dauntsey Lock Road**

**Is the extra traffic pushed through the town centre area since the landslide and road closure being monitored and taken into account on the urgency of getting Dauntsey Lock back into use to ease congestion and pollution?**

Substantive repairs to Lyneham Banks are planned for 2024

**m) Calne Bypass Sinking**

**Since the Dauntsey Lock road landslide and closure, the Calne bypass is sinking faster, with signs up, what are the plans to address this?**

The subsidence of Calne bypass is not related to the Lyneham Banks landslip. Plans are in place to repair the bypass in 2024.

**n) Snow Hill Goatacre to Hilmarton road cracking/subsiding. Since the Dauntsey Lock road landslide and closure, the Snow Hill road is cracking and subsiding due to all the extra heavy traffic, what are the plans to stop this before it becomes unrepairable?**

Snow Hill is subject to regular inspection and repairs will be carried out when intervention criteria are met.

**o) Air Pollution**

**How can we get the data for the increase in air pollution since the Station Hill Traffic Lights have caused single lane, slow moving traffic to now become stationary for long periods, in summer the smell while waiting for the pedestrian lights to change is disgusting due to the tall buildings causing the fumes to linger.**

Air quality monitoring results from all previous years monitoring are reported as part of our Annual Status Reports available here <https://www.wiltshire.gov.uk/article/6472/Air-quality-annual-reports>. Results from 2023 to date can be obtained on request by emailing [publicprotectionwest@wiltshire.gov.uk](mailto:publicprotectionwest@wiltshire.gov.uk). Air quality on Station Hill is monitored but the results consistently report that Air Quality thresholds are not breached.

**p) The buses in Chippenham are large, under used polluters in the majority of cases, how do we get the big empty buses changed to smaller electric efficient reduced polluting buses or retrofit existing buses?**

The majority of bus's operated in and around Chippenham are done so commercially, meaning Wiltshire Council has less control over the operations of these services. At certain times of the day, bus's will run less than full, but at peak times they are often conveying school / college children, where that capacity is required. Also, in order to comply with Disability regulations, bus's of this type are low floor and therefore need to be a certain size in order to comply with that legislation. Most of the bus's operating in and around Chippenham are of Euro5 standard, making them very efficient when measured at the tail pipe in terms of omissions.

**16) I'm writing to pose the following question to the Area Board ahead of the meeting on the 11th December - "How many more accidents and fatalities will it take, for the speed limit on the A350 (near Lacock) to be changed?"**

As most of the Board are no doubt aware, another fatality was recorded on the A350 by Lacock in November. This is in addition to the many accidents that happen on this road on a regular basis.

I, and many other users of this road, are outraged that there has still been no action taken as yet by the Council to make changes to the incredibly dangerous stretch of road between Lackham College roundabout and Beanacre. As such, I have started a petition for the speed limit to be lowered - which can be seen here: <https://chng.it/2ZQQT7R9y7>  
I'd suggest - a lowered speed limit along this stretch is not the only solution - but it would be a very good start to giving road users enough time to react to others around them. There are multiple factors to be considered here:

- Multiple single track lanes adjoining an A road (with poor visibility)
- Inadequate road layout near Whitehall traffic lights (inc. incredibly short merge lanes)
- Enforcement (& knowledge!) of the existing speed limit at the least
- Inadequate crossings for road users.
- Types of road user in this particular area! (agricultural, equestrian, cyclists, tourists, college students, walkers etc.)

**As the resident that has started this petition, I appreciate that there are budget restraints - but we simply cannot allow accidents and fatalities on this road to become the norm. I look forward to hearing the response from the Board at the meeting on the 11th and will see Councillors there.**

With regard to the A350 south of Lackham Roundabout it is important that it is an attractive route for traffic to use rather than using the local, less suitable, lanes and minor roads in the area.

National Highway's M4 to Dorset Coast Connectivity Study may have implications for the A350, including the route to the south of Lackham Roundabout. This report is currently being considered by DfT and the results are awaited.

It may be that, as and when future funding opportunities present themselves, potential bids could be developed and considered to provide an upgrade to the A350 route to the south of Lackham Roundabout and leading into the potential bypass scheme at Melksham. However, in the meantime any safety improvements on this route would have to be funded from existing sources, including funds available from the LHFIFG.

**17) Wiltshire County had no fixed speed cameras. ANPR technology is so cheap and readily available now, with the ability to fully automate processing of speed offences and issuing of fines. With evidence that shows speed reduction from cameras, and the means to collect revenue from fines which could be used to fund safety improvements, why isn't the tech used in our county?**

The Wiltshire and Swindon Road Safety Partnership (Swindon & Wiltshire Councils, National Highways, Fire, Police and Ambulance services and Ministry of Defence) have adopted a Road Safety Strategy predicated on reducing road fatalities and serious injuries by co-coordinating

strategic actions. Ensuring compliance with speed limits is part of that strategy, however there are no current plans to re-establish a formal Camera Safety Partnership.

**18) With reference to the meeting on Monday 11th, please find some questions put forward by the Marshfield Road Safety Group –**

- **Please can we have an update on our LHFIG application submitted in December 2022?**
- **We've had no formal communication back on our application, please can you explain the process in terms of decision making, timeframes and communication once a LHFIG application has been submitted?**
- **With ever increasing frequency of incidents on Marshfield Road (speeding, near misses, crashes) will any of the improvement measures suggested be implemented? As a reminder these include a number of traffic calming measures such as –**
- **Amending the road layout so that it is clear if one lane or two (ideally one (plus a dedicated cycle lane) as there isn't the width for two lanes in the central section), reducing the jostling for position and dangerous overtaking.**
- **Improving the signage and road markings so there is a clear indication of the layout and the speed limit.**
- **Making use of speed cameras to catch those speeding.**
- **Potentially reducing the speed limit.**

This is a live project for the LHFIG and officers supporting the groups have recently met with the Local Councillor for the area with a local resident. A further update will be given at the next LHFIG meeting in January and notes of the meeting will be available via the local member and town council following the meeting.

**19) Issues being caused by vehicles parking illegally on Station Hill / New Road, primarily to visit or facilitate delivery from the fast food shops. These vehicles are creating increased risk of incident to both passing motorists and pedestrians and creating problems for larger vehicles such as buses.**

- a) **Additionally, due to high turnover and limited parking availability, vehicles often park against the flow of traffic which then necessitates dangerous movements out into peak hour traffic. We also often see 3-point turns being performed on Station Hill where drivers refuse to travel further up that road to turn at a junction / side road.**
- b) **This junction with the recently installed traffic lights is now one of the major blocks to traffic flow and it is disappointing that these easily visible issues exist so close to the Council Office and police station on Monkton Hill, giving rise to the question why so little is done about it?**
- c) **The absence of action is now encouraging further illegal parking for longer periods as people visit the gym or pub.**

Illegal and inappropriate parking is being addressed by the Council's Parking Services team. However they cannot be attendance on all occasions but targeted enforcement does take place. Visibility issues were identified at an early stage and an offer made to the local businesses to undertake a parking review but no response was received. This issue could be revisited by raising with the Town Council and LHFIG.

**20) I'm sure you'll be inundated with emails about this subject so I will attempt to keep this brief. The increased danger to road users and build up of traffic since the changes have been put into place is what's led me to write, along with what i believe to be a lack of common sense.**

- a) **Firstly prior to these changes in my experience there was very little traffic or last minute close calls/lane changes by incompetent drivers or those trying to undercut the traffic. Worst case**

was that people didn't realise if approaching from Chippenham you could take the left lane all the way to M4 Eastbound (3 exits in total) the right line enabled you to also turn off M4 Eastbound along with the refuse centre/services and back to Chippenham meaning each lane led to 3 exits.

- b) It can't be correct that when approaching from Chippenham to Jct 17 M4 that one lane goes left (least common route) and to exit on the remaining 5 exits you have to use the right lane. The increase in vehicles from the new warehouses surely won't create that much traffic. This layout has been here for over 15 years without issue, how much expansion are we expecting in the next couple years?
- c) I also felt traffic flowed better in the town centre before the lights were brought in. It appears our town is given a budget for the roads and we need to spend it or lose it next time and lights are a good way to do it. It might not be true but coming from someone who drives on these roads regularly and my own straw poll of all the people I know in Chippenham agree. The only people I have found in favour of these changes are the elderly or the apprehensive drivers reflecting their inability to drive and shouldn't be relying on the town coaching them.
- d) Please could you review the lights situation, I would also like to see a vote to the population of Chippenham regarding being in/not in favour of lights to also factor in other road users including disabled and pedestrians.

The recent changes at M4 Junction 17 were the subject of a planning application (17/03417/OUT) which was approved on the 28th August 2018. The planning application facilitates the delivery of the Chippenham Gateway scheme, which amounts to circa one million square feet (92,903sqm) of warehousing and distribution uses, which will ultimately have a significant impact on the operation of the junction.

Since planning approval for the Chippenham Gateway scheme, both National Highways and Wiltshire Council have worked in collaboration with the Developer to progress the design and delivery of the junction works, which are now nearing completion. These junction works were subject to traffic modelling to determine the most efficient lane allocation to respond to growing and changing traffic patterns, which has resulted in the current arrangement with the northbound A350 left hand lane solely allocated to accessing the M4 westbound.

The change in lane allocation has resulted in some immediate concerns, with some drivers incorrectly utilising the left-hand lane seeking to continue the straight-on movement to the A429, despite sign and road marking lane allocation. Since concerns were initially raised, further signs and road markings have been implemented, however we recognise that this may present a medium to long-term issue which should be assessed and mitigated wherever possible. In order to address this, a stage 3 Road Safety Audit is in the process of being commissioned and should occur imminently; the brief for the Road Safety Audit will explicitly cite concerns for the lane allocation for assessment by the independent auditor. Following the Road Safety Audit, National Highways and Wiltshire Council will review all recommendations and respond accordingly.

Traffic signals - The timings of all the traffic signals in Chippenham Town centre are subject to regular review and changes are made where considered to be of benefit. Monitoring is undertaken to establish if the changes made bring about the anticipated benefits. The smoothing of traffic flow throughout the town centre remains an objective for the Council, but is likely to involve a redistribution of queuing traffic to other locations. It is the overall journey time across the network that is important rather than the individual time taken through each junction. The comments made will be passed to the Council's consultants for further review.

## **21) Roads/congestion:**

- a) Bath Road roundabout near the railway bridge. I live just off Coppice Close and turning right towards the roundabout has become a nightmare. When drivers take the exit off the roundabout heading towards Lacock/Melksham etc. often drivers seem to speed into the 40 mph zone. With Coppice close on the left and extension of Redcliffe development, it is sometimes very difficult to join the main road especially, when turning right towards the roundabout. With the development of further new homes, I believe this section should be reduced to 30 mph until cars reach the traffic lights.
- b) The trees at the roundabout also make it difficult to see other pedestrians and traffic when walking my dog.
- c) Buses on Sundays and Bank Holidays and evening. I am unable to drive and the lack of transport on Sundays/BH and lack of transport after 5.50pm significantly impacts on my ability to shop at the weekends and I have no choice but to pay for a taxi to/from town which costs extra on Sundays and Bank Holidays. I have a weekend job for 4 hrs on Sat and Sunday and half of my pay for working on Sundays is used to pay for the taxi.
- d) I am also limited in where I can travel when I am not at work as it seems that to travel to other areas of Wiltshire I have to catch the bus into town and then catch another bus to wherever I am going and this all has to link in with the A34 timetable. When my family member visited in August, we could not go to Warminster for example and it was a struggle to go to Devizes, Marlborough and even Corsham.
- e) The traffic congestion towards town is ridiculous and when I am at the bus stop, the a34 bus can be delayed for up to 15 mins. In Corsham, I was stood in a bus shelter that had electronic text stating the time of the bus. I would like to see this at the bus stop near the Rowden Arms, heading towards town centre. It is very exposed to the elements and constant lateness owing to congestion further down the route from Frome to the Rowden Arms deters me from going into town unless is necessary.
- f) I have also noticed that electric scooters are being used on the main road weaving in/out of cars at the Bath Rd roundabout passing queuing cars waiting to turn left at the roundabout or go straight on towards Sainsburys.
- g) I had to surrender my driving licence in 2021 on medical grounds and I have seen a significant increase in traffic, congestion, parking on two sides of the road and I've noticed more reports about accidents that have caused significant injury/death. This prevents me from considering asking for the return of my driving licence even though this is now an option open to me. I have a learner driver in the home and I am also very concerned about her driving in the future. Drivers seem very confused about which lane they should be in when approaching roundabouts.
- h) My other concern is around drivers with mobility issues and perhaps other concerns re: eyesight. I see older drivers in particular struggling to get out of their car and needing to use a walking stick. I wonder about their reflexes and whether they can appropriately manoeuvre and control the vehicle.
- i) Roads/congestion: Bath Road roundabout near the railway bridge. I live just off Coppice Close and turning right towards the roundabout has become a nightmare. When drivers take the exit off the roundabout heading towards Lacock/Melksham etc. often drivers seem to speed into the 40 mph zone. With Coppice close on the left and extension of Redcliffe development, it is sometimes very difficult to join the main road especially, when turning right towards the roundabout. With the development of further new homes, I believe this section should be reduced to 30 mph until cars reach the traffic lights.

Buses on Sundays and evenings continue to be funded largely by Wiltshire Council and we continue to see the value in such funding. Numbers have recovered well on such services, post Covid, with leisure and tourism being travel choices on Sundays for example. It is difficult to respond entirely specifically to the question as we don't recognise the bus service you refer to.



However, it is common practice for a county of Wiltshire's size to operate bus services that feed into larger hub areas for onward destinations.

**22) Request for an update on the actions being undertaken to help with the speeding problem in Christian Malford. At the Parish Forum Meeting we presented a chart showing the excess speeds on the B4069. I have update the chart with the latest two months data (see below) and as you can see the trend is much the same. We have had a visit from both the Wiltshire Police speeding unit and a PCSO team which resulted in:**

- **14th November - 2 Speeders reported**
- **21st November- 5 drivers offered speed awareness course.**
- **1 driver received a fixed penalty notice and 3 points**
- **1 driver subject to court recovery.**

**Can we expect continued support for the CSW teams as well as spot checks by speeding units?**

Yes, there will be continued support from the CSW team, see latest CSEO activity below.

CSEO activity ▢

Location: Christian Malford - Av... x Christian Malford - Ma... x Christian Malford - Sta... x Christian Malford - Su... x

Location ▾	Site Name W3W ▾	Date ▾	Cancelled? ▾	Speed awarene... ▾	Fine & Points ▾	Court ▾	Total ▾
Christian Malford - Avon Wier Lane	reframe.indulgent.melt	Today	ROAD CLOSED	0	0	0	0
Christian Malford - Avon Wier Lane	reframe.indulgent.melt	November 30, 2023		1	0	0	1
Christian Malford - Avon Wier Lane	reframe.indulgent.melt	November 21, 2023		5	1	1	7
Christian Malford - Station Road	hopefully.clumped.blame	October 17, 2023	YES CONGEST	0	0	0	0
Christian Malford - Malford Farm	farm.limelight.writings	October 17, 2023		0	0	0	0
Christian Malford - Sunnyside Close	fall.harder.heckler	October 17, 2023		2	0	0	2
Christian Malford - Station Road	hopefully.clumped.blame	October 17, 2023		0	0	0	0

Count

**23) I live on St Paul Street [since 1983].**

- a) 200 steps from my house turning left towards Park Lane, there are 6 sets of traffic lights, where previously there was a roundabout and zebra crossing; this means that whereas traffic flowed continuously, albeit slowly depending on the time of day, now the traffic builds up in Park Lane and Malmesbury Road, cars are idling and stationary, even though frequently outside of peak times, there are no cars moving through other green lights, especially opposite the New Road post office. When cars are stuck in front of those traffic lights, St Paul Street is blocked and residents can't turn in as was the case when there was only a zebra crossing; traffic flowed better overall and now the smell of exhaust fumes is palpable; it wasn't as smelly and polluting for pedestrians and people living in the flats there when there was a zebra crossing and traffic filtered into New Road.**
- b) 200 steps turning right from my house, there are 7 sets of traffic lights:**
- c) 2 over Marshfield Road where previously there was a pelican crossing; now we press the pedestrian button and wait and wait and wait despite no traffic coming, people get fed up and cross, but that is less safe, and isn't a good role model for children; 3 at the bottom of New Road, one on the other side of the viaduct and 3 at the bottom of Station Hill, where there used to be a roundabout [didn't get round to photographing those].**
- d) There is a complete overkill of traffic lights which use electricity, and are not effective for pedestrians, they are not synchronised so we cross half way then have to wait again! Whoever designed this system doesn't live here and doesn't have to walk past the pollution. Those in the know use the Old Road as a rat run from Aldi and the small Tesco on the corner of Old**

Road towards the station car park and New Road, thereby cutting out the traffic lights at the top of New Road.

- e) I am not alone to think that so many traffic lights is overkill, leads to congestion and is not user friendly for pedestrians. How much did this cost us? Rumours have it the Council received money from the government/ Aldi/Great Western towards the costs of highways improvements, is this true?
- f) One other matter, at the bottom of St Paul Street is a sign pointing to the right to show Marshfield Road is one way only. However, beside it is another sign showing an arrow to the left for cyclists. Are cyclists allowed to ride bikes against the one way traffic, or are they expected to ride on the pavement used by families with small children going to Ivy Lane school? I was knocked over by a cyclist recently whilst at the crossing looking left towards the viaduct and stepped out as there was no traffic coming [admittedly I didn't wait for the green man] and was knocked into by a cyclist coming from the right. She was slow and I wasn't hurt, but the signage is unclear.
- g) I have been to the offices in Monkton Park about the pollution and was told that many residents have complained, but that only if it's recorded on the appropriate Wiltshire Council site will it be taken notice of. So, although I have only just got round to writing this, am now formally recording these concerns and questions

The Hathaway retail park signals were installed as part of development proposals and currently remain the responsibility of the Developer. Adoption by the Council is currently forecast to be achieved by the end of March 2024 and this will allow refinement of their operation to resolve a number of issues raised.

The timings of all the traffic signals in Chippenham Town centre are subject to regular review and changes are made where considered to be of benefit. Monitoring is undertaken to establish if the changes made bring about the anticipated benefits. The smoothing of traffic flow throughout the town centre remains an objective for the Council, but is likely to involve a redistribution of queuing traffic to other locations. It is the overall journey time across the network that is important rather than the individual time taken through each junction. The comments made will be passed to the Council's consultants for further review.

The footway from the bottom end of St Pauls Road to the Western Arches is a shared use footway / cycleway with appropriate signing in place.

- 24) Please can you let me know when you're going to complete the pedestrian and cycle route on the pheasant roundabout, we have put up with the mess and lack of safe crossing for too long. What are the reasons for the delay. Please can we have a realistic time scale for completion  
Thanks Keith DISPAIN Sent from my iPhone.**

The works around The Pheasant Roundabout are being carried out by Developers and is due to recommence early in the new year.

- 25) What is the programme of road surface repair to the damaged road surfaces on the corner of Eastern Avenue and Blackbridge Road**

This location is included in the patching programme with works currently due by mid may.

## Area Board Briefing Note Draft Licensing Policy 2024-2029 consultation

**Service :** Public Protection

**Further Enquiries to:** Claire Francis

**email:** [claire.francis@wiltshire.gov.uk](mailto:claire.francis@wiltshire.gov.uk)

**Date Prepared:** 26/03/2024

### Wiltshire Council Draft Licensing Consultation

#### Background

As the Licensing Authority, Wiltshire Council is required, under the Licensing Act 2003, to promote four objectives, namely:

- The prevention of crime and disorder
- Public safety
- The prevention of public nuisance
- The protection of children from harm

The licensing policy sets out how the council would normally apply its functions under the Licensing Act 2003, particularly when making decisions on relevant applications for premises licences, club premises certificates and temporary event notices.

The council's current Statement of Licensing Policy came into effect on 10 November 2019 and will cease to have effect on 9 November 2024, and so the council must be in a position to formally adopt a revised policy from November this year. To satisfy the specific legal requirements set down in the Licensing Act, the council is required to carry out a consultation process on the proposed Statement of Licensing Policy.

At its meeting on 4 March 2024, the Licensing Committee agreed that a consultation on the Draft Licensing Committee can commence. The committee report can be found at [Licensing Committee Report March 24.pdf \(wiltshire.gov.uk\)](#)

#### Consultation

The policy must be consulted on with a range of specific stakeholders listed in the Home Office Guidance. This includes licence holders, police, fire and rescue, businesses and residents of the area. The consultation is now open and will run for six weeks with results collected online to make it easier to make comments and

analyse results The consultation can be found at [Draft Licensing Policy 2024-29 consultation \(wiltshire.gov.uk\)](#). Paper copies are also available in Wiltshire Council libraries. You are encouraged to share information on the consultation with anyone in your communities you feel would want to participate. The draft licensing policy can be found at [Statement-of-licensing-policy-Draft 2024-2029.pdf \(wiltshire.gov.uk\)](#).

## **Next steps**

Following the conclusion of the consultation the results will be analysed and the results will be reported back to the Licensing Committee at their meeting in June.

## **More information**

If you would like more information on the consultation or process, please email [claire.francis@wiltshire.gov.uk](mailto:claire.francis@wiltshire.gov.uk)

Area Board Briefing Note – Local Nature Recovery Strategy

<b>Service:</b>	<b>Environment</b>
<b>Date prepared:</b>	<b>16/04/2024</b>
<b>Further enquiries to:</b>	<b>localnaturerecoverystrategy@wiltshire.gov.uk</b>
<b>Direct contact:</b>	<b>Alison.levy@wiltshire.gov.uk</b>

The Local Nature Recovery Strategy has been progressing with events through March collecting an understanding of what people’s priorities are for nature recovery in Wiltshire and what measures they would utilise to achieve those priorities. Thank you to everyone who contributed.

The project group have now moved into the shortlisting phase. In this phase all the information we were given from the survey and events will be merged with information gathered from existing strategies that relate to nature such as river catchment strategies. Having created a master longlist a shortlisting group and a species specialist group will reduce the longlist into a shortlist for each area of Wiltshire. A validation group comprised of people who know their areas well will then check the working and confirm the outcomes.

Once a shortlist is completed, around the end of May, we will start mapping in earnest, using “Geographical information systems” (GIS) programs to model the best locations for those priorities and measures to be located, however as good as the work on this may be, it will be purely data driven and so we need those maps to be “ground truthed”, or in other words for people who really know the land to take a look and give us feedback on the suggested areas.

Events to give people more information and gather the needed feedback will comprise of three in person drop-in days, several webinars and an accompanying online survey.

These events will take place across July and details regarding their location and times will be sent out via our contacts database so please do sign up to receive notice and your invitations.

[Sign Up](#)

this link may also be found on our webpage (awaiting an update currently at bottom, will be moved to top) if you type in Wiltshire LNRS to google it should be the first result.

Your views, local knowledge and buy in are critical to not just the building of the LNRS but also its successful delivery. I sincerely hope some of you will be able to make it to our events and I look forward to seeing you there.



## Area Board Briefing Note – Multiply – National Numeracy Day

<b>Service:</b>	<b>Education and Skills</b>
<b>Date prepared:</b>	<b>23/04/24</b>
<b>Further enquiries to:</b>	<b>Catherine Brooks</b>
<b>Direct contact:</b>	<b>Catherine Brooks</b>

Multiply is an initiative to support adults to improve their numeracy skills. During May the Multiply team are celebrating National Numeracy Day. You can find out more on the Work Wiltshire website. If you would like support to improve your skills and confidence in Maths contact the team.

Website – [www.workwiltshire.co.uk](http://www.workwiltshire.co.uk)

Email – [multiply@wiltshire.gov.uk](mailto:multiply@wiltshire.gov.uk)





## Update for Wiltshire Area Boards

April 2024

### Covid spring booster programme

The Covid-19 booster vaccination programme for those most at risk of serious illness from the virus will begin in April.

The advice for this Spring is to offer the vaccine to those at high risk of serious disease and who are therefore most likely to benefit from vaccination.

The JCVI advises the following groups should be offered a COVID-19 booster vaccine this Spring:

- Adults aged 75 years and over.
- Residents in a care home for older adults.
- Individuals aged 6 months and over who are immunosuppressed.

### Trailblazing health centre

Devizes' state-of-the-art health centre has recently celebrated its first anniversary, with staff at the site proud to have cared for more than 59,000 people during its inaugural 12 months.

The centre, which takes pride of place as the Wiltshire town's flagship location for health and care, had its official opening on 22 February 2023, just a few weeks after the doors first opened to patients.

Since then, the team at Devizes Health Centre, which holds the title of being one of the country's first fully integrated healthcare centres, meaning GP appointments take place alongside many other health and care services, such as outpatient clinics and community care, have carried out a total of 16,834 face-to-face appointments.

When combined with appointments carried out over the phone, the Devizes team cared for 59,457 people during their first year, which equates to approximately 238 patient interactions each day.

Along with being 100 per cent energy efficient – the site uses heat pumps and solar panels to generate its own power – Devizes Health Centre is also a hub for same and next-day care.

Patients of four nearby GP practices are able to be referred directly to the new urgent care service, meaning local people need not travel further afield for quick help and treatment.

Further information about Devizes Health Centre, as well as all other local health and care services, can be found online at [www.bsw.icb.nhs.uk](http://www.bsw.icb.nhs.uk).

## **BSW Care Coordination initiative wins prestigious HSJ award**

Medvivo and BSW ICB have won a prestigious Health Service Journal Award for a project to coordinate health and care services so that patients receive the best possible care to meet their needs, at the right, in the right place and avoids emergency admission.

The project, which has been running across BSW since December 2022, received a Gold Award in the category 'most effective contribution to integrated health and care'.

The Care Coordination Hub see Specialist Paramedics working alongside Advanced Clinical Practitioners and other Health and Care Professionals (in the hub and virtually) to optimise the flow of patients across the region. Working this way reduces the risk of harm and makes the best use of the resources to provide high-quality care.

## **New Partnership announced to support unpaid carers in Wiltshire**

Wiltshire has thousands of people who provide help as unpaid carers to those needing additional support. Wiltshire Council and the BSW ICB have a role to ensure those people are provided with respite, support and opportunities to network with other unpaid carers.

The council has announced that Age UK Wiltshire is working in a consortium with Community First, Alzheimer's Support, Wiltshire Service Users Network, Citizens Advice Wiltshire and Wessex Community Action (and many more charities). As a group they are called 'Carers Together Wiltshire' and will provide respite, and a range of support to adult unpaid carers from the age of 18. This will include training, carer cafes and awareness raising in the community for unpaid carers. They will also work closely with Wiltshire Council to continue conducting carer's assessments.

Community First has been awarded the contract for younger adult and young carers from ages 5 – 25, focusing on support in primary schools and supporting Wiltshire Council with their work with secondary schools and colleges, understanding their rights and what support is available to them and giving them opportunities to carry on doing the things they enjoy – whilst also teaching them key life skills as they grow up.

Both providers will work together to support carers aged 18 – 25 and family support including parent carers. There is also investment in online support so carers can access training, chats, helpful guides and support at any time.

There will continue to be a Wiltshire Carer Card which will provide unpaid carers with ID as a carer and record emergency contact details. This will be available as a physical card and a digital app for people's smartphone, if preferred. Unpaid carers can continue to use the emergency card they already have while they wait for the new card. The new providers will also continue to work closely with hospitals to ensure unpaid carers are supported. Assessments for unpaid carers will continue as normal.

From 1 April Carer Support Wiltshire will continue to run its services independently of the council including carer cafés, the Hear to Talk service, family support and activities, carer wellbeing workshops, young carer activities, carer grants and their Bereavement Help Points.

The unpaid carers contract is jointly funded by Wiltshire Council and BSW ICB.



## The Carers Together Wiltshire Partnership

*Community First is working in partnership with Age UK Wiltshire, Alzheimer’s Support, Wiltshire Service Users Network, Citizens Advice Wiltshire and Wessex Community Action, under the umbrella, Carers Together Wiltshire. This partnership allows us to provide tailored support to the thousands of individuals across Wiltshire identified as a carer.*

For more information about the support we can offer through Carers Together Wiltshire, telephone 01380 710300 or email [enquiries@carerstogogetherwiltshire.org.uk](mailto:enquiries@carerstogogetherwiltshire.org.uk).

## Support for Parent Carers

Are you a parent carer, providing care to your child who needs additional support?

Here at Community First, as part of the Carers Together partnership, we can provide a support conversation to discuss your needs. We offer information, advice and guidance and can also signpost and refer you to other support services. We can carry out Carers Assessments if your child is over 18, and you meet the eligibility criteria for a funded service. We will also be providing peer support groups and sending out regular Parent Carer emails full of information and events.



Jo Hiller-Culley is the Parent Carer Lead for Carers Together Wiltshire. Jo has been working to support Parent Carers in Wiltshire since 2012. Jo worked with the Wiltshire Parent Carer Council initially, as an information officer, then with the Wiltshire SENDIASS service around educational support for young people with SEN, and then for Carer Support Wiltshire for over four years, where she developed a robust support service for Parent Carers. Jo is looking to develop her role at Community First, part of the Carers Together Partnership. She would love to hear your views about what our new offer should look like. Please join Jo and her manager Hayley Boland on teams for a chat.

- Date: Thursday 23rd May 2024
- Time: 7-8pm (drop in)

For more information, and to obtain the link, please email: [jhculley@communityfirst.org.uk](mailto:jhculley@communityfirst.org.uk). You can also sign up for the Parent Carers newsletter here: <https://mailchi.mp/93192f1024d4/parent-carers-newsletter>

## Voice It, Hear It - Current and Upcoming Engagement Projects



The Voice It, Hear It partnership and delivery team has been working with Wiltshire Council and BSW ICB to engage with people in Wiltshire on a variety of topics related to health and social care, with the overall aim of co-producing, co-designing and co-developing health and social care services locally.

The team has a number of projects underway and scheduled throughout 2024. These have been requested by Wiltshire Council, the Integrated Care Board and other partners.

- **Learning Disability and Autism Life Expectancy:** Working with people with lived experience and public health to understand how screening can be made more accessible and comfortable for people. Topics include bowel, breast and cervical cancer screening and testicular checks.
- **Technology Enabled Care:** Exploring how 18-25 year olds use technology to enhance their independence and how they find out what is available for them.
- **Wiltshire Council Prevention Strategy:** Working with people with lived experience to find out what prevention means to them. What improvements and solutions are needed to meet the diverse needs of our population?
- **Care Quality Commission Adult Social Care Inspection:** Engaging with adults and carers to hear their experiences of Adult Social Care in Wiltshire. Do they feel listened to? Are their choices about their care respected and are they involved in planning their care? What works well and what could be done better?
- **Accommodation Strategy:** Identify the vision and aims of older people to maintain their independence and control within their own home. If not in their own home, how service can be designed to feel like a real home. How older people can be more involved in planning for their future home needs in a timely way.
- **Wiltshire Museum Assize Court Development:** Working alongside the museum to recruit and support a disability advisory group to help inform the museum redevelopment.

For more information about Voice It, Hear It, please see the Project Summary included with this briefing pack. You can also find out more about the project on our website: [www.communityfirst.org.uk/voice](http://www.communityfirst.org.uk/voice). To contact the team please email: [voice@communityfirst.org.uk](mailto:voice@communityfirst.org.uk)

## BeMindful - New Wellbeing Pilot Project



‘BeMindful’ is a new pilot wellbeing project led by Youth Action Wiltshire. Through Health Inequalities Funding, the project targets young people aged 11-16 living in the 20% most deprived wards of Salisbury and struggling with their mental health.

By working in partnership with schools and experienced VCSE services, BeMindful offers young people a range of support including access to group work, 1:1 mentoring, counselling referrals, signposting, vocational learning, healthy living and skills development.

*The following partners are involved in delivering the pilot project:*



## New Rural Housing Enabler Project

Community First is leading a new Rural Housing Enabler project in Wiltshire, with support from Wiltshire Community Land Trust. The Rural Housing Enabler (RHE) project will play a critical role in raising awareness of the lack of affordable housing for local people in rural parts of Wiltshire and encouraging and supporting communities to welcome and help make provision for new homes. The RHE will gather information to understand the need for affordable housing within rural communities and help empower communities so that they can explore a range of options.

The RHE will explore all options to bring forward projects that have the support of the local community. These will encompass, but not be limited to, conventional local authority and housing association new build or conversions; Section 106 or similar planning related affordable homes schemes; and schemes that combine both affordable homes for rent and shared or low-cost ownership. To achieve this the RHE will be willing to work with the two local authorities, housing associations and other not for profit providers in the area and private sector builders and developers.

The RHE will provide a great opportunity to connect with all parishes in rural Wiltshire, to begin ascertaining both the extent and type of affordable housing needs in the county and engage with those communities able and willing to do something about it. That `something` might include obtaining evidence of need, identifying possible sites (in particular `exception` sites) and in some cases establishing some form of community-led housing vehicle, such as a community land trust.

Crucially, the RHE will also be able to ascertain the existing and potential delivery agents for affordable housing, including Wiltshire Council, developers willing to provide a proportion of affordable housing in their proposals, and housing associations able to keen to work with rural communities. Accordingly, the RHE will be able to begin painting the whole picture of affordable housing needs within the county, help those villages keen to do something about it, and identify the potential ways of meeting those needs.

As well as establishing housing need another important ingredient in bringing forward more affordable housing for local people is the identification of suitable sites within or on the edge of the villages where these much-needed homes can be built. Part of the role of the RHE will be to liaise with landowners, CLTs, Parish Councils and Neighbourhood Plan groups to seek out such sites that might be brought forward.

The project is at an early stage, and we hope to have more information and project updates to share in the coming months.

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## Landfill Communities Fund

Are you a not-for-profit organisation in Wiltshire? Have you a capital community project you need some match funding for? Have you planning permission (if needed) and 3 quotes for the work you need doing ready to apply? If so, please fill in an Expression of Interest form which can be found on our website and send this to: [mhardwidge@communityfirst.org.uk](mailto:mhardwidge@communityfirst.org.uk).

The Grants team will get in touch with you to discuss eligibility and an appropriate time to apply if you are in the correct area, conditional to available funds.

Download information pack: <https://www.communityfirst.org.uk/grants/>

## First Aid Training



We offer a range of first aid training courses at Oxenwood Outdoor Education Centre, some courses can also be delivered remotely. Training courses are suitable for schools, youth groups and organisations. We can offer training for people with no first aid experience as well as refresher and requalification training.

Courses offered include First Aid at Work, Paediatric First Aid, First Aid for Mental Health and First Aid for Youth Mental Health. Courses range from 2 hours up to 3 full days of first aid training. During your course, you will be assessed by a qualified trainer and receive a certificate on completion.

A complete list of training courses is available on our website, with details about the course content: <https://www.oxenwood.org.uk/first-aid-training/>

For more information and to book training, email [dmaloney@oxenwoodcentre.com](mailto:dmaloney@oxenwoodcentre.com)

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## Employability Programmes

### Building Bridges

Our Building Bridges Programme, which supports people with significant barriers and challenges to move towards and then sustain education and employment, continues to deliver strongly and is currently supporting 108 participants across Wiltshire.

We will shortly be extending Building Bridges further with a specialist team to support individuals affected by homelessness as part of the Wiltshire Council Rough Sleeping Initiative.

Building Bridges also continues to provide numeracy skills support to qualifying participants as part of Wiltshire Council's Multiply Programme.

### Household Support Fund

Community First has been actively involved in helping to deliver Household Support Fund assistance to households in most need across Wiltshire during the current cost of living crisis. Between November and March, our Building Bridges and Youth Action Wiltshire teams distributed £45,000 of vouchers to 156 households - 82% of these were for food, 12% for energy and 6% for other essentials. We are hoping to provide even more assistance to households in need in the next phase of this funding in the coming months.

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## Community Insurance

Community Insurance is a specialist insurance agent service from Community First. We offer comprehensive insurance for local councils, village halls, community building and playing field associations, with support from our friendly and professional team.

Our policies are underwritten by Zurich. Income generated from Community Insurance is reinvested back into communities including support for village halls, community buildings, local councils and other services provided by Community First.

For a free quote and more information visit our website: [www.communityinsurance.co.uk](http://www.communityinsurance.co.uk). Or email: [communityinsurance@communityfirst.org.uk](mailto:communityinsurance@communityfirst.org.uk) or telephone 01380 732809.

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**Briefing prepared by:**

Ellie Ewing

Marketing and Communications Manager (Community First)

[ewing@communityfirst.org.uk](mailto:ewing@communityfirst.org.uk)





Voice It, Hear It, is a new project that unifies the collective strength of its partners to support the voice and engagement of people in Wiltshire.



Working alongside Wiltshire Council and the BaNES, Swindon and Wiltshire Integrated Care Board (BSW ICB) we will be engaging with people living and working in Wiltshire to co-produce, co-design and co-develop health and social care services in Wiltshire.

We work alongside people with physical disabilities, sensory needs, mental health conditions, learning disabilities, neurodiversity, long term conditions, complex needs, older people and dementia. Empowering and facilitating them to have their say and get involved in shaping how health and social care services work for them now and in the future.

## Voice It, Hear It Projects



We have a number of projects underway and scheduled in throughout 2024. These are requested by Wiltshire Council, the Integrated Care Board and partners in our community.

### Learning Disability and Autism Life Expectancy



Working with people with lived experience and public health to understand how screening can be made more accessible and comfortable for people. Topics include bowel, breast and cervical cancer screening and testicular checks.

### Technology Enabled Care (TEC)



Exploring how 18-25 year olds use TEC to enhance their independence and how they find out what is available for them.

### Wiltshire Council Prevention Strategy



Working with people with lived experience to find out what prevention means to them. What improvements and solutions are needed to meet the diverse needs of our population?



## Care Quality Commission Adult Social Care Inspection

Engaging with adults and carers to hear their experiences of Adult Social Care in Wiltshire. Do they feel listened to? Are their choices about their care respected and are they involved in planning their care? What works well and what could be done better?



## Accommodation Strategy

Identify the vision and aims of older people to maintain their independence and control within their own home. If not in their own home how service can be designed to feel like a real home. How older people can be more involved in planning for their future home needs in a timely way.



## Wiltshire Museum Assize Court Development

Working alongside the museum to recruit and support a disability advisory group to help inform the museum redevelopment.



### Engagement and reporting methods

- Focus groups
- 1-1 interviews
- Surveys
- Workshops
- Social media
- Flinga
- Facebook polls/forums
- Qualitative / Quantitative Reports
- Videos
- Artworks
- Campaign sharing
- Awareness

We'd love to hear from you!

[voice@communityfirst.org.uk](mailto:voice@communityfirst.org.uk)

01380 722475



voice it, hear it



@wiltsvoice

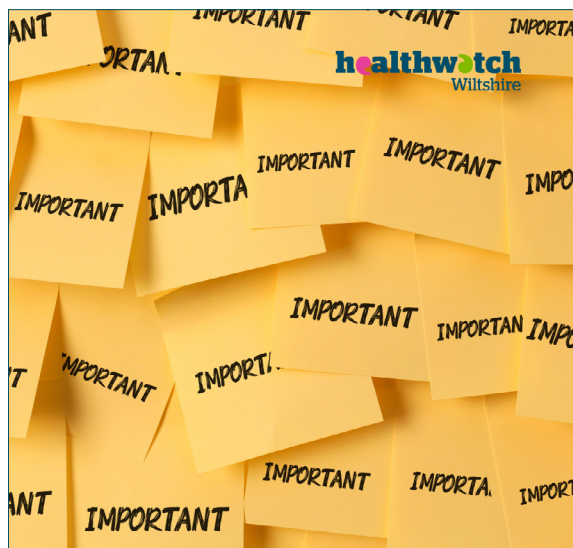


## How we set our priorities

Each year Healthwatch Wiltshire sets its priorities for the year ahead based on the experiences that we hear from local people.

These are gathered by:

- Reviewing feedback that we have received over the past year
- Conversations with our Board and volunteers
- All the evidence and feedback we gather is shared with the Board and they help us decide what areas we focus on in the year ahead.



- Care at home
- Accessibility of health services
- How the cost of living is affecting our health
- The impact of living in a rural county.

### Our planned work

Based on the survey responses we received, and following a discussion with our volunteers and our Board, the following three priority areas have been agreed:

- **Pharmacy** - a review of the Pharmacy First scheme.
- **Living in a rural county** - focusing on the issues people face living in isolated areas and how they access services.
- **Care at home** - hearing the views of people who have an NHS@Home (virtual ward) package to provide care at home and how this is working for them.

We also talk to local commissioners and voluntary sector organisations to ensure our work can add value to what they're doing and to check that we aren't duplicating work that's already being done elsewhere.

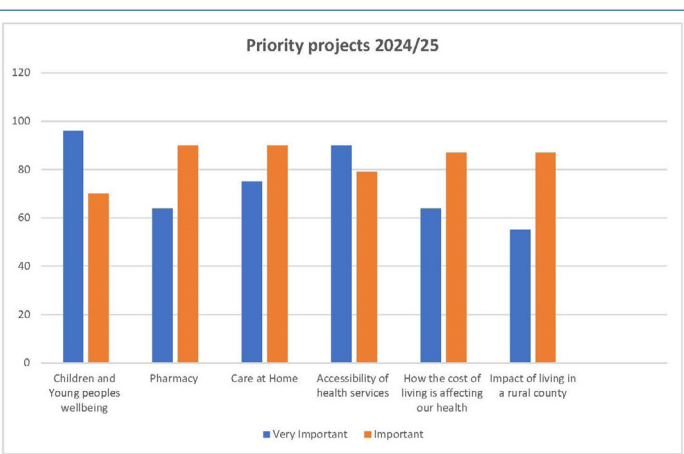
While other people can suggest areas of focus to us, we are an independent organisation and decide our own workplan.

### Our priorities for 2024/25

This year we ran an online survey throughout March and we also visited libraries, community campuses and local groups to gather people's views.

The survey invited respondents to choose their preferences from a list of six key project themes, all of which came from the feedback we'd received over the previous year:

- The wellbeing of children and young people
- Pharmacy





WILTSHIRE POLICE



Page 45

# Road Safety update – Chippenham & Villages Area Board

Monday 10 June 2024

Keeping Wiltshire Safe



Agenda Item 8

# • #FATAL5 education



## Careless or inconsiderate driving

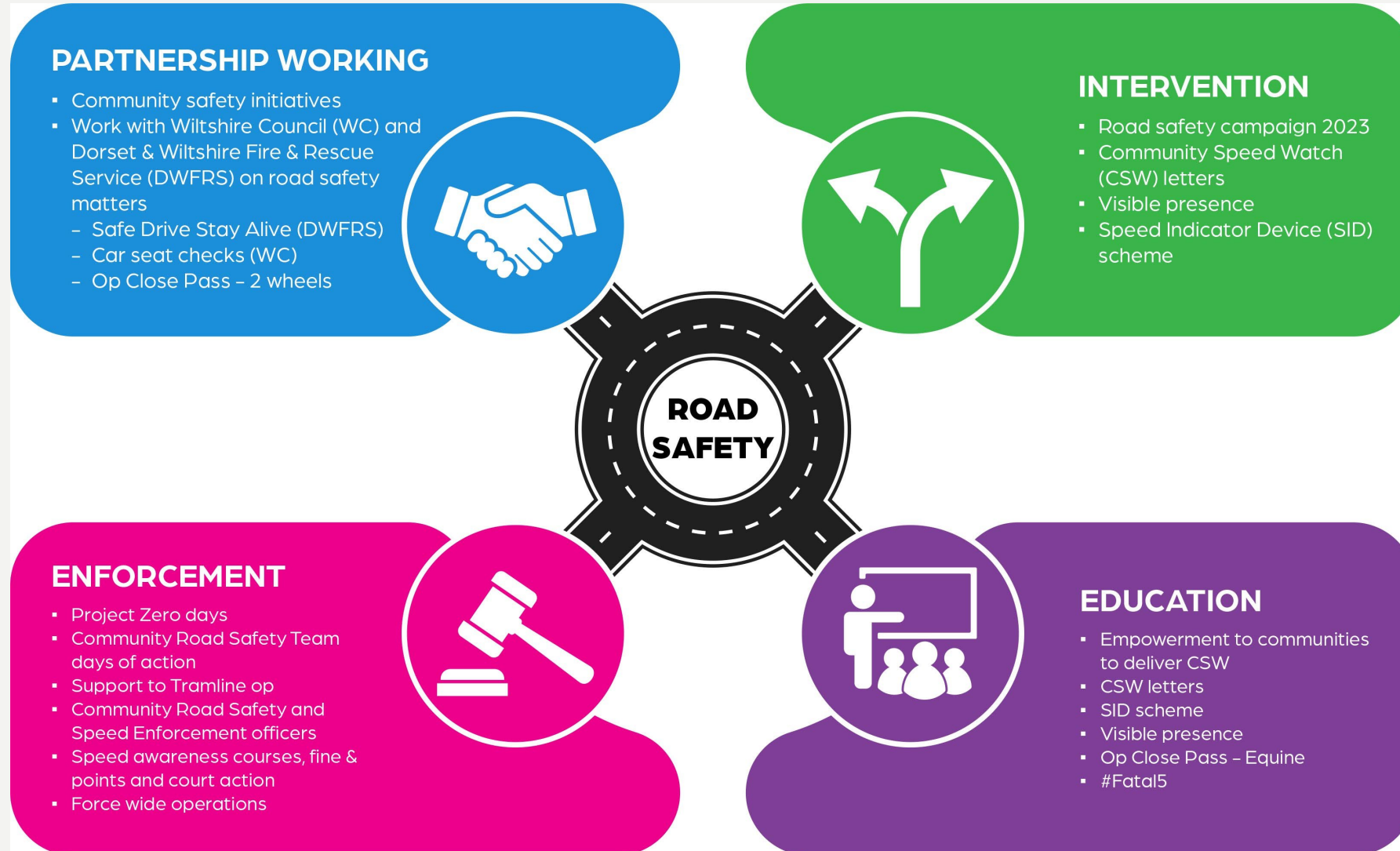
The offence of driving without due care and attention (careless driving) is committed when your driving falls below the minimum standard expected of a competent and careful driver, and includes driving without reasonable consideration for other road users.

## Some examples of careless or inconsiderate driving are:

- overtaking on the inside
- driving too close to another vehicle
- driving through a red light by mistake
- turning into the path of another vehicle
- flashing lights to force other drivers to give way
- misusing lanes to gain advantage over other drivers
- the driver being avoidably distracted by tuning the radio, lighting a cigarette etc
- unnecessarily staying in an overtaking lane
- unnecessarily slow driving or braking
- dazzling other drivers with un-dipped headlights



# • Community Road Safety Team; what we do



# Community Speed Watch

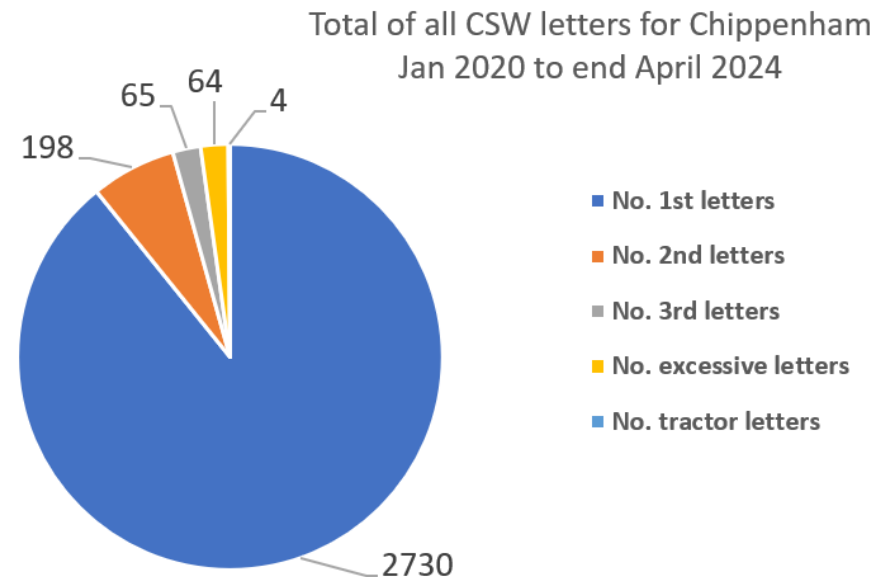
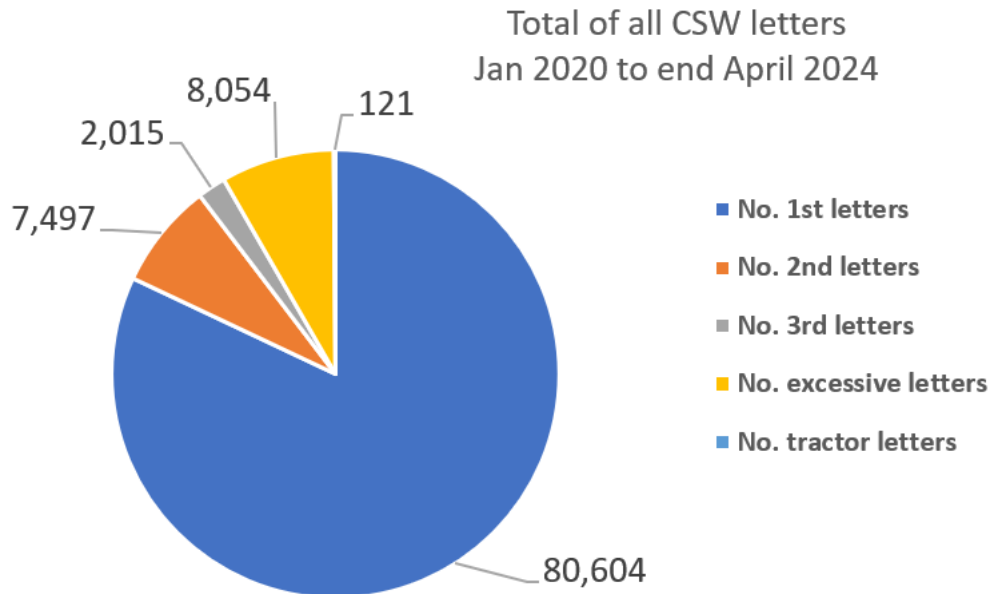
## CSW





# • CSW – Chippenham area - Data since July 2020 to 8 May 2024

Team	No. 1st letters	No. 2nd letters	No. 3rd letters	No. excessive letters	No. tractor letters	Total letters	No. of watches	Average speeders %
Burton	896	50	14	23	2	985	228	2.3%
Christian Malford	117	5	2	13	0	137	53	1.5%
Kington Langley	1505	131	45	21	0	1702	209	4.7%
Seagry	6	2	0	0	0	8	3	2.6%
Sutton Benger	206	10	4	7	2	229	220	0.6%
<b>Grand Total</b>	<b>2730</b>	<b>198</b>	<b>65</b>	<b>64</b>	<b>4</b>	<b>3061</b>	<b>714</b>	<b>2.4%</b>



# • Traffic surveys – Chippenham

January 2022 to 30 April 2024

## Wiltshire Council

Title	Result	Survey start date	Speed limit	85th percentile	CPT	Area Board
Bradenstoke Hollow Way	No further action	16/03/2022	30	34.0	Chippenham	Chippenham
Castle Combe - B4039	No further action	29/01/2024	50	49.9	Chippenham	Chippenham
Castle Combe - B4039 - by Old Dairy	No further action	29/01/2024	30	33.3	Chippenham	Chippenham
Castle Combe - B4039 - The Street	No further action	29/01/2024	20	23.8	Chippenham	Chippenham
Castle Combe - nr Old Chapel	No further action	29/01/2024	30	33.6	Chippenham	Chippenham
Chippenham - C365 London Road	No further action	15/05/2023	30	30.7	Chippenham	Chippenham
Grittleton - C72 The Street	No further action	08/09/2023	30	31.3	Chippenham	Chippenham
Kington Langley-B4069-Swindon Road	No further action	11/09/2023	40	40.9	Chippenham	Chippenham
Kington St Michael	No further action	04/02/2023	30	30.4	Chippenham	Chippenham
Langley Burrell - Mauds Heath Causeway	VOID	20/03/2023	30	37.1	Chippenham	Chippenham
Upper South Wraxall - C215 (outside Cloverlea)	No further action	04/02/2023	30	34.3	Chippenham	Chippenham
Upper South Wraxall - C215 (South of Churchfields)	No further action	04/02/2023	30	31.5	Chippenham	Chippenham

# • Wider work recently

Our Roads Policing Unit (RPU) in the last quarter, covering January to April issued over **2390 tickets** to motorists, for numerous road related offences.

- [Op Tramline](#) is running every month, in April the main focus was on mobile phone enforcement.
- 5 more RPU officers have joined the team.
- RPU ran a [MIB](#) no insurance operation focussing on the M4 in conjunction with TVP, A&S and Gwent Police. Wiltshire had 12 vehicles seized off the M4 and the highest in the region.



 **Wilts Specialist Ops @WiltsSpecOps · 05/04/2024**  
#RPU were out again running #OpTramline today in between other jobs and commitments 🙌  
Even more drivers found to be distracted at the wheel or not restrained #Fatal5



0:06   
2 7 110 3.1K

 **Wilts Specialist Ops @WiltsSpecOps · 06/04/2024**  
#RPU have this vehicle stopped in Bulford due the driver only holding a provisional licence and the vehicle holding no policy of insurance, driver reported and vehicle seized  
#NoInsuranceNoLicenceNoVehicle #S165 #Seized @DriveInsured



6 10 190 4.3K

 **Wilts Specialist Ops @WiltsSpecOps · 17/03/2024**  
Full house of document offences for this motorcycle, seized on the A429 near Kemble. No number plate; insurance; tax or MOT, ridden by a provisional licence holder.



11 10 290 7K

# Community Speed Enforcement Officers

CSEO's



# • CSEO – Dashboard – 1 January 2023 to 8 May 2024

## CSEO Activity Dashboard

Outcomes are dependent on previous convictions and history

10,667.00

No. Speed awareness co...

1,450.00

No. Fine & Points

144.00

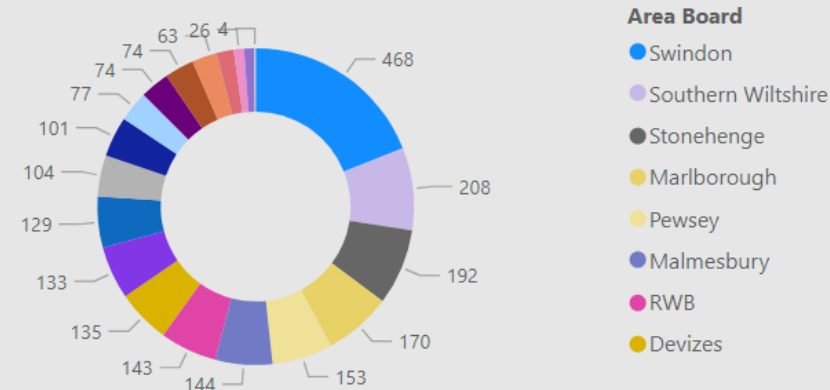
No. Court

851

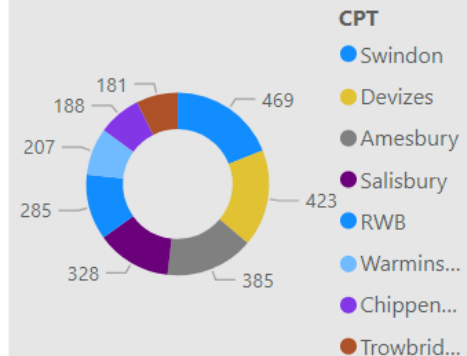
No. of Locations

Location	Year	Month	Speed awareness course	Fine & Points	Court	CPT	Area Board
Swindon - Thamesdown Drive	2023	December	251.00	54.00	0.00	Swindon	Swindon
Swindon Queens Drive adjacent with Cambridge Close	2024	April	151.00	26.00	0.00	Swindon	Swindon
Shaw and Whitley - A365 Folly Lane	2023	November	129.00	15.00	0.00	Trowbridge	Melkshar
Swindon - Thamesdown Drive	2024	January	103.00	16.00	0.00	Swindon	Swindon
Wilton - The Avenue	2023	August	102.00	31.00	4.00	Salisbury	South We
Harnham - Lime Kiln Way	2023	November	97.00	11.00	0.00	Salisbury	Salisbury
Cholderton - Church Lane	2023	March	95.00	4.00	1.00	Amesbury	South We
Swindon - Thamesdown Drive	2024	March	94.00	23.00	0.00	Swindon	Swindon
Swindon Queens Drive adjacent with Cambridge Close	2024	March	90.00	13.00	1.00	Swindon	Swindon
Wilton - The Avenue	2023	November	84.00	33.00	8.00	Salisbury	Southern
Cricklade - Spital Lane	2023	April	80.00	10.00	0.00	RWB	RWB
Tilshead - Candown Road	2023	August	78.00	10.00	1.00	Amesbury	Stoneher
Wilton - The Avenue	2024	April	77.00	23.00	6.00	Salisbury	Southern
Coombe Bissett - Deegan House	2023	November	72.00	10.00	0.00	Salisbury	Southern
<b>Total</b>			<b>10,667.00</b>	<b>1,450.00</b>	<b>144.00</b>		

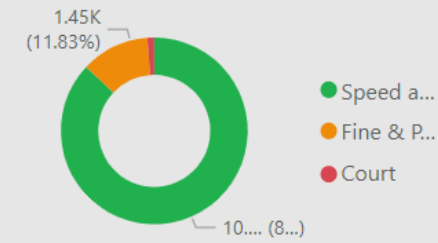
### Activity by Area Board



### Activity by CPT



### Outcomes



# • CSEO – Chippenham Area Board - 1 January 2023 to 8 May 2024

## CSEO Activity Dashboard

Outcomes are dependent on previous convictions and history

360.00  
No. Speed awareness co...

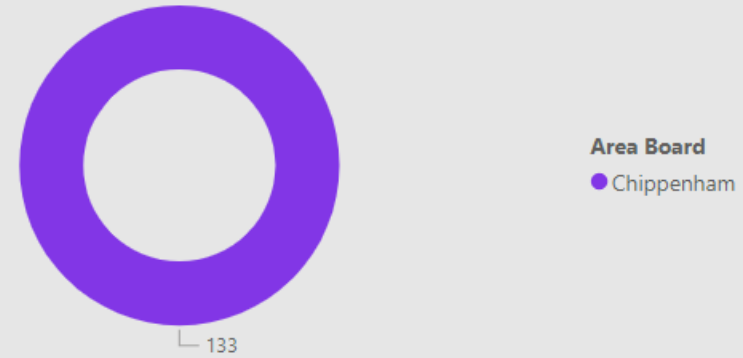
45.00  
No. Fine & Points

1.00  
No. Court

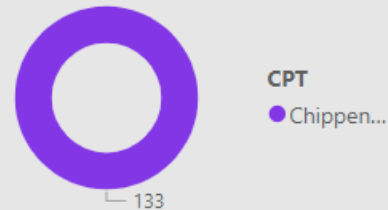
64  
No. of Locations

Location	Year	Month	Speed awareness course	Fine & Points	Court	CPT	Area Board
Sutton Benger - B4069	2023	November	62.00	13.00	0.00	Chippenham	Chippenham
Sutton Benger - B4069 No. 2 Box Cottage	2023	June	61.00	3.00	0.00	Chippenham	Chippenham
Sutton Benger - B4069	2023	December	51.00	5.00	0.00	Chippenham	Chippenham
Sutton Benger - B4069 No. 2 Box Cottage	2023	August	28.00	2.00	0.00	Chippenham	Chippenham
Seagry - Village Hall	2023	September	20.00	6.00	0.00	Chippenham	Chippenham
Sutton Benger - B4069	2023	October	16.00	0.00	0.00	Chippenham	Chippenham
Sutton Benger - B4069 No. 2 Box Cottage	2023	July	13.00	5.00	0.00	Chippenham	Chippenham
Seagry - Village Hall	2024	April	12.00	1.00	0.00	Chippenham	Chippenham
Christian Malford Sunnyside Close	2024	April	9.00	2.00	0.00	Chippenham	Chippenham
Sutton Benger - B4069	2023	August	8.00	1.00	0.00	Chippenham	Chippenham
Sutton Benger B4069 No. 2 Box Cottage	2024	March	8.00	0.00	0.00	Chippenham	Chippenham
Kington Langley 2 - Plough Lane - pavement immediately to the east of junction with Moors Close (C) famed.teaspoons.ordea ls	2024	April	7.00	1.00	0.00	Chippenham	Chippenham
Christian Malford - Avon Wier Lane	2023	November	6.00	1.00	1.00	Chippenham	Chippenham
East Tytherton -	2023	July	6.00	0.00	0.00	Chippenham	Chippenham
<b>Total</b>			<b>360.00</b>	<b>45.00</b>	<b>1.00</b>		

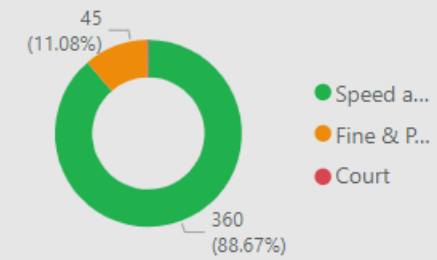
### Activity by Area Board



### Activity by CPT



### Outcomes



# • Your Force | Your Area | Follow us

For information on Road Safety in Wiltshire visit:  
[Road safety campaign | Wiltshire Police](#)

[Road Safety \(wiltshire-pcc.gov.uk\)](http://wiltshire-pcc.gov.uk)



[Chippenham Town North East | Your Area | Wiltshire Police | Wiltshire Police](#)



[Chippenham Police | Facebook](#)

[Wilts Specialist Ops \(@WiltsSpecOps\) / X \(twitter.com\)](#)

[Wiltshire Specials \(@wiltspolicesc\) / Twitter](#)







## AGE UK WILTSHIRE

# News and Views

## CEO Message - Providing Support, Encouraging Independence

Welcome to the fifth edition of our external newsletter. Sarah Cardy, CEO, gives an update on our services.

“Nothing stands still for long in Age UK Wiltshire. We are continuing to find new ways to deliver services and strengthen our income to ensure we are a sustainable charity.

Having opened our Salisbury charity shop with an information point at the end of last year, it has been fantastic to open in two further locations in Bradford on Avon and Marlborough. You can read more about these brilliant shops and information points on page 3 of this newsletter. We are working hard behind the scenes on our next location, so watch this space.

Since our last newsletter I am delighted to announce our new partnership with working in partnership with Community First, Alzheimer’s Support, Wiltshire Service Users Network, Citizens Advice Wiltshire and Wessex Community Action, under the umbrella, ‘Carers Together Wiltshire’. This partnership will allow us to provide tailored support to the thousands of unpaid carers across Wiltshire.

There are currently thousands of people identified as unpaid carers in Wiltshire, we wish to ensure that these individuals can achieve a healthy balance between their caring responsibilities and their own interests and wellbeing.”

You can find out more about Carers Together Wiltshire on page 6 of this newsletter.

Newsletter  
Highlights

CEO Message

Let's Talk About: Offline  
and Overlooked

Charity Shops

Organisation News and  
Updates

Carers Together Wiltshire

Meet the Trustee

Join our team - vacancies



[Follow us on Facebook](#)



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[@AgeUKWiltshire](#)

Visit our [website](#)



## Let's talk about: Offline and Overlooked – Age UK's new report on Digital Exclusion

Age UK has released a new report – 'Offline and Overlooked – Digital Exclusion and its impact on older people' – written to continue raising awareness of digital exclusion with MPs, local councils and service providers.

Age UK has been campaigning to highlight the impact on older people that the rush to go digital is having.

The report sets out how prioritising digital routes to accessing essential services like banking, NHS and GP appointments, parking, local council services and social security is disproportionately impacting older people. It highlights the important support being provided by local Age UKs to increase digital skills.

The report highlights that:

- 4.7 million people aged 65+ don't have the basic skills needed to use the internet successfully.
- 2.3 million people aged 65+ don't use the internet at all.
- 3.3 million people aged 65+ don't use a smartphone.

The report's recommendations are:

- All public services must offer and promote an affordable, easy to access, offline way of reaching and using them.
- The Government must make sure local government receives enough funding to provide offline services.
- More funding and support provided to enable people who are not internet users, but would like to be, to get online.
- The Government should lead on the development of a long-term, fully-funded national Digital Inclusion Strategy.
- The Government should change the law to require banks to maintain face-to-face services.
- Banks must accelerate the roll-out of Shared Banking Hubs.

To find out more, or to see how you can get involved, read more [here](#).

## News and updates.

### Charity Shops and Information Points

Following the success of our Salisbury Shop with Information Point, which opened in December, we have now opened in Bradford on Avon and Marlborough! Our charity shops are not just a retail space, but a place for people to come to us for information, help and access to advice.

These locations can only work with the support of our amazing volunteers and with the generous donations received. Each donation made, and purchase bought makes a real difference in the lives of older people living in Wiltshire.

Our shops are looking for more donations of clean, secondhand clothing and quality homeware.

What can you donate?

Clothes	Homeware
<p>Good quality and clean:</p> <ul style="list-style-type: none"> <li>• Men’s clothes</li> <li>• Woman’s clothes</li> <li>• Kid’s clothes</li> <li>• Bags</li> <li>• Shoes (paired)</li> <li>• Jewellery</li> <li>• Accessories</li> </ul>	<p>In good condition:</p> <ul style="list-style-type: none"> <li>• Vases, ornaments, glassware</li> <li>• Soft furnishings (if new)</li> <li>• Small pieces of furniture</li> <li>• Toys and games</li> <li>• Books</li> </ul>



**“Supporting an Older Person, One Donation at a Time”**

## Organisation News and Updates: Living Well

Through our Living Well service we have a team of Age UK Wiltshire staff, based within GP surgeries, providing a wide range of support to older patients. Alongside visiting people at home, we also go to local events spreading the news of our services.

On social prescribing day, the Living Well team visited Chippenham Community Hub to raise awareness in the community about the work of social prescribers. Information was shared about social groups, support services and relevant benefits.

The team had a mixture of people stop by from professionals, parliamentary candidates, and patients from the local surgeries. .



**“Age UK have been brilliant, you've done so much for me, I don't know what I'd have done without you.”**

## Organisation News and Updates:

Our 'Wellbeing Checks with Meals' service is much more than just a hot meal delivered to your door, it is also:

- ✓ A wellbeing check for an older relative
- ✓ Peace of mind for a relative or carer
- ✓ The ability to remain independent, at home

"Thank you again for everything you do, your drivers are amazing, and it is because of you that mum can stay in her own home. So it is such a gift for us, thank you."

# Socials

You can stay up to date with our latest news by following our social media accounts:



<https://www.facebook.com/ageukwiltshire/>



<https://twitter.com/AgeUKWiltshire>



<https://www.instagram.com/ageukwiltshire/>

Following our accounts and engaging with what is shared is a fantastic free way to help increase the reach of our services.

## Organisation News and Updates:



Age UK Wiltshire is working in partnership with Community First, Alzheimer's Support, Wiltshire Service Users Network, Citizens Advice Wiltshire and Wessex Community Action, under the umbrella, 'Carers Together Wiltshire'.

This partnership will allow us to provide tailored support to the thousands of unpaid carers across Wiltshire.

There are currently thousands of people identified as unpaid carers in Wiltshire, we wish to ensure that these individuals can achieve a healthy balance between their caring responsibilities and their own interests and wellbeing. Caring for another person can be challenging. We work closely with Wiltshire Council to offer Carers Assessments, to enable unpaid carers to take regular time away from their caring responsibilities, and we also offer practical and emotional support.

We will work together with our partnership organisations to provide support to individuals providing informal unpaid care to another person through a range of support services.

We can provide:

- Activities
- Carer breaks
- Information
- Advice
- Information of Carer ID cards
- Counselling
- Coaching
- Training and support (including peer-support) for carers.

We are here to support carers, offer a listening ear and practical help and support. You can contact us on 01380 710300 or email

## Organisation News and Updates: Fitness & Friendship

Our Fitness & Friendship Clubs are social clubs for older people with an emphasis on keeping active.

Sessions include gentle exercises, games, quizzes, Tai Chi, with plenty of time for a friendly chat over refreshments.

Our brand-new Fitness & Friendship Club has opened in Devizes at Northgate Gardens Retirement Housing and meets alternate Wednesday's 10.30am-12.30pm.

To find out more, you can contact: [fitnessandfriendship@ageukwiltshire.org.uk](mailto:fitnessandfriendship@ageukwiltshire.org.uk)

### Happy birthday George!

George, a member of our Salisbury Fitness & Friendship Club, recently celebrated his 100th birthday with the club!



### Information & Advice

Information & Advice received an exciting visit from some of Age UK National staff working on the Building Resilience project. They visited the team in Salisbury to see how they operate, as well as taking the opportunity to chat with volunteers and staff about the service. They were very complimentary and could see how much everyone put into the service.

## Organisation News and Updates: Local Energy Grant



**Local energy Grant**

**Could you be entitled to £100s off your fuel bills?**

**£200 Wiltshire Energy Grant**

**You could be eligible if you:**

- **Are over State Pension age**
- **Receive a means-tested benefit (core) or income below £366pw (single) person) / £527pw (couple or household) (discretionary)**
- **Worry about the cost of heating**

**We also advise on other benefits and schemes**

**Contact Age UK Wiltshire**

**0808 196 2424**

**[www.ageukwiltshire.org.uk](http://www.ageukwiltshire.org.uk)**



[www.ageukwiltshire.org.uk](http://www.ageukwiltshire.org.uk)

Registered Charity No. 800912



## Organisation News and Updates: Padwell Road Day Centre

Padwell Road Day Centre recently celebrated its 40th Birthday!

A fantastic time was had by all.



With plants kindly donated by B&Q, Padwell Day Centre guests were able to start potting. The plants are now in the Day Centre Garden and we are delighted to share that the strawberry plants are coming along brilliantly!



## Organisation News and Updates: Supportive Independence



# Supportive Independence

more connected more resilient more mobile

We can provide information, guidance and support to help older people in Swindon stay active and connected.

Would you be interested in discovering local events and socialising?

Do you feel a bit unsteady on your feet and would like to know how you can prevent falls?

Do you feel, with a little support, you could be more active?

Want to make sure you are getting all the income you're entitled to?

Struggling to get around town?

Interested in learning about aids and adaptations to make your home more comfortable?



If you answered "YES" to any of these, feel free to get in touch with Dani Gibbs at 07933513209 for a friendly chat.

## Organisation News and Updates: Melksham Community Support

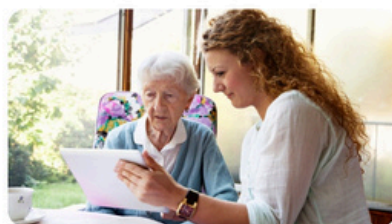
The Melksham Community Support service is commissioned by Melksham Town Council and Melksham Without Parish Council, to improve the wellbeing of older people living in the area, by offering support, access to information and practical help.

Funding for the second year of the project has recently been confirmed and we're busy promoting the support we can offer.

### Melksham Community Support

- Would you like to go out and socialise if you had some information about what's going on, or someone to go along with?
- Do you feel, with a little support, you could be more active?
- Would you like to check you're receiving all the income you're entitled to?
- Do you find it difficult to get the things you need from the shops or chemist?
- Would you like information about aids and adaptations for your home?
- Maybe you just need a few things sorting at home to make it a happier place to be?

If you said YES to any of these, and would like to discuss a home visit, please call 01225 809265.



## Organisation News and Updates:

### Meet the trustee



Working hard behind the scenes are our amazing Trustee Board who provide a strategic lead and oversight for the direction of Age UK Wiltshire.

Chair of our Trustee board is Richard Purchase and we thought this newsletter was a perfect opportunity to find out a bit more about him.

#### 1. Why did you decide to become a trustee of Age UK Wiltshire?

“I applied for the role as Chair and went through a rigorous selection process! Professionally I have worked in health and through my companies' provided services to the health, housing and social care sectors. It made sense therefore to continue supporting an organisation whose services are already great but could become more widely available utilising my commercial skills to help others.”

#### 2. What difference do you feel the charity is making?

“In the last two years, and with a new strategic plan, we have seen growth and expansion with more people able to access our services whilst at the same time we have been striving to become more financially self-sufficient.”

#### 3. What are you most excited about for the charity?

“ We have a fantastic and forward thinking Exec Team led by a brilliant Chief Executive - there will be increasing need for our services as the population ages, other charities falter and government/council requirements expand. We are very well placed and are excited to step into this space.”

#### 4. Outside of your role with our charity, what do you enjoy doing in your free time?

“I have a number of commercial interests; however, I am a great rugby supporter, Vice Chair of Marlborough RFC, I play golf badly, have young grandchildren and I enjoy travel.”

#### 5. What book, film, or song has had a significant impact on you and why?

“I am not sure you can pick one and it becomes an accumulation of experiences over the years. However I would encourage everyone in business to read the books by Michael Heppell and particularly "How to be Brilliant" - he has other books and all are worth a read!”

## Join our team

Age UK Wiltshire is a local independent charity with around 60 members of staff, mostly part-time. We help over 1500 local older people every year, offering activities, events, social contact and information. It's a great place to work if you really want to make a difference in people's lives.

Our website is regularly updated with all of our latest vacancies.



You can find out more [here](#)

## Volunteer with us

We rely on volunteers to support the services we deliver. We welcome applications and support from all parts of the community and will work with people so they get the best experience possible from working with us.



If you are ready to volunteer with us then the first step is to read about our volunteer roles on our [website](#) and complete our application form. This is how we first get to know you and understand what you want to get out of volunteering.

Visit our website for more information about our services  
[www.ageukwiltshire.org.uk](http://www.ageukwiltshire.org.uk)  
[www.ageuk.org.uk/southampton/](http://www.ageuk.org.uk/southampton/)





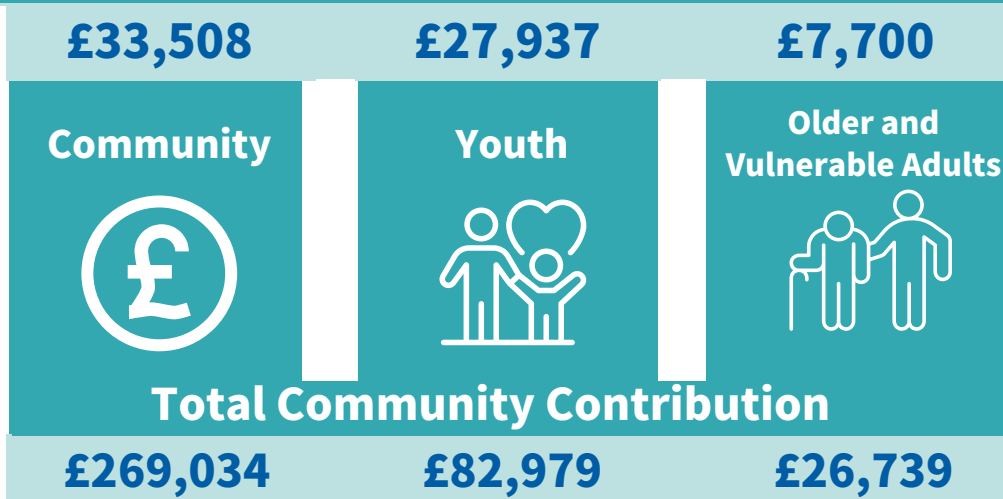
# Chippenham Area Board

## End of Year Report April 2023 - March 2024

### Area Board Investment

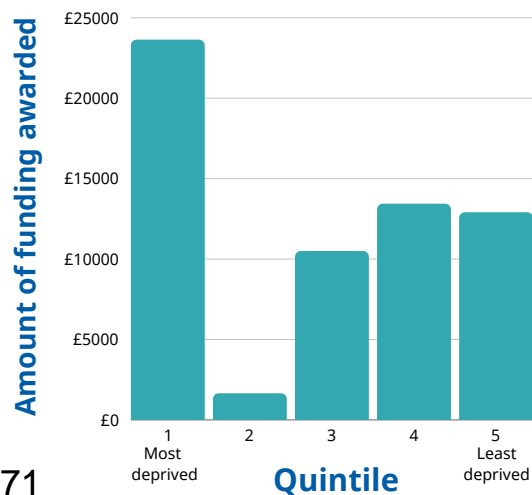
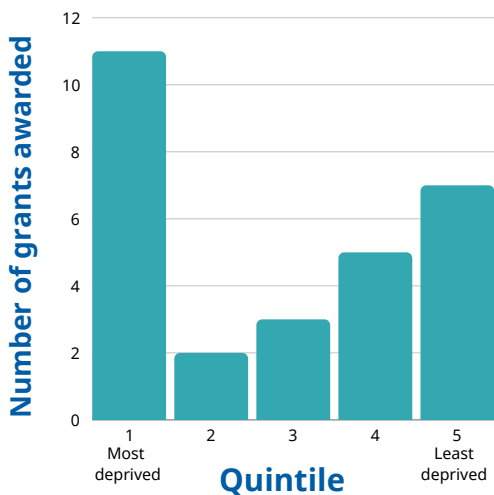
The Area Board invests in local community projects and initiatives that meet local priorities and deliver exceptional outcomes for residents. The Area Board aims to work in partnership to achieve maximum value for its investment.

#### Total Area Board Investment



The total amount invested in projects through additional community contribution, from fundraising, grants, services in kind or volunteering

### Investment by deprivation quintile



## Local Priorities

The Chippenham Area Board reviewed available local data and evidence and integrated this with local knowledge and community conversation to agree the following local priority themes. The Area Board has undertaken a series of more specific local actions to positively address them, including the key achievements below:



### Youth engagement and positive activity opportunities

We co-ordinated the Local Youth Network, set up regular informal LYN meetings (toast club) and created a WhatsApp group helping to strengthen communication and engagement between youth providers and the secondary schools. We delivered the first Chippenham Teen Takeover involving 40 providers across 30 venues, showcasing the local youth offer to over 400 young people.

### Addressing climate change

We facilitated the Climate and Ecological Emergency Forum and created stronger links with the town and parishes, sharing resources, best practice and updates from the Wiltshire Council Climate Team. Schemes such as HUG2 Retrofit, Green Homes and Tree Wardens were promoted, and a survey produced to understand level of activity at town and parish level to address the climate and nature emergency.



### Supporting positive mental health and wellbeing

We continued to support the Chippenham Health and Wellbeing group and promoted opportunities to local organisations. We funded projects at Doorway, Chippenham Day Centre and Chippenham Shed to reduce social isolation and loneliness. We helped establish a new Neighbourhood Collaborative focusing on hypertension and hosted a Five To Thrive trauma informed workshop for community leaders helping to build resilient communities.



### Reducing Anti Social Behaviour

We supported two successful Million Hours bids from the Rise Trust for additional hours of youth work for young people at risk of ASB. We attended the Community Safety Forum and Purple Flag breakfast and facilitated discussion with the Neighbourhood Policing Team at Area Board and Parish Forum meetings.



### Supporting the local economy and cost of living crisis

We visited foodbanks, promoted HSF and Wiltshire's FUEL Programme and invested in local organisations supporting low-income households. We received briefings on the Chippenham One Plan and helped to promote the consultation which received over 2000 responses. We supported the work of the Town Team and shared information and opportunities with local businesses.

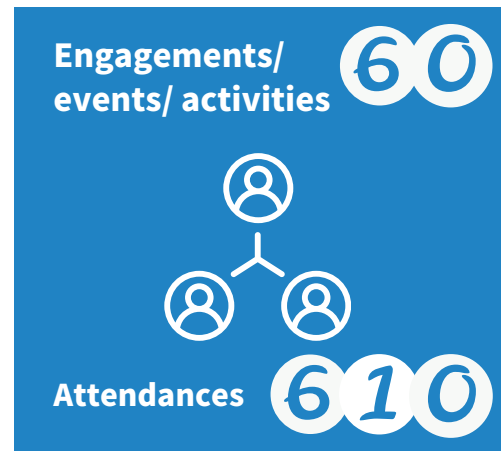
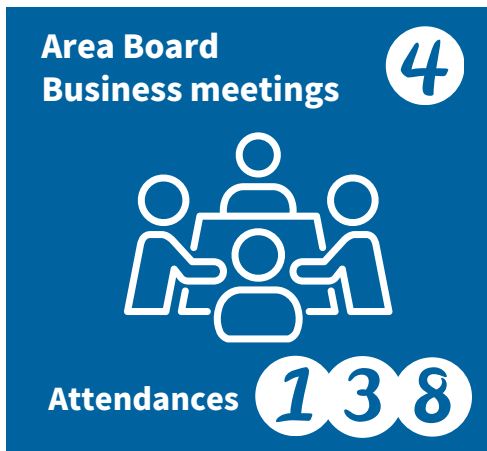




# Engagements

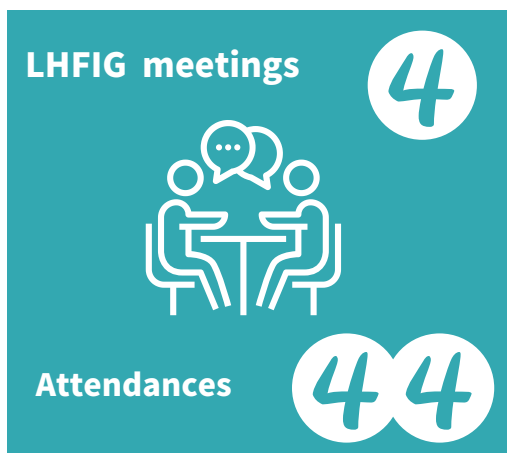
The Chippenham Area Board works alongside other organisations to make things happen in the local community. These groups include the town council, voluntary and community groups, youth organisations, sports clubs and local charities.

The Area Board wouldn't be able to achieve what they do without these partners working on the ground with them. The Area Board hosts regular business meetings, engagement activities, events, surveys and working groups to stimulate and support local community action.



# Local Highways and Footpath Infrastructure group

The LHFIFG is a sub group of the Chippenham Area Board, which deals specifically with highway issues. They aim to find solutions for local transport issues, such as road repairs, traffic problems, road layouts and parking. The amount allocated is dependent on the geographical size and population for the community area and the funding allocation is for capital expenditure and can be used to provide new and improved highway infrastructure.





# Area Board Priority Setting and the Community Area Joint Strategic Needs Assessment Report

## 1. Community Area Joint Strategic Needs Assessment (CAJSNA) Overview

The CAJSNA brings together a wide range of indicators from various sources, and the analysis of these measures builds a picture of Wiltshire's 18 community areas. Indicators and their analysis are grouped and presented across 10 themes:

- Population
- Economy
- Housing
- Health
- Environment
- Communities
- Cost of Living
- Safety
- Older People
- Children

The CAJSNA builds on the key themes which emerged from the overall Health and Wellbeing JSNA in 2022. It highlights children and young people, cost of living, mental health and emotional wellbeing and older people. A bespoke infographic pack, presenting the key indicators surrounding these themes has been developed for each of the 18 community areas.

Other indicators, enabling comparison between community areas, are presented via tables, charts and explained via narratives. Demographic data for the 18 community areas has been made available via an accessible, interactive dashboard.

The CAJSNA enables the local Area Boards and partner organisations to make informed decisions on the allocation and focus of their resources. It aims to improve local understanding of need in order to better address health inequalities and empower voluntary and statutory organisations to support our residents to lead full, health and enriched lives.

The full data sources for the 2024 Community Area Joint Strategic Needs Assessment is accessible here at [Wiltshire Intelligence](#).

## 2. Key findings from Chippenham Community Area – comparatively higher rates of:

- Low educational attainment for pupils in disadvantage
- Self harm
- CAMHS referrals
- Youth unemployment
- Food insecurity
- ASB
- Hospital admissions for falls

## References

[CAJSNA 2024 - Children and Young People Wiltshire Intelligence](#)

- % of children aged 4 – 18 who receive free school meals (1 is highest) - Data 2023 (8)
- % of disadvantaged pupils achieving grade 5 or above in both English and Maths – (1 is highest) Data 2023 (14)
- % of hospital admissions as a result of intentional self harm - Data 2018/19 (5)
- CAMHS - Number of referrals from each community area - Data 2023 (2)
- % of children living in low income families - Data 2021/22 (9)
- Young unpaid carers (per 1,000 under 16 year olds) - Data 2021 (9)
- Youth unemployment - % of 16-24 year olds economically active and unemployed - 2021 data (6)
- % of under 18's involved in knife crime - Data 2018-22 (8)  
[CAJSNA 2024 - Cost of living Wiltshire Intelligence](#)
- % of LSOA's that face highest 20% in England risk of food insecurity - data – 2022 (4)
- % of LSOA's that face highest 20% - 40% in England risk of food insecurity - data – 2022 (6)
- % of households deprived in 2 or more dimensions - Data 2021 (9)  
[CAJSNA 2024 - Crime and Safety Wiltshire Intelligence](#)
- % of ASB offences per person reported - Data 2018 to 2022 (3)  
[CAJSNA 2024 - Older persons Wiltshire Intelligence](#)
- % Persons aged 65 and over hospital admissions for falls (5)

### 3. Engagement consultation and responses

To accompany the release of the CAJSNA, an online survey was developed and promoted between 12<sup>th</sup> February 2024 and 5<sup>th</sup> May 2024. The response for the Chippenham community area was as follows with survey findings attached at Appendix 1.

Community Area	Responses (out of 2,690)	Proportion
Chippenham Area Board	195	7.2%

Additional to the survey, the CAJSNA data was discussed at the following meetings:

- Area Board co-ordinating meeting 28 February
- Chippenham Health and Wellbeing meeting 6 March
- Chippenham Local Youth Network 19 March

### 4. Area Board priorities

Following the CAJSNA data, consultation responses and evidence presented within the Area Board Impact Report for 2023/24, the Area Board is asked to consider whether any adjustment is required to the priorities for 2024/25. Current Area Board priorities include:

- youth engagement and positive activity opportunities
- addressing climate change
- supporting positive mental health and wellbeing and reducing social isolation
- supporting the local economy and cost of living crisis
- reducing anti-social behaviour

**Report author:** Ros Griffiths, Strategic Engagement and Partnerships Manager – Corsham, Calne and Chippenham. **Author contact details:** [Ros.Griffiths@wiltshire.gov.uk](mailto:Ros.Griffiths@wiltshire.gov.uk)

## Appendix 1

### Wiltshire Council Community Area JSNA Survey, 2024:

What is it like to live in Wiltshire in 2024? Share your thoughts and help shape the future.

We bring the latest data on life in Wiltshire into a report called the Community Area Joint Strategic Needs Assessment (CAJSNA). This brings together information on a number of key themes including our population, health, housing, safety and the environment in order to help inform local decision making.

We are asking people to complete this short survey to give your thoughts on what's really important to you and your local area. This data will be shared with council leaders and key partners alongside the CAJSNA data to provide a full picture.

Before taking the survey, you may wish to have a look at the data contained in the Community Area Joint Strategic Needs Assessment which can be accessed here: <https://www.wiltshireintelligence.org.uk/cajsna>

#### Q1 Please tell us your post code (this will not be used to identify you in any way):

Community Area	Responses (out of 2,690)	Proportion
Chippenham Area Board	195	7.2%

#### Q2 Please tell us your age:

Age	Responses (out of 195)	Proportion
Under 16	1	0.5%
16-24	1	0.5%
25-34	11	5.6%
35-44	23	11.8%
45-54	49	25.1%
55-65	52	26.7%
65+ years	58	29.7%

#### Q3 From the list of themes below, please select your 1st, 2nd and 3rd choices in order of importance (1st choice being most important to you).

	Health	Environment	Cost of Living	Children & Young People	Safety	Community	Housing	Economy	Older People
1st Choice	62	55	13	14	15	5	15	9	6
2nd Choice	37	37	28	20	17	26	8	12	10

3rd Choice	39	30	22	17	18	23	16	16	14
Score*	299	269	117	99	97	90	77	67	52

(\*where 1<sup>st</sup> choice = 3 points; 2<sup>nd</sup> choice= 2 points; 3<sup>rd</sup> choice = 1 point. Not chosen = 0)

**Q4 You've chosen health as one of your top three choices. From the list of issues concerning the county's health, please tell us the three most important ones to you that you'd like to see Wiltshire Council take action on:**

Issue:	Responses	Proportion
Mental health support	102	73.9%
Support for "Living longer better"	89	64.5%
Support for keeping physically active	85	61.6%
Care for those living with Dementia	63	45.7%
Tackling levels of obesity	37	26.8%

**Q5 You've chosen housing as one of your top three choices. From the list of issues concerning the county's housing, please tell us the three most important ones to you that you'd like to see Wiltshire Council take action on:**

Issue:	Responses	Proportion
Addressing rising house prices / affordability	34	87.2%
Preventing homelessness	31	79.5%
Supporting homes for younger people / new families	23	59.0%
Addressing the number of second homes within my community	8	20.5%
Reducing the number of empty homes in my community	7	17.9%
Tackling fuel poverty in my community	5	12.8%

**Q6 You've chosen economy as one of your top three choices. From the list of issues concerning the county's economy, please tell us the three most important ones to you that you'd like to see Wiltshire Council take action on:**

Issue:	Responses	Proportion
Addressing empty businesses / shops in my community	29	78.4%
Addressing low education / skills within my community	19	51.4%
Tackling unemployment overall	17	45.9%
Supporting the right balance of jobs within my community	16	43.2%
Tackling unemployment amongst young people	13	35.1%

**Q7 You've chosen environment as one of your top three choices. From the list of issues concerning the county's environment, please tell us the three most important ones to you that you'd like to see Wiltshire Council take action on:**

Issue:	Responses	Proportion
Support for increasing biodiversity	66	54.1%
Improving the quality of landscapes (nature reserves & other designations)	63	51.6%
Supporting Public Transport services	53	43.4%
Tackling fly tipping	38	31.1%
Supporting / improving Active Travel	36	29.5%
Reducing emissions	35	28.7%
Addressing flooding in my community	34	27.9%
Tackling poor air quality within my community	26	21.3%

**Q8 You've chosen communities as one of your top three choices. From the list of issues concerning the county's communities, please tell us the three most important ones to you that you'd like to see Wiltshire Council take action on:**

Issue:	Responses	Proportion
Supporting the quality of open spaces, community gardens and playing fields in my area	46	85.2%
Improving the range of community groups and activities in my community	41	75.9%
Improving cultural assets and performances / opportunities	27	50.0%
Improving facilities at my Wiltshire Council leisure centre	25	46.3%
Improving facilities at my library	10	18.5%

**Q9 You've chosen safety as one of your top three choices. From the list of issues concerning the county's safety, please tell us the three most important ones to you that you'd like to see Wiltshire Council take action on:**

Issue:	Responses	Proportion
Reducing the level of crime in my community	32	64.0%
Reducing speeding within my community	26	52.0%
Tackling anti social behaviour in my area	24	48.0%
Tackling anti social behaviour by young people	19	38.0%
Addressing drug crime within my area	16	32.0%
Tackling the number of road traffic collisions in my community	13	26.0%
Addressing the amount of hate crime in my area	2	4.0%

**Q10 You've chosen cost of living as one of your top three choices. From the list of issues concerning the cost of living within the county, please tell us the three most important ones to you that you'd like to see Wiltshire Council take action on:**

Issue:	Responses	Proportion
Supporting households living on low incomes	43	68.3%
Support for children living in low-income families	38	60.3%
Support for housing and/or rent affordability	36	57.1%
Tackling fuel poverty	28	44.4%
Providing debt / financial advice	20	31.7%
Support for foodbanks	16	25.4%

**Q11 You've chosen children and young people as one of your top three choices. From the list of issues concerning the county's children and young people, please tell us the three most important ones to you that you'd like to see Wiltshire Council take action on:**

Issue:	Responses	Proportion
Support for children with Special Educational Needs or Disabilities (SEND)	31	60.8%
Improving activities for children and young people	31	60.8%
Supporting young people's mental health	29	56.9%
Support for young people who are not in employment, education or training (NEET)	18	35.3%
Improving school attainment	12	23.5%
Improving children's and young people's health (including obesity)	10	19.6%
Support for children claiming free school meals	8	15.7%
Supporting young carers in my community	8	15.7%

**Q12 You've chosen older people as one of your top three choices. From the list of issues concerning the county's older people, please tell us the three most important ones to you that you'd like to see Wiltshire Council take action on:**

Issue:	Responses	Proportion
Supporting the general health of older people	23	76.7%
Preventing social isolation and loneliness	21	70.0%
Support for (unpaid) carers	12	40.0%
Support for people living with dementia (and their carers)	12	40.0%
Preventing falls amongst older people	11	36.7%







## Chippenham and Villages Area Board 10 June 2024

### Appointments of Representatives 2024/25

#### 1. Purpose of the Report

- 1.1. To appoint Councillor representatives for the Area Board. This will include appointing to Outside Bodies and to reconstitute and appoint to any Priority Working Groups and the LHFIG for the year 2024/25.

#### 2. Background

- 2.1. Area Boards are invited to appoint Councillors to be their respective lead for particular Outside Bodies, Priority Working Groups and the LHFIG. The following guiding principles are in place for Councillors when taking on one of these roles:
  - To be the main Area Board point of contact for local Officers within their respective area
  - To attend (and often Chair) relevant working groups of the Area Board
  - To work collaboratively with relevant local partners and community groups
  - To provide regular updates back to the Area Board in relation to their Group/Outside-Body including providing feedback on the success or limitations of previously funded Area Board grants (if applicable)
- 2.2. The Area Board is invited to appoint Councillor representatives to the Outside Bodies or Priority Groups (which do not fall under one of the Area Board Priority areas) listed at **Appendix A**. These appointments will continue for the duration of Councillors' terms of office, and will be reviewed annually, unless the Board determines otherwise.

#### 3. Main Considerations

- 3.1. The Local Highways and Footpath Improvement Group ([LHFIG](#)) operates as an informal working group making recommendations to the Area Board for approval. Terms of Reference are set out in **Appendix B** for information. The Area Board are invited to appoint a Lead Councillor on an annual basis.
- 3.2. Any amendments to the currently appointed Representatives on Non-Priority Working Groups can be agreed by the Area Board here or at any future scheduled business meeting.
- 3.3. If a new Non-Priority Working group is required, the Strategic Engagement & Partnerships Manager will work with the Board to set out the exact purpose and Membership, which would then be agreed by the Area Board at its next scheduled business meeting.

## **4. Financial and Resource Implications**

4.1. None.

## **5. Legal Implications**

5.1. Some appointments carry responsibilities and duties, for example, those which involve becoming a trustee. Councillors are advised to seek advice on individual appointments if required. [Protocol 3](#) of the Council's Constitution sets out Guidance to Members on Outside Bodies.

## **6. Safeguarding Implications**

6.1 Processes are in place to ensure Disclosure and Barring Service (DBS) checks are undertaken as appropriate.

## **7. Environmental Impact of the Proposals**

7.1 None.

## **8. Equality and Diversity Implications**

8.1 None.

## **9. Delegation**

9.1 By convention, appointments to Outside Bodies which operate within the boundary of a community area are made by the relevant Area Board.

9.2 The appointment of Councillors and other representatives to Priority working groups operating under the Area Board is a matter for the Area Board to determine.

## **10. Recommendation**

10.1 The Area Board is requested to:

- a. Appoint Members as Lead representatives to Outside Bodies, any Priority Working Groups and to the LHFIG, as set out at Appendix A;
- b. Note the Terms of Reference as set out in Appendix B.

---

**Lisa Alexander, Senior Democratic Services Officer**

**Appendices:**

Appendix A – Appointments to Outside Bodies, Non-Priority Working Groups and the LHFIG  
Appendix B – LHFIG Terms of Reference

**Unpublished background documents relied upon in the preparation of this report**

None.



## Appendix A

### Representative Appointments 2024/25

Appointments on Outside Bodies and Non-Priority Working Groups will continue for the duration of Councillors' terms of office, and will be reviewed annually, unless the Board determines otherwise.

Outside Body	Councillor Representative
Chippenham Multi-Agency Forum	Cllr Kathryn MacDermid and Cllr Ross Henning
Chippenham Town Team	Cllr Liz Alstrom
Chippenham Arts Team	Cllr Ross Henning and Cllr Liz Alstrom
Chippenham Pride	Cllr Liz Alstrom
Chippenham Parish Forum	Cllr Howard Greenman
Chippenham TC Climate Forum	Cllr Nick Murry
Community Safety Forum	Cllr Ross Henning

Non-Priority Working Group	Councillor Representative
Local Youth Network	Cllr Adrian Foster, Cllr Peter Hutton, Cllr Kathryn MacDermid, Cllr Liz Alstrom and Cllr Ross Henning
Health and Wellbeing	Cllr Clare Cape

Climate and Ecological Emergency Forum

Cllr Nick Murry and Cllr  
Kathryn MacDermid

**LHFIG Councillor Representative**

Note: This position is appointed annually

**Cllr Nic Puntis, Cllr  
Ross Henning, Cllr  
Nick Botterill and Cllr  
Adrian Foster**



## **LOCAL HIGHWAY & FOOTWAY IMPROVEMENT GROUPS (LHFIG)**

### **TERMS OF REFERENCE**

#### **Membership of the LHFIG**

The LHFIG will normally be made up of:

- Members of the Area Board
- Town and Parish Council representatives
- Community / Stakeholder representatives

It is recommended that the groups do not normally consist of more than 10 representatives, but for larger community areas this may not always be feasible.

Representatives should act as a conduit between their organisations and the LHFIGs by putting forward the views of the body they represent and providing feedback to its members regarding the work of the LHFIGs. The group members will also need to be mindful of the needs of the community area when making their recommendations, as not all councils and groups may be represented on the LHFIGs.

Recommendations to the Area Board will usually be reached by consensus, but if necessary, these can be agreed by a show of hands by those representatives present at the meeting.

The group will normally be chaired by a Wiltshire councillor. Membership of the LHFIGs will cease when a member ceases to hold the stated office as first appointed, or when a parish/town council or group choose to nominate an alternative representative.

The LHFIGs may invite representatives from local organisations to its meetings to give technical advice or to share pertinent local knowledge on projects in the area.

#### **Appointment of LHFIGs members**

Appointment of Wiltshire Council members to the LHFIGs will normally be agreed at a full meeting of the Area Board. Membership may be varied, with the agreement of the Area Board Chairman, subject to approval at the next full Area Board meeting.

Where required for flexibility, the Area Board may appoint an unnamed representative of an organisation to the LHFIGs (e.g. town/parish council or Community Area Partnership) to ensure that the organisation is always represented at meetings. However, it is preferred that the same representative attends if possible to ensure consistency of membership.

#### **Media relations**

Members of the LHFIGs must not issue press statements on behalf of the Area Board.

Any press statements about the work of the LHFIGs should be agreed between the Chairman of the LHFIGs and the Chairman of the Area Board, and in consultation with

Wiltshire council's communications team. You can contact the communications team at [communications@wiltshire.gov.uk](mailto:communications@wiltshire.gov.uk).

### **Meetings**

It is recommended that the LHFIGs meet four times a year. Ideally the meetings should be 2 to 4 weeks in advance of the Area Board meetings. Meetings are intended to be limited to the membership set out above and is open to other members of the Area Board who wish to attend. It can be open to public if the LHFIG chair wishes, and by invitation. It should be noted that LHFIGs are advisory bodies and do not exercise delegated decision-making powers. All decisions are to be ratified by the Area Board.

### **Officer support**

Meetings will be attended by relevant officers from Wiltshire Council, including a Senior Transport Planner, a Senior Traffic Engineer, Local Highway Maintenance Engineer and the local Community Engagement Manager. Attendance by officers of other expert knowledge may be arranged when necessary.

Additional support will be provided outside of the meeting by the Corporate Office Business Support unit as currently for Area Boards, for the purpose of arranging meetings, venues, and the production of meeting action notes.

### **Terms of reference**

The LHFIGs have no formal decision-making authority on operational matters or budget expenditure but act as an informal discussion forum making recommendations to the Area Board. Recommendations must be agreed at a full LHFIG meeting before being brought to the next Area Board for approval.

The LHFIGs terms of reference are set out at Appendix 1:

Examples of projects the LHFIGs can and cannot fund are set out in Appendix 2:

**Terms of Reference**

1. Small-scale transport schemes – discretionary funding

To make recommendations to the Area Board to determine priorities and levels of expenditure required for small-scale transport schemes in the community area. A discretionary highways budget has been allocated to the board by the Cabinet Member for Transport, Waste, Street Scene and Flooding. The funding allocation is a mixture of highways and council capital funding and can only be used to provide new and improved highway infrastructure. It is suitable for schemes that improve safety, increase accessibility and sustainability by promoting walking, cycling and public transport and improve traffic management.

It cannot be used to fund revenue functions, such as routine maintenance schemes or the provision of passenger transport services.

A list of schemes which the groups can fund in contained in Appendix B

Schemes considered by the LHFIGs must have first been raised through the highway improvement request system and endorsed by the relevant town or parish council.

The LHFIG's can be directed to look at issues identified by Highways Officers when considered appropriate. For example, when an issue is raised for which other centrally held resource does not exist.

In choosing their local transport schemes, Area Boards will need to be mindful of the priorities of the Local Transport Plan and the likely availability of future funding for implementation.

2. Small scale transport schemes – substantive funding

To submit bids for funding from the centrally held substantive funds. A scheme qualifies as substantive if the estimated cost is more than the total discretionary amount available as part of the group's annual allocation.

## **Appendix 2** – Example of projects which can and cannot be funded by LHFIGs

### **LHFIGs can fund the following:**

**Pedestrian improvements:** including dropped kerbs, new footways, substantive improvements to existing footways, pedestrian crossings (including assessments).

**Cycle improvements:** new cycle paths, cycle parking / storage.

**Bus infrastructure:** new and replacement Shelters (subject to agreement on future maintenance liability), bus border kerbs, bus stop road markings.

**Traffic signing:** new and replacement signs (including signposts), street name plates, village gateways.

**New road markings:** new and replacement of existing markings.

**Speed limits:** assessment and implementation.

**Waiting restrictions:** assessments and implementation.

**Footpath improvements:** styles, gates, surface improvements to rights of ways (council maintainable only).

**Drainage:** minor improvements, new gullies.

**Street lighting:** new installations.

**Traffic management measures:** including Sockets and posts for SID (Speed Indication Device) equipment.

*As a general rule, an asset should exist at the end of the project, i.e. something new that wasn't there beforehand.*

### **LHFIGs cannot fund:**

**Routine maintenance:** such as gully emptying, ditch clearing, hedgerow cutting, pot hole repairs.

**Service subsidy:** bus services

**Promotional campaigns**

**SID equipment**

**Improvements for individuals and properties**

*As a general rule, activities that repair, clean, tidy or remove something that is already present are likely to be considered routine maintenance and cannot be funded by LHFIGs.*

30<sup>th</sup> April 2024 – Meeting Tracker – FINAL

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
1.	<b>Attendees, Apologies &amp; Introductions</b>				
	<b>Present</b>	Ross Henning Lesley Palmer Kirsty Rose Matthew Short Nick Botterill Adrian Foster Laurence Cable Graham Worsnop Gemma Winslow Nic Puntis Clare Cape Claire Mansfield Neil Hutton			
	<b>Apologies</b>	Anthea Kelsall Adam Carwardine			

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
2.	<b>Notes of the last meeting (25<sup>th</sup> Jan 2024)</b>				
		The minutes and recommendations of the previous meeting were considered at the Chippenham Area Board scheduled for the 11 <sup>th</sup> March 24.			
3.	<b>Finance</b>				
3.1		<p><u>Financial position at 30<sup>th</sup> April 2024:</u></p> <p>(a) 2024-25 allocation = £36,174  (b) 2023-24 carried forward = £31,400.92  (c) 2024-25 3<sup>rd</sup> party Contributions = £61,357.50  (d) Total Budget for 2024-25 =£128,932.42 (a+b+c)  (e) Existing commitments (incl. carry over schemes from 2023-24) = £118,850.00</p> <p>(f) Current Balance = <b>£10,082.42</b> (d-e)</p>	30% contribution to be retained.		
4.	<b>Major Maintenance</b>				
4.1		The most up to date information regarding major maintenance schemes can be seen here <a href="#">Highways Asset Management - Wiltshire Council</a>			

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION  Who
<b>5.</b>	<b>Items awaiting decision</b>				
<b>5.1</b>	<b>4-19-5</b> Hill Rise / Barrow Green, Chippenham – 20mph speed limit	<p><b>25/01/24</b> Cabinet member decision to proceed has been made.</p> <p>This can now proceed to implementation subject to confirmation of TC contribution.</p>	<p><b>30/04/24</b> CTC to consider funding ahead of LHFIG in July.</p>		CTC
<b>5.2</b>	<b>4-20-11</b> Fairfoot Close to Gascelyn Close	<p>25/01/24 Cycle Chippenham has secured £5k funding from Bath and West Community Energy which is to be used to fund the topographical survey and legal order process.</p> <p>Cycle Chippenham have also secured an additional £5k and are awaiting outcome of bid to landfill fund and bid to WW community fund. Borough Lands charity discussions are ongoing.</p> <p>£7k from LHFIG 2024-25 budget has already been agreed.</p> <p>LHFIG ask CTC to match this £7k contribution. CTC to confirm.</p>	<p><b>30/04/24</b> CTC to consider funding ahead of LHFIG in July.</p> <p>Design progressing. Land transfer underway. Cycle Chippenham securing additional funding. The group thanked LC for his work to gather the required funding.</p> <p>Conversion order for RoW to be advertised.</p>		CTC          KR
<b>5.3</b>	<b>4-21-18</b> A350 to A420 Bumpers Farm roundabout to B4039 Yatton Keynell slip road turning  Speed Limit Implementation.	<p><b>25/01/24</b> The speed limit review recommended a change in speed limit from the Biddestone Crossroads to Ford at a cost of £16,000. This is approximately 2.5km with 15% in North Wraxall parish and Castle Combe parish (carriageway centre line is boundary), 36.5% in Biddestone and Slaughterford parish and 48.5% in Yatton Keynell parish.</p> <p>A proposal for pedestrian improvements at The Shoe have been circulated with the note tracker for consideration.</p>	<p><b>30/04/24</b> Contribution declined from YKPC and B&amp;SPC – letter enclosed. Response to letter to be prepared by RH and KR.</p> <p>Awaiting response re contributions from NWPC and CCPC.</p>		RH/KR

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
		<p>Group asked if the criteria would be met for a substantive bid. KR advised this was unlikely as the improvements could be implemented in a phased approach.</p> <p>Funding of the speed limit change was agreed from next years budget, subject to a 50% from parish councils split by percentage. This would require the following contribution amounts:</p> <p>Biddestone and Slaughterford PC - £2920 North Wraxall PC - £3880 Castle Combe PC – £600 Yatton Keynell PC - £600</p>	<p>KR to check contribution level calculations and update group re formula etc.</p> <p>Meeting to be arranged with parish council representatives to discuss funding.</p> <p>It is noted that CWPC contributed to the cost of the initial assessment.</p>		
5.4	A420 The Shoe – pedestrian improvements	<p>The Shoe – the secondary schools in Chippenham are to be encouraged to include improvements in a bid to Taking Action on School Journeys. Otherwise LHFIG will consider implementing this as a further phase of A420 works.</p> <p>It was agreed to fund a topo survey at an estimate of £1500 subject to a 30% contribution from NWPC.</p>	<p><b>30/04/24</b></p> <p>The topo survey quote has been received at £2050. Additional funding is required.</p> <p>Awaiting confirmation of contribution from NWPC</p>		NWPC
5.5	4-23-13 Fallow Field Close/Foxgrove/Footpath CHIP115	<p>Six of the footways leading from quiet residential streets to footpath CHIP115 (3x from Fallow Field Close, 3x from Foxgrove) have chicane barriers on them.</p> <p>As the paths lead on one side to footpaths, and on the other to the ends of quiet residential cul de sacs, I am unsure whether these barriers are performing any safety purpose. It is possible they were installed to prevent moped/motorcycle access to CHIP115. However, there are various other points along</p>	<p><b>30/04/24</b></p> <p>CTC to consider funding ahead of LHFIG in July.</p>		CTC



	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
		<p>CHIP115 where access is possible without needing to negotiate chicane barriers. All six barriers may prevent disabled people from accessing CHIP115, and may therefore be illegal under the Equality Act 2010. They also massively hinder those using pushchairs.</p> <p>Please can these six barriers be removed, and if vehicle access needs to be prevented, white, reflective bollards be installed instead, ensuring sufficient clear space is maintained to enable those using mobility aids to pass through unhindered?</p> <p><b>06/07/23</b> KR to review and report back to group.</p> <p>25/01/24 The 6no barriers can be removed for an estimated cost of £650.</p> <p>Allocation of funding is required from LHFIG and TC.</p> <p>Agreed subject to TC funding agreement.</p>			
5.6	4-20-15 A420 Ford – Crossing Points.	<p>In addition, 2no informal crossings on the A420 in Ford are proposed at an estimated cost of £6000 (£12,000 total) each. Detail design to be drawn up to facilitate investigation into alternative funding opportunities.</p> <p><b>06/07/23</b> Funding alternatives require applications through a charitable vehicle – not open to parish councils generally.</p> <p>KR to provide information to parish council.</p> <p>KR to find out whether list is held by WC for funding opportunities.</p>	<p><b>30/04/24</b> Awaiting confirmation of contribution from NWPC.</p>		NWPC

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
		<p><b>03/10/23</b> Proposed locations and standard detail included with note tracker.</p> <p>25/01/24 Awaiting funding</p> <p>This to be combined with the other A420 scheme.</p> <p>GW confirmed that one location preferred to start with rather than both. Old Coach Road chosen. £6k total</p> <p>Approve in principle subject to funding and confirmation from PC.</p>			
5.7	Bath Road, Chippenham	<p>As part of the recent granting of planning permission for the Rontec Esso petrol station on Bath Road at Patterdown roundabout, the applicant agreed to transfer a 1m-wide strip of land across the site frontage to Wiltshire Council, for the purpose of creating a future shared-use footway/cycleway across the site. This will enable the shared-use path that currently ends at the tunnel under the railway, to be extended across Brunel Court and the petrol station frontage, to link to bridleway CHIP7, which leads towards Ladyfield Road and Kingsley Park. There are also aspirations to continue the cycleway along Bath Road towards the hospital, with this route being one of the priority routes identified in the emerging Chippenham Local Cycling and Walking Infrastructure Plan (LCWIP).</p> <p>Works now need to be undertaken to design and deliver this scheme</p> <p><b>25/01/24</b> Design resource now available and progressing.</p>	<p><b>30/04/24</b> Design process has highlighted issue with the location of a stay associated with utility pole. KR has discussed with Mike Crook and it has been agreed to seek quotation for utility diversion before a decision is made on how to proceed.</p>		KR

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION  Who
5.8	Dropped kerbs exercise - Chippenham	<p><b>25/01/24</b></p> <p>The following dropped kerbs have now been completed.</p> <p>011 – St Lukes Rd (Lloyds Pharmacy) 012 – St Lukes/St Francis 015 – Kent Close footpath 016 – Kent Close/Sarum Road 042 – Westbrook Close/Frogwell Road 044 – Park Avenue/Bristol Road 032 – Culverwell Road</p> <p>KR to circulate updated list of dropped kerb locations with note tracker. Proposal for funding £8,000 from next years budget agreed. CTC to be asked to contribute £4000.</p>	<p><b>30/04/24</b></p> <p>It was agreed that the following dropped kerbs will be taken forward to implementation, subject to CTC contribution.</p> <p>001 – Wessex Road/Brook Street 002 – Neeld Crescent 003 – Neeld Crescent 022 – Coniston Road/Queens Crescent 019 – Sarum Road/Queens Crescent 026 – Allington Way</p>		CTC
5.9	<p><b>4-23-22</b> High St, Kington St Michael</p> <p><b>4-23-29</b> 20mph Speed Limit Request, Kington St Michael</p>	<p>Traffic calming measures and signage exist. Unfortunately the give way arrangements do not prevent road users from speeding through disregarding the signage.</p> <p>Instead of a give way to oncoming traffic situation a stop/halt sign should replace this with appropriate road markings.</p> <p>The Parish Council is also requesting advice on how to achieve the lowering of the speed limit to 20mph. The Council will be installing SIDs to focus drivers minds but the long term solution must be a 20mph zone throughout the village.</p> <p><b>06/07/23</b> KR explained that STOP line rules are not likely to be met at this location. To review site and report back to group.</p>	<p><b>25/01/24</b></p> <p>Awaiting update re: funding allocation and contribution from parish council.</p>		KSM PC

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
		<p>Concerns around increased vehicle volumes and speeds.</p> <p>Want to highlight village environment etc.</p> <p>KR to ask for traffic survey to be redone.</p> <p><b>03/10/23</b> STOP signs and lines are regulatory and are for installation only where drivers are to enter major roads with restricted visibility. Neither the sign or road marking are permitted for use at traffic calming arrangements such as the one at High Street, KSM.</p> <p>For consideration of a 20mph speed limit in the village, it is necessary to undertake a 20mph speed limit assessment. The cost of this is £2500 of which a 30% contribution must be borne by the parish council. The assessment outcome will determine if a 20mph speed limit is appropriate. It does not guarantee that a reduced speed limit will be recommended nor does the cost of the assessment cover any of the costs associated with implementing any changes.</p>			
<b>6.</b>	<b>Items awaiting/under construction/advertisement.</b>				
<b>6.1</b>	<b>4-20-15</b> C151 Ford – road markings and lining	<b>25/01/24</b> Order is now with Milestone, awaiting works.	Signing complete. Road markings partially complete – awaiting remedial works.		To note
<b>6.2</b>	<b>4-22-6</b> Primrose Way, Chippenham – Street nameplate	<b>24/01/23</b> Funding from TC confirmed. Street nameplate to be ordered for installation next financial year. <b>25/04/23</b> Awaiting installation.	<b>25/01/24</b> Works ordered. Awaiting installation.		

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
6.3	4-23-12 Langley Road, Chippenham	<p>Cars continually park in front of our driveway over the end of the dropped curb. This creates an additional hazard when trying to exit our driveway. Our property is lower than the road itself so at the best of time it's hard to see what's coming down Langley Road (inward bound). When drivers choose to squeeze their car into a 'too small' space that may be left outside our house the vehicle creates a problematic sight hazard; we have had a few near misses when turning onto the road. This issue is exacerbated by speeding cars (which is another issue).</p> <p>Could a small section ( suggest 2ft) of double yellow lines painted on the left of our driveway (as you look at it) to 'remind' people it is illegal to park over dropped curb. Small expense to WC , big help to us.</p> <p>The Town Council has been made aware that the applicant has been advised that a white "H-bar" marking may be more appropriate in this instance. The Town Council endorses this solution, subject to the above comments.</p> <p><b>25/04/23</b> It was agreed that a H bar access protection marking would be provided. Waiting restrictions are not supported.</p>	<p><b>03/10/23</b> Lining to be painted when other lining works for LHFIFG are undertaken in the area.</p>		
6.4	4-23-6 North Wraxall	<p><b>25/01/24</b> Site meeting held with PC. Works order has been raised. Await installation (likely before Easter).</p>	Awaiting installation		
6.5	Cycle Parking Chippenham	<p>The Chippenham Cycle Network Development Group has been awarded funds from the Chippenham Town Council's Climate and Ecological Emergency Fund, to fund the installation of more cycle parking in the town.</p> <p>This is a request for inclusion at LHFIFG to allocate engineering resource to progress installation</p>	<p><b>25/01/24</b> Engineer now progressing location specific details and estimate ahead of works pack being issued.</p>		

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
		<p><b>25/04/23</b> Funding available through CNDG. Needs design allocation and would like to see if any match funding from LHFIFG (£1750). This was agreed subject to being ratified at area board.</p> <p>Site visit needed.</p> <p><b>06/07/23</b> Site visit to be arranged.</p> <p><b>03/10/23</b> Site visit undertaken and proposals discussed. This has been passed to an engineer for delivery.</p>			
<b>6.6</b>	<p><b>6846</b> - Road Safety at The Street B4039 Nettleton Road and Church Hill junction Burton – 20mph speed limit</p> <p>B4039 Hillside Burton – 30mph speed limit</p>	<p><b>25/01/24</b> Traffic regulation order documents with TRO team awaiting formal consultation.</p>	<p><b>30/04/24</b> TRO consultation ended on 2<sup>nd</sup> April. Comments were received that require a cabinet member decision report.</p>		
<b>6.7</b>	<p><b>4-21-11 &amp; 13</b> Upper Seagry – Gateways and Signing.</p>	<p><b>25/01/24</b> Works pack for advisory 20mph (TAOSJ funded) and village gateway and signing improvements has been issued to contractor. Implementation expected in February.</p>	<p><b>30/04/24</b> Awaiting installation</p>		
<b>6.8</b>	<p><b>4-22-15</b> Hungerdown Lane, Chippenham – amendments to shared use path at junction</p>	<p><b>25/01/24</b> Order raised for investigation into underground utilities to inform design.</p>	<p><b>30/04/24</b> Awaiting survey</p>		
<b>6.9</b>	<p>Various bridleways, Chippenham</p>	<p>Request for signing at bridleways listed below to make it clear that cycling is permitted.</p>	<p><b>30/04/24</b> Works pack preparation underway taking into</p>		To note

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
		<ul style="list-style-type: none"> <li>• CHIP7 – Bath Road through to Kingsley Park (linking to CHIP35)</li> <li>• CHIP35 – Hungerdown Lane to Kingsley Park (linking to CHIP7)</li> <li>• CHIP33 – Lords Mead to Bumpers Farm Industrial Estate</li> <li>• CHIW20 – Bridge over A350 at Frogwell</li> <li>• CHIP40 – Forest Lane to Pewsham Way</li> </ul> <p><b>15/01/24</b> KR to send plans to LC.</p>	consideration comments by Cycle Chippenham.		
<b>6.10</b>	4-21-22 Saxon Street, Chippenham – Street nameplate	<b>03/10/23</b> CTC have now confirmed funding. This can progress to installation.			
<b>6.12</b>	Waiting Restriction Review – Batch advert – Chippenham Town  <b>See list of requests provided for info.</b>	<b>25/01/24</b>  KR to add additional requests to list and circulate TRO plans.	<b>30/04/24</b> Plans circulated with note tracker for information. Awaiting advert dates.  It was agreed that the proposed No Waiting at Any Time on Queens Crescent will include No Loading at Any Time.		
<b>6.13</b>	<b>4-22-18</b> Seagry Road, Sutton Benger	<b>25/01/24</b> Order issued to contractor. Awaiting implementation.	<b>30/04/24</b> Awaiting completion.		
<b>7.</b>	<b>Items under review</b>				
<b>7.1</b>	<b>4-20-3</b> Hardenhuish Avenue Chippenham	<b>24/01/23</b> Site meeting held. Cllrs to letter drop residents to identify issues and concerns. <b>25/04/23</b>	<b>25/01/24</b> Cllr MacDermid has confirmed that residents are keen for 20mph limit.		KMcD

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION  Who
		<p>Cllr MacDermid and town councillors to canvas residents.</p> <p><b>06/07/23</b> Awaiting update following residents survey.</p> <p><b>03/10/23</b> Residents survey indicated that some residents would like to see a 20mph speed limit introduced, but others felt unlikely to be needed as parked cars slow vehicle speeds at present.</p> <p>Other issues highlighted were:</p> <ul style="list-style-type: none"> <li>• School related parking on Yewstock.</li> <li>• Drivers using route to avoid traffic lights at New Road/Station Hill.</li> <li>• Possible closure of one end of avenue to prevent through movement – unlikely to be supported by all.</li> </ul> <p>RH and LC to speak to KM about survey results.</p>	<p>No action agreed by LHFIG at this meeting.</p> <p>The group asked for the results of the survey to be made available for review.</p>		
7.2	4-20-1 A429 Stanton St Quintin – request for pedestrian crossing	<p><b>24/01/23</b> KR to circulate report once complete.</p> <p><b>25/04/23</b> Report being prepared however the need for improvements has been highlighted to development control and the following statement provided:</p> <p><i>“Wiltshire Council Spatial Planning Team are assessing opportunities for further employment near to J17 as part of the Local Plan Review. Should these opportunities be progressed for formal allocation, then the Highway Authority will seek to sustainably link these new developments with existing settlements such as Stanton St Quinton”</i></p> <p><b>06/07/23</b></p>	<p><b>03/10/23</b> KR to continue to seek funding opportunities arising from local development.</p> <p>Note after meeting: funding potentially available through Landfill Communities Fund.</p>		KR



	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
		<p>Report circulated with note tracker. Active travel improvements and crossing recommended. LHFIG may wish to consider alternative funding opportunities set out in report.</p> <p>Funding opportunities through development management are being sought.</p> <p><b>03/10/23</b> Opportunities for funding through development management still being sought.</p> <p>KR to find out if any funding available as part of solar farm development.</p> <p>LHFIG to write to Strategic Planning Committee and speak to development control officer to further highlight request for funding.</p>			
7.3	4-22-13 A350 Plough Crossroads, Kington Langley – request for pedestrian crossing facility.	<p><b>24/01/23</b> Atkins traffic signals do not recommend changes to intergreen timings to facilitate crossing as due to the technology used, this could increase conflict between pedestrians and vehicles.</p> <p>Atkins are to investigate the feasibility of providing a dedicated crossing although it is acknowledged that this will not be compliant with recommended standards.</p> <p>Awaiting outcome of Atkins review.</p> <p><b>25/04/23</b> Awaiting update from Atkins. KR to provide as soon as available.</p> <p><b>06/07/23</b></p>	<p><b>25/01/24</b> Opportunities for funding through development management still being sought.</p> <p>It was agreed that if funding does not become available through development etc, then a substantive bid will be submitted in 2025.</p>		

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION  Who
		<p>Technical note received from Atkins with options included. Atkins preferred option is option 2 at a cost of approx. £91,000.</p> <p>KR to raise vegetation cutting back with area office.</p> <p>LC – should be upgraded to included cyclists.</p> <p>KR to discuss alternative funding opportunities and if none available, substantive bid to be considered.</p>			
7.4	4-23-11 Stanton St Quintin	<p>Request for signing to deter use of route through SSQ village as an alternative route when M4 is closed. Also request unsuitable for HGV signing and assistance to have the route shown as unsuitable for diverted vehicles on google maps.</p> <p><b>25/04/23</b></p> <p>LHFIG to write to Michelle Donelan to ask for assistance with changes to google algorithm for directing SAT NAV.</p> <p><b>06/07/23</b></p> <p>Letter to be written by RH &amp; LC. To include Grittleton and other villages impacted by this.</p>	<p><b>03/10/23</b></p> <p>RH and LC to write to Michelle Donelan.</p>		
7.5	4-23-4 Marshfield Road, Chippenham	<p>Dangerous driving has been increasing over the years which creates higher levels of risk to all road users and residents. Drivers have been observed to accelerate hard when joining from the Ivy Lane direction but then have to take evasive action due to traffic obstructions (poor design).</p> <p>The section of road appears as two lanes but the road is not wide enough. With increased congestion from the recently introduced New Road traffic scheme stationary traffic in the right lane drivers are forced to make changes at speed due to vehicle obstructions.</p> <p>1 - An updated safety assessment of Marshfield Road is needed.</p>	<p><b>30/04/24</b></p> <p>Feasibility plans developed and circulated with tracker.</p> <p>Traffic data is also provided with the note tracker. Data from 2024 shows that 85<sup>th</sup> percentile speeds are 29mph and average speeds are 25mph. Weekday vehicle volumes are around 15,000 per day.</p>		

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION  Who
		<p>2 - Review the impact of recent changes to traffic management on adjoining roads. 3 - Review road design/markings/signage. 4 - Reduction of speed limit to 20-mph 5 - Traffic assessment for best solution.</p> <p><b>25/04/23</b> KR to arrange site visit and review.</p> <p>It was highlighted that this area is within the LCWIP – one scheme requested is a scheme along Marshfield Rd into town centre.</p> <p>KR to speak to Mike Crook, Sustainable Transport.</p> <p><b>03/10/23</b> Site meeting held. Review for next meeting.</p> <p>Mike Crook has established that from a cycle perspective, it would be desirable to focus on other routes in the first instance however KR to review route in relation to resident's current concerns.</p> <p><b>25/01/24</b> Proposal issued with note tracker for consideration.</p> <p>KR to progress feasibility design for build outs and review traffic data once received.</p>	<p>Cost estimate for construction is £37,000. This would be eligible for substantive bid. The group may wish to fund a topographic survey to allow a more robust design to be prepared to enhance the chance of success if a bid is to be submitted.</p> <p>It was agreed to fund a substantive bid with a total contribution required of £12,000. LHFIFG are seeking a 50% contribution (£6000) from CTC.</p> <p>It was noted that discussions re cycle parking are ongoing with the cinema. A flat spot near the bus stop leading to ponding was also highlighted.</p> <p>RH to liaise with residents to update them regarding proposals.</p>		<p>CTC</p> <p>RH</p>
7.6	4-23-21 Footway tunnel, Bath Road to Southmead, Chippenham	The footway tunnel under the main railway line is unlit and is a "black hole" at night. It is a main pedestrian route between the Sheldon area and Bath Road. Having spoken to a number of residents it appears it is hardly used at night due to safety fears and there has been reports of ASB.	<b>30/04/24</b> RH is in touch with Network Rail to discuss the possibility of providing		RH/KR

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION  Who
		<p>Would like to see lighting installed.</p> <p><b>06/07/23</b></p> <p>To be included in site visit and to review.</p> <p><b>03/10/23</b></p> <p>Site visit undertaken.</p> <p>The footway under the rail bridge is part of CHIP7 right of way but is not owned by Wiltshire Council or part of the adopted highway.</p> <p>LHFIG can use funding to improve rights of way, however landowner permission would be required as well as permission to work under the rail bridge from Network Rail. Gaining this permission is likely to be a lengthy process and will have costs associated with it.</p> <p><b>25/01/24</b></p> <p>KR to speak to street lighting and open discussions with Network Rail.</p>	<p>lighting. KR to also raise with Atkins.</p>		
7.7	4-23-30 Union Road Chippenham	<p>Union Road links New Road and Old Road to the back of the station. It is current 2-way, but is restricted in width and the nature of businesses one the street, traffic flow and pedestrian movements have highlighted its current provision is not fit for purpose to encourage positive and smooth flow of vehicles, cyclists and pedestrian traffic.</p> <p>Given the current use of businesses on Union Road, parking and access constrains to and from both New Road, Old Road and the rear station entrance it has been discussed with the Artisan Quarter committee, and proposed, for Union Road to be changed to a one way road leading from Old Road to New Road in an</p>	<p><b>30/04/24</b></p> <p>Traffic data has shown that around 800 vehicles per day use Union Road, with approx. 700 of those travelling in a westbound direction. 85<sup>th</sup> percentile speeds are 18mph and average speeds 13mph.</p>		

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION  Who
		<p>East to West direction. This would also involve pavement improvements, parking zone changes, cycle street parking and a contraflow cycle lane. Much of this change could be initially be completed through line painting works if needed, with a later phase to formalise the hard landscaping changes.</p> <ul style="list-style-type: none"> <li>- The Town Council supports this request in principle. However, this 'in principle' acceptance is made subject to a formal recommendation being made by Wiltshire Council and a fully costed report being submitted by Wiltshire Council and is subject to debate and decision at a future PET Committee meeting.</li> <li>- The Town Council asks that the LHFIG note the possibility for S106 funding to become available to support this highways improvement request, though this is subject to the determination of PL/2023/05290 to that effect.</li> <li>- It is further asked that any identified highways issues at or approaching the Langley Road junction are considered when addressing this request for Union Road.</li> </ul> <p><b>03/10/23</b> The group asked if there is any potential for funding from GWR for this.</p> <p>KR to review and report back.</p> <p>Also to look at S106 funding opportunities. Local businesses willing to contribute.</p> <p><b>25/01/24</b> An initial review is underway, with collision data reviewed (no collisions recorded) and site visit undertaken. Traffic survey has been requested to determine vehicle numbers using the road currently. This will inform the design process.</p>	<p>There are no concerns around introducing a west-bound one-way system.</p> <p>The available carriageway space may not be able to accommodate all of the items requested. It is recommended that a topo survey be funded to allow design progression and a meeting held with interested parties to develop and agree the design. It is likely that this survey would be in the region of £2500.</p> <p>KR has arranged to discuss with colleagues involved in economic regeneration and planning to identify potential funding sources and how this may link with other aspirations within the town.</p> <p>The plans put forward by Artel are to be shared with KR.</p>		

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
		<p>A planning application has been made for conversion to residential (S106 agreement – asking if can be used for highway changes instead of current arrangement for sculptures in park).</p> <p>Artel keen to contribute. Businesses keen to do fund raising.</p> <p>KR to progress design options following review of traffic information.</p>			
7.8	4-23-31 Grittleton Road Yatton Keynell	<p>The pavement on Grittleton Road at the junction with The Street (B4039) is narrow and sloped towards the road, the pavement was constructed around an existing front door step. This forces wheel chair users, mobility scooters users &amp; those with push chairs into the road to pass this obstruction, with increased danger as there are usually vehicles parked in the road as well.</p> <p>Residents that use the Grittleton Road are unable to safely access the Surgery, School, Shop Village Hall &amp; pub.</p> <p><b>25/01/24</b> KR to review and see if any action can be taken.</p>	<p><b>30/04/24</b> There are two options to consider to mitigate this issue.</p> <ol style="list-style-type: none"> <li>1) Widening of the footway. This would need to be minimal due to the carriageway width but it appears possible to widen to 1m past the doorstep. This would make it difficult for cars to park here and removal of parking would need to be considered.</li> <li>2) Seek alteration to the doorstep to determine if this can be removed. This would need the building owners</li> </ol>		YKPC

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
			<p>consent and further investigation into what planning approvals may be required. This assumes that there is solid ground underlying the step.</p> <p>It was agreed that the parish council would be tasked with discussing removal of the step with the property owner.</p>		
7.9	4-23-33 Various side roads, Chippenham	<p>Request for side road treatments to provide pedestrian/cycle priority at a number of locations in Chippenham. Focus to be on Hungerdown Lane (East side) in the first instance.</p> <p><b>25/01/24</b> Site meeting held. KR to prepare options and cost estimate for side road junctions with Hungerdown Lane.</p>	<b>30/04/24</b>		
7.10	4-24-02 Flowers Yard, Chippenham	<p><a href="https://maps.app.goo.gl/fjWJ7nWyLzdNRhTa8">https://maps.app.goo.gl/fjWJ7nWyLzdNRhTa8</a></p> <p>Parking for residents in flowers yard. This has been an issue for 15 years. Residents are unable to park anywhere near their properties due to flowers being used by, work vans, people working in town, people shopping and people using “The Arc”, even though there are two allocated car parks for them! The situation is going from bad to worse and I have been writing to the council for 15 years and I have copies of all correspondence. I have sent in petitions that were requested with signatures of all residents to ask for residents parking etc. Nothing has been done.</p>	<b>30/04/24</b>		

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION  Who
		<p>The Town Council supports this request in principle. However, this 'in principle' acceptance is made subject to a formal recommendation being made by Wiltshire Council and a fully costed report being submitted by Wiltshire Council and is subject to debate and decision at a future PET Committee meeting.</p> <p><b>25/01/24</b> CTC are to be asked to consider if there is a requirement for wider residents parking schemes across the town centre.</p> <p>Resident survey to be undertaken to determine level of support for a residents parking scheme using information and questionnaire provided.</p>			
<b>8.</b>	<b>Items awaiting further investigation / officer resource</b>				
<b>8.1</b>	<b>4-22-19</b> Pewsham Estate – dropped kerbs.	<p><b>24/01/23</b> LHFIG support request. KR to review request and contact resident for more information regarding locations</p> <p><b>25/04/23</b> Need information regarding locations of dropped kerbs.</p> <p>Cllr Cape to follow up with resident to see if locations have been identified. These locations are on a route to and from school.</p>	<p>30/04/24 This item to be removed from note tracker as covered within the overall dropped kerb item.</p>		
<b>9.</b>	<b>Items on hold / for information only</b>				
<b>9.1</b>	<b>4-20-12</b> Baydons Lane to Long Close	<p>Land negotiations required. Being led by Sustainable Transport. May return to this group for design work/delivery.</p> <p><b>04/10/22</b> No update</p> <p><b>25/04/23</b></p>			<i>To note</i>



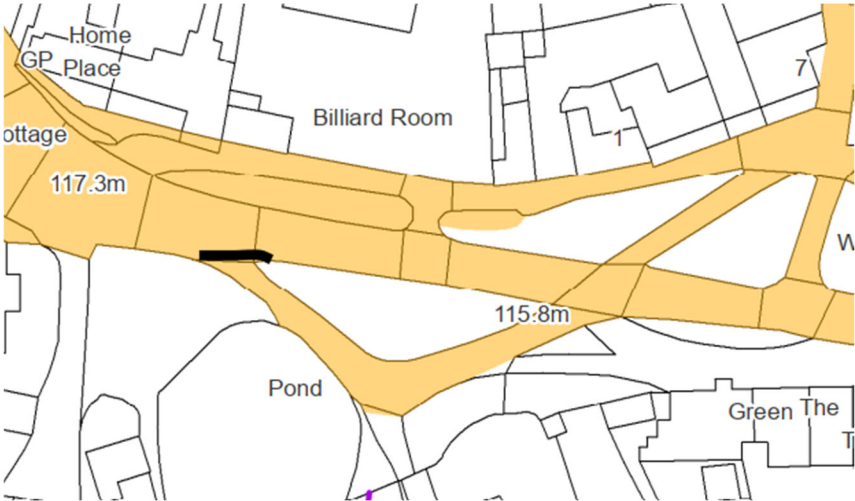
	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
		No update. Sustainable transport currently working on priorities raised by CNDG.			
9.2	4-21-1 Shared Use Path – Island Park	<p>Laura Gosling is looking into feasibility of some widening and signing in this area already. To be progressed by Sustainable Transport for further discussion.</p> <p><b>25/04/23</b> No update. Sustainable transport currently working on priorities raised by CNDG.</p>			<i>To note</i>
9.3	<p>4-21-21 Hill Corner Road, Chippenham</p> <p>4-23-10 Hill Corner Road, Chippenham (request for street lighting and traffic calming)</p>	<p>The junction of Hill Corner Road (HCR) has become increasingly dangerous, not only for the fellow driver but for the pedestrians and the local wildlife too! Since the Birds Marsh development has sprung up there has been a huge uptake in traffic, plus cars heading down the steep hill towards the HCR junction are usually traveling far too fast which has resulted in several cars crashing through the Tale of Spice car park and demolishing the fence and telecoms units. It won't be long before a serious accident will happen which may result in an injury or worse, death.</p> <p>HCR/Malmesbury Road junction should be 'widened' to allow vehicles that are turning into HCR from the steep hill side of Malmesbury Road to turn safely without hitting other vehicles that are stood waiting to get out. If a 'small' roundabout was added at this junction, then this would help to make drivers 'slow down' to this point and help to reduce the issues with pedestrians crossing over the road by moving the current traffic island in the centre of the new widened part and a path added on the opposite side to allow pedestrians to be able to cross the road safely.</p> <p><b>24/01/23</b> To be reviewed in Summer 2023 once new patterns are established following road opening.</p>			<i>To note</i>

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
		<p>Cllr MacDermid is meeting David Lear and will raise issues with Hill Corner Road and issues relating to Birds Marsh development.</p> <p>Reports that link road not being used as much as expected due to collisions at Malmesbury Road roundabout. KM to report back to next meeting re outcome of discussions with highways development control.</p>			
9.6	4-20-7 Bristol Road, Chippenham	<p><i>Request for formal crossing (Puffin / Zebra) by the entrance to Lidl Store. <a href="https://www.google.co.uk/maps/">https://www.google.co.uk/maps/</a></i></p> <p><b>24/01/23</b> KR explained that having reviewed the pedestrian assessment further, a formal crossing near Lidl can be recommended. The likely cost being in the region of £80,000. This would be a substantive bid.</p> <p>The group asked that consideration continue to be given to a reduction in speed limit to 30mph. Discussion also took place around the provision of a crossing at Hathaway medical centre. It was agreed to investigate improvements to the refuge island.</p> <p><b>25/04/23</b> Revised report circulated with note tracker recommending signal-controlled crossing.</p> <p>LHFIG to consider funding detailed design at estimated cost of £20,000.</p> <p>The group remain keen to see 30mph speed limit on Bristol Road.</p>	<p><b>06/07/23</b> There is no scope to extend the proposals for Bumpers Farm to include further crossing facilities on Bristol Road (other than those already proposed by the scheme) or to reduce the speed limit to 30mph.</p> <p>Crossing across Hungerdown Lane is a request for the future and through LCWIP. To be considered as part of any crossing changes – potential to signalise junction.</p>		

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION  Who
		<p>KR is to discuss with major projects team to determine if any scope for additional funding and how the changes at Bumpers Farm may impact this.</p> <p>CLlrs to approach schools to update travel plans to potentially apply for funding through TAOSJ.</p>			
9.7	4-23-27 B4069 Kin House Kington Langley	<p><u>Existing issues</u></p> <ul style="list-style-type: none"> <li>Residents currently find it unsafe to cross the B4069 especially with dogs to get to the rest of the village</li> <li>Increased number of vehicles entering and leaving Kin House due to its new commercial position as a successful event hotel since March 2022</li> <li>HGV traffic out of Chippenham has increased due to the unsafe right turn at the Malmesbury road roundabout when using Kilverts Way forcing Wavin to direct all their northbound HGVs via B4069</li> </ul> <p><u>New issues</u></p> <ul style="list-style-type: none"> <li>Opening of a shop &amp; cafe in the grounds of Kin House will dramatically increase the volume of vehicles needing to enter or leave the property via Entrances A &amp; B. It will also require pedestrians from the village to cross the B4069 to reach the Café &amp; Shop. Currently, it is not safe to cross the B4069 in this area due to the high speeds of traffic and the 40MPH limit.</li> <li>The village support the creation of a shop and cafe and wish to use it as a village asset. This means a safe access for pedestrians is needed across B4069.</li> <li>There are two entrances either side of dangerous bends. The southbound 40MPH speed limit begins on a fast straight road from Sutton Benger, and is followed by a left-hand bend and then Entrance B to the Kin House is approximately 200m further – itself on a bend. We believe that the speed of cars &amp; HGVs on this section of the B4069 is too high to allow the increased number of pedestrians to safely cross the road and the increased number of vehicles wanting to enter or leave the Kin House Shop &amp; Café.</li> </ul>	<p><b>06/07/23</b> No request for funding at this stage.</p> <p>KR to review options for crossing facility and change to speed limit.</p> <p>Arrange site visit. Planning application to be submitted in around a month.</p> <p><b>03/10/23</b> Site visit undertaken and email report included with note tracker.</p> <p>Planning application being submitted by Kin House.</p>		

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
		<p>One solution could be to extend the location of the existing 30MPH limits for the village of Kington Langley by about 300M southbound and 440m northbound on the B4069 to include the area in front of the Kin House. We believe that this action together with establishing an uncontrolled crossing area for pedestrians will greatly improve the safety of residents and pedestrian / vehicles entering and exiting the Kin House shop &amp; café.</p> <p>This suggestion is supported by local villagers, the Kington Langley Parish Council and the owners of Kin House who are about to submit their planning application for their new shop &amp; café at Kin House.</p> <p>We are, of course, open to other ways to resolve this issue.</p>			
9.8	4-23-23 A420 Allington Crossroads	<p>Highway safety at crossroads from linking local roads (Sheldon Lane and Allington Lane). Backing up traffic to A350 Bumpers Farm roundabout prevents lane users to enter and egress A240 safely.</p> <p>The A420 is National speed limit. Yellow box junctions should be introduced on A420 to keep the junction clear for linking and through traffic to avoid traffic jams and increase highway safety</p>	<p><b>06/07/23</b> Await outcome of rugby club access decision as this would have an impact upon this crossroads.</p>		
9.9	4-23-25 Bath Road, Chippenham	<p>The Ambulance Service have taken up residency in one of the units on the Bath Road industrial Estate. At peak traffic times our crews are finding it difficult to exit the site even under blue light conditions and have witnessed several instances of panicked members of the public trying to make space.</p> <p>I have been asked to enquire about the possibility of having a hatched box area installed at the exit of the estate leading on to the main Bath Road. Wiltshire Council have confirmed that this would require some additional traffic management to be undertaken</p>			

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
		<p><b>06/07/23</b> KR to look at cost estimate as a priority.</p> <p><b>03/10/23</b> To provide a yellow box marking covering the junction (approx. 200m2), temporary signals are likely to be needed and as such the permanent signals would need to be switched off.</p> <p>Including traffic management, the cost estimate for providing the yellow box marking is £3500.</p> <p>This road is on the list for carriageway resurfacing. KR has asked for confirmation of dates and the possibility of including the yellow box marking as part of those works.</p> <p>Potential next financial year for resurfacing. To be put on hold until then.</p>			
<b>10</b>	<b>New Requests submitted since the last meeting</b>				
<b>10.1</b>	<b>4-24-05</b> Langley Road Chippenham	Request for H bar marking across driveway at no 45 Langley Road	<p><b>30/04/24</b> It was agreed to include this as part of lining works to be undertaken as part of implementation of waiting restrictions when this takes place.</p>		
<b>10.2</b>	<b>4-24-06</b> The Green Biddestone	We need double dashed lines to mark the end of a short road where it joins the main road on Biddestone village green (see attached map with black line showing location). This would indicate to drivers that this is a junction and that cars need access - currently some drivers regard it as a parking area, blocking access for residents. These lines would indicate it is a road and therefore drivers would be less likely to block it.	<p><b>30/04/24</b> Funding up to £500 was agreed, subject to 30% contribution from the parish council. If possible, this lining will be undertaken when a lining crew visit</p>		

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION  Who
			Ford, thus reducing the cost.		
10.3	4-24-07 Canal Road Chippenham	<p>Canal Road is accessed when coming off the A4 (Pewsham Way). This road is a 50mph limit, and Canal Road is 30mph. At the end of Canal Road is Kings Lodge Primary School, a pre-school and a nursery. This road has frequent and heavy foot traffic during the school drop-off hours - mostly very young children and parents. Unfortunately, nobody seems to pay attention to the speed limit here and we have personally experienced a lot of very fast and dangerous traffic. This could be deadly to any child accidentally stepping out into the road.</p> <p>We would like to see some kind of traffic calming scheme implemented to stop the boy racers, trades vans and lorries that speed down Canal Road. Even a few more 30mph signs would really help (the only one present is easy to miss when you turn off the A4). Other options could include speed bumps, road narrowing, or a digital sign that shows people their speeds.</p>	<p><b>30/04/24</b> This item is to be referred back to CTC for consideration for SID deployment. They may also wish to request a traffic survey to determine current speeds.</p>		
10.4	4-24-08 Lackham Circus/Stockwood Road, Chippenham	Reports have been received that there have been near misses when approaching the above junction. It is a blind junction so	<p><b>30/04/24</b> The group determined that no action to be taken. It</p>		

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION  Who
		<p>when cars are parked on Stockwood Road, you can't see what is coming along the road at speed.</p> <p>A Stonewater customer had put in a request to yourselves for a convex mirror to be installed but we now understand you do not do this as it could potentially be more of a risk. We would therefore not feel comfortable installing one on Stonewater land for the same reason.</p> <p>Are you able to look at possible yellow lines on Stockwood Road or signage to reduce the speed etc.</p>	was concluded that parking restrictions would create additional problems, such as increased vehicle speeds.		
10.5	4-24-09 River Street Chippenham	<p>River Street is extremely dark as it has no street lighting. We attend Old Baptist Chapel and use the Borough parade carpark. The elderly congregation have expressed concern that they are worried for their safety as they may fall due to it being so dark. This also applies to the younger generation.</p> <p>We would be very grateful if a street light was erected in the River street lane or on one of the existing buildings, so we (and the general public) can see when it is dark.</p>	<p><b>30/04/24</b> KR to discuss with Atkins street lighting to determine feasibility.</p>		
10.6	4-24-10 Deansway Chippenham	<p>There is a blind chicane section on our road that is routinely being used for overflow parking which is forcing road users to drive on the wrong side of the road around a blind bend. We have seen several near misses with cyclists coming around the bend to find they are faced with an oncoming car on the wrong side of the road.</p> <p>There isn't clear visibility from either side of the chicane and therefore this is an accident waiting to happen</p> <p>I believe double yellow lines should be added to the chicane section to allow smooth running of traffic and to prevent any accidents from happening.</p>	<p><b>30/04/24</b> Waiting restrictions on Deansway are proposed near the junction of Malmesbury Road as part of the wider review. Restricting parking in both locations may be counter productive for residents and may increase speeds.</p> <p>Discussion to be had with residents to find out more</p>		

	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION  Who
			about the issue requiring resolution.		
10.7	4-24-11 Cricketts Lane Chippenham	<p>There is no safe passage for wheelchairs or mobility scooters from the top of Forest Lane to the London Road.</p> <p>Dropped kerbs and crossing points a) From Forest Lane onto the right hand side (East) pavement of Cricketts Lane b) dropped kerb crossing across the allotment and Cricketts lane Industrial Park entrances c) dropped kerb to allow access from the top of Forest Lane to the North side of Wood Lane/Cricketts Lane junction d) dropped kerb crossing across Derby Close</p>	<p><b>30/04/24</b> This request is to be added to the overall dropped kerb request master list.</p>		
10.8	4-24-12 Long Ridings Chippenham	Request for extension of existing double yellow lines from 4 Long Ridings to junction with Brookwell Close. School traffic parks on both sides and blocks the road.	<p><b>30/04/24</b> This request to be added to waiting restriction review batch for advert.</p>		
10.9	4-24-13 Market Mead, Chippenham	<p>I am reaching out on behalf of my partner that lives in this area and other people I speak to in the area of Market Mead, as we have a huge issue with people parking on our road (Market Mead), it can range from people parking for school pick up and drop off to people leaving their cars days down here for the week to go on the train station as there isn't much we can do about people blocking drives here and weekends are just as bad to. The issue I am more facing is we must drive through a tunnel to park our cars. We get people parking opposite the tunnel just after the dropped curb meaning when they do this - parking on the road or the curb it makes it beyond difficult to leave our own parking area. One tunnel for the buildings is large but their side isn't big enough.</p> <p>I am trying to see if we can get some double yellow lines or a post opposite to prevent people parking there as we currently have a car parking there preventing us to get in and out. Any car bigger than a Fiat struggle to get them inside without any cars</p>	<p><b>30/04/24</b> Discussion to be had with residents regarding issue and potential solutions. Waiting restriction request not to be taken forward at this time.</p>		



	Item	Update from previous meeting	Actions & Recommendations	Priority 1 – High 2 - Low	ACTION Who
		blocking us but when these cars park around the tunnel it makes it almost impossible and even worse if there is an emergency.			
<b>11</b>	<b>AOB –</b>				
<b>11.1</b>					
<b>12</b>	<b>Funding Allocations made at this meeting</b>				
<b>12.1</b>	1. <b>4-23-4</b> Marshfield Road, Chippenham - £12000 (£6000 LHFIG, £6000 CTC (to be confirmed)) for substantive bid. 2. <b>4-24-06</b> The Green Biddestone - £500 (£350 LHFIG, £150 Biddestone PC (to be confirmed)) for road markings.				
<b>13</b>	<b>Date of Next Meeting - 25<sup>th</sup> July 10am – Monkton Park Committee Room D</b>				

## Highways Officer – Kirsty Rose

### 1. Environmental & Community Implications

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

### 2. Financial Implications

- 2.1. All decisions must fall within the Highways funding allocated to Chippenham Area Board.  
2.2. If funding is allocated in line with LHFIG recommendations outlined in this report, and all relevant 3<sup>rd</sup> party contributions are confirmed, Chippenham Area Board will have a remaining Highways funding balance of **£3,582.42**

### 3. Legal Implications

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

### 4. HR Implications

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

**5. Equality and Inclusion Implications**

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

**6. Safeguarding implications – none**





## Chippenham Area Grant Report

### Purpose of the Report

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

### Area Board Current Financial Position

	Community Area Grants	Youth Grants	Older and Vulnerable People Grants
<b>Opening Balance For 2024-25</b>	£ 33,527.00	£ 30,500.00	£ 7,700.00
<b>Awarded To Date</b>	£ 0.00	£ 0.00	£ 0.00
<b>Current Balance</b>	£ 33,527.00	£ 30,500.00	£ 7,700.00
<b>Balance if all grants are agreed based on recommendations</b>	£ 33,027.00	£ 21,500.00	£ 7,150.00

## Grant Funding Application Summary

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
<a href="#">ABG1818</a>	Community Area Grant	Chippenham Corsham and Box Primary Care Network	Health prevention scheme in the community setting using social prescribes	£650.00	£500.00
<p><b>Project Summary:</b>            We have been working with the Integrated Care Alliance on the Neighbourhood Collaborative programme. This is a multi-disciplinary steering group comprising of Health Professionals, Wiltshire Council Public Health and members of local VSCE's. Our aim is to focus on health inequalities, in particular Hypertension. This is one of the Core20Plus key clinical areas. We want to work towards hypertension prevention within the Chippenham community. Providing understanding and education around the importance of health checks especially to the 'hard to reach' patients, and areas affected by the wider detriments of health. Our Social Prescribing Team have started a pilot programme working with Doorway in Chippenham. To provide regular support to their guests, many of which have been highlighted as never having a health check. Our aim to be able to provide regular, BP checks, weight, and height checks. The Social Prescribing Team have undertaken BP monitoring training and are due to complete the Health Weight Training programme over the coming months. We recognise that for many reasons people do not attend surgery visits, so our plan is to expand our project to the wider community, holding drop-in sessions at local VCSE venues, to allow people to have a basic health check. This will enable us to highlight areas of health concerns, flag risks to individuals, and their own GP's, still with the main focus of reducing the health inequalities within identified areas. The Social Prescribing Team cover 3 Surgeries within the Chippenham. With the applied for funding, we will be able to purchase the essential medical equipment for this project, that can be a sustainable service for the future.</p>					
<a href="#">ABG1783</a>	Older and Vulnerable Adults Funding	Chippenham Day Centre	Chippenham Day Centre Activities programme	£1100.00	£550.00
<p><b>Project Summary:</b>            Since receiving no funding from Wiltshire Council, our organisation is struggling to meet the costs of paying the organiser whose wage has gone up considerably due to the new living wage hike, also to pay for activities and help subsidise the transport costs.</p>					
<a href="#">ABG1735</a>	Youth Grant	Wiltshire Council	Storytelling Pilot project	£2090.00	£1000.00
<p><b>Project Summary:</b>            This project, a collaboration between the Rise Trust and Knapsack Productions will involve amplifying the voices of young people, giving them the soft skills of teamwork and community cohesion, as well as active literacy skills through storytelling. The project utilises million hours funding (DCMS funding programme that gives extra support to young people in areas where they may be a risk of anti-social behavior) awarded to the Rise Trust last year and helps to drive forward the area boards priorities of enabling positive youth activities and reducing antisocial behaviour. A creative practitioner will work with a group of young people alongside another professional, as was the approach in the Tell Your Story project which ran in Chippenham over the summer. The group will co- create a project enabling the young people to have a voice and a positive input into the community. The project will culminate in a sharing of their work in a way which they are comfortable with (possibly an exhibition or a pamphlet publication or recording) or simply them taking away their own work in a tangible and professional form. The Rise Trust will manage referrals into the project and have already identified a group of young people who would benefit from the sessions. The Rise Trust will also provide the safe space and youth work alongside the sessions as they will run in parallel with their other activities.</p> <p><b>Note: Approved through delegated authority in March 2024.</b></p>					

<a href="#">ABG1742</a>	Youth Grant	Youth Adventure Trust	Supporting Disadvantaged Young People in Chippenham	£10751.00	£4000.00
<p><b>Project Summary:</b>  <b>We would like your support to help fund the programme costs of the 12 young people from Chippenham currently on Year 3 of the programme and the Youth Support Worker salary costs associated with the support of these 12 young people. Our specially designed three-school-year Youth Adventure Programme includes three residential camps (Mountain, Coastal and Forest), an Explore Day, 3 Activity Days and 4 Pathway Days, all supplemented with the ongoing support, mentoring and guidance of our skilled programme team, who are in constant contact with the young people throughout, offering them support in between camps and activity days. The main programme is followed by a Mentoring and Bursary Scheme to ensure all of the young people have the best chance of getting the maximum benefit from our long-term intervention.</b></p>					
<a href="#">ABG1851</a>	Youth Grant	The RISE trust Youth	Chippenham RISE youth work	£22731.00	£5000.00
<p><b>Project Summary:</b>  <b>RISE youth work in Chippenham, offering safe space, detached youth work. Based from RISE community hub. Pavillion hut in Westmead lane in the summer months/ Olympiad in winter months. We have funding via the lottery, we are requesting support for 1 session of the project. Friday safe space sessions.</b></p>					

## Background

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

## Main Considerations

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

## Safeguarding Implications

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

## Public Health Implications

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

## Environmental & Climate Change Implications

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

### **Financial Implications**

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

### **Legal Implications**

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

### **Workforce Implications**

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

### **Equalities Implications**

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

### **Proposals**

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

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### **Report Author**

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