

AGENDA

Meeting: Devizes Area Board

Place: Needham House, Victoria Rd, Devizes, SN10 1FA
(In the community room, turn right in reception and the room is on your right)

Date: Monday 3 June 2024

Time: 6.30 pm

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

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

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

Please direct any enquiries on this Agenda to Democratic Services email committee@wiltshire.gov.uk, and Tara Hunt, direct line 01225 718352 or email tara.hunt@wiltshire.gov.uk.

All the papers connected with this meeting are available on the Council's website at www.wiltshire.gov.uk

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

Wiltshire Councillors

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

Recording and Broadcasting Information

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

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

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

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

Parking

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

Public Participation

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

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

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

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

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

Area Board Officers

Strategic Engagement & Partnerships Manager (SEPM) –
richard.rogers@wiltshire.gov.uk

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

Democratic Services Officer – tara.hunt@wiltshire.gov.uk

	Time
<p>1 Election of Chairman 2024/25 <i>(Pages 1 - 2)</i></p> <p>The Democratic Services Officer to preside over the election of a Chairman for the forthcoming year.</p>	6.30pm
<p>2 Election of Vice-Chairman for 2024/25</p> <p>To elect a Vice-Chairman for the forthcoming year.</p>	
<p style="text-align: center;"><u>Welcome and Introductions</u></p> <p>To welcome attendees to the meeting and for the Area Board councillors to introduce themselves.</p>	6.35pm
<p>3 Apologies for Absence</p> <p>To receive any apologies for absence.</p>	
<p>4 Minutes <i>(Pages 3 - 74)</i></p> <p>To approve and sign as a correct record the minutes of the meeting held on 26 February 2024.</p>	
<p>5 Declarations of Interest</p> <p>To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.</p>	
<p>6 Chairman's Updates <i>(Pages 75 - 82)</i></p> <p>The Chairman will give any updates on outcomes and actions arising from previous meetings of the Area Board.</p>	6.40pm
<p>7 Information Items <i>(Pages 83 - 100)</i></p> <p>The Area Board is asked to note the following Information items:</p> <ul style="list-style-type: none"> • Community First • Healthwatch Wiltshire • Update from BSW Together (Integrated Care System) • Wiltshire Council Information Items: <ul style="list-style-type: none"> ○ Consultation on Statement of Licensing Policy. ○ Wiltshire Council Consultation Portal. ○ Local Nature Recovery Strategy Public Engagement. ○ Multiply – numeracy support for adults. 	6.45pm
<p>8 Police updates <i>(Pages 101 - 122)</i></p> <p>To receive updates from:</p>	6.50pm

- Police and Crime Commissioner – Philip Wilkinson OBE
- Chief Constable – Catherine Roper
- Wiltshire Police (Devizes Neighbourhood Policing Team) – Inspector Ben Huggins

9 **Partner and Community Updates** (*Pages 123 - 126*) **7.10pm**

Verbal Updates

To receive any verbal updates from representatives:

- Town and Parish Councils

Written Updates

The Board is asked to note the following written and online updates attached to the agenda:

- Devizes and District Foodbank

10 **Area Board End of Year Report / JSNA / Area Board Priorities** (*Pages 127 - 130*) **7.15pm**

To receive a summary report from the Strategic Engagement and Partnership Manager (SEPM) on the work of the Area Board over the previous year.

To confirm Area Board priorities, as informed by the Joint Strategic Needs Assessment, for the year ahead and appoint lead councillors to those priorities.

11 **Appointments to Outside Bodies and Working Groups** (*Pages 131 - 142*) **7.40pm**

To consider the Area Board Membership of Outside Bodies and Working Groups as detailed in the attached report.

12 **Open Floor** **7.45pm**

Residents are invited to ask questions of their local area board councillors.

13 **Local Highways and Footpaths Improvement Group (LHFIG)** (*Pages 143 - 152*) **7.55pm**

To consider the update and any recommendations arising from the last LHFIG meeting held on 17 April 2024, as set out in the attached report.

Recommendations:

- Devizes Area Board to note the discussions from the LHFIG meeting of 17th April 2024

- To confirm the progress of the High Priority schemes agreed by LHFIG.
- To thank the parish councils that attend the Group, bring local residents' concerns to us and engage in interesting and constructive discussion.

14 **Air Quality and Sustainable Transport (AQST)**

8.05pm

To receive any updates and consider any recommendations from the Devizes Air Quality and Sustainable Transport Group.

15 **Area Board Funding** (Pages 153 - 158)

8.10pm

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

Remaining Budgets:

Community Area Grant	Older & Vulnerable	Young People
£25,869	£7,700	£23,320

Community Area Grants:

Ref/Link	Grant Details	Amount Requested
ABG1755	Mid Wiltshire Ramblers, towards path maintenance group purchase of brush cutter	£169.60
ABG1810	The Mind Tree Cafe CIC, towards The Mind Tree wellbeing hub start up work and making the building and environment safe and secure	£3,028.81
ABG1811	Wiltshire Museum, towards Discover Devizes at the Assize Court	£5,000

Young People Grants:

Ref/Link	Grant Details	Amount Requested
ABG1732	2397 Devizes RAF squadron, towards an Archery Skills Project	£640.65
ABG1754	West Lavington Youth Club towards SEN Inclusiveness	£2,340
ABG1780	Market Lavington Parish Council, towards exercise and fitness equipment	£5,000
ABG1805	Wiltshire Youth for Christ, towards	£570

	summer holidays pop up week on The Green Devizes	
ABG1816	Devizes Outdoor Celebratory Arts, towards Youth Event Activities YEA Devizes	£5,000

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

16 **Urgent items**

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

Close

8.30pm

Future Meeting Dates (6.30pm – 8.30pm, all at Needham House):

- 16 September 2024
- 18 November 2024
- 17 February 2025

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

Extract from Part 3 of the Constitution: Appointment of Chairman and Vice-Chairman of Area Boards

4.8 The Chairman and Vice-Chairman of an Area Board will be appointed at the first meeting of an Area Board, which takes place after the annual meeting of the Council, by the unitary Members on each Area Board. Except in an election year, where after the first meeting of Full Council a special meeting of each Area Board will take place to appoint a Chairman and a Vice-Chairman.

Election of Chairs Procedure

4.9 The Democratic Services representative will call for nominations for the position of Chairman of the Area Board and preside over the election. A Member's nomination must be seconded to be valid. A Member shall not be nominated in their absence without their written consent.

4.10 In the event of only one valid nomination being received the person presiding will declare the nominated Member elected.

4.11 In the case of two valid nominations the Democratic Services representative will ask for a show of hands from those Members in favour of each Member and declare the candidate receiving the majority of votes of the Members present and voting, to be the winner.

4.12 In the case of an equality of votes for the two candidates, the Democratic Services representative shall draw lots, or an equivalent method to break the tie, to determine the winner of the election and then declare the result.

4.13 In the case of three or more valid nominations being made, the Democratic Services Representative will call for a show of hands for each of the candidates. The Democratic Services representative will then announce the candidate with the least number of votes and that candidate will be eliminated (in the case of a tie for the least number of votes, the Democratic Services representative shall draw lots or use an equivalent method to determine which candidate to be eliminated). A further vote shall be taken for the remaining candidates and after each vote the candidate with the least number of votes shall be eliminated until only two candidates remain and a final vote taken.

4.14 The newly elected Chairman of the Area Board shall then preside over the election of the Vice Chairman in the manner described above with the ability to use a casting vote in the event of an equality of votes.

4.15 With the exception of an election year, the Chairman and Vice-Chairman of an Area Board shall remain in post until their successors are appointed.

MINUTES

Meeting: Devizes Area Board
Place: Needham House, Victoria Rd, Devizes, SN10 1FA
Date: 26 February 2024
Start Time: 6.30 pm
Finish Time: 8.45 pm

Please direct any enquiries on these minutes to: Ben Fielding of Democratic Services, (Tel): 01225 718224 or (e-mail) benjamin.fielding@wiltshire.gov.uk

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

In Attendance:

Wiltshire Councillors

Cllr Iain Wallis, Devizes North (Chairman)
Cllr Dominic Muns, The Lavingtons (Vice-Chairman)
Cllr Simon Jacobs, Devizes South
Cllr Laura Mayes, Bromham, Rowde and Roundway
Cllr Kelvin Nash, Devizes East
Cllr Tamara Reay, Devizes Rural West

Wiltshire Councillors in Attendance

Cllr Caroline Thomas, Cabinet Member for Transport, Street Scene, and Flooding

Wiltshire Council Officers

Richard Rogers, Strategic Engagement Partnerships Manager
Caroline LeQuesne, Area Board Delivery Officer
Ben Fielding, Senior Democratic Services Officer
Sam Howell, Director Highways and Transport
Adrian Hampton, Head of Highway Operations

Wiltshire and Swindon Road Safety Partnership

Perry Payne, Road Safety Partnership Manager

Total in attendance: 83

<u>Minute No..</u>	<u>Summary of Issues Discussed and Decision</u>
61	<p><u>Welcome and Overview</u></p> <p>The Chairman welcomed those in attendance and provided an overview of the meeting. The Chairman also provided Councillors and Officers in attendance an opportunity to introduce themselves.</p> <p>It was outlined that a presentation would take place covering the following matters:</p> <ul style="list-style-type: none"> • Strategic Business Plan Priorities • Maintenance • Local Transport Plan • Congestion • Public Transport • Air Quality
62	<p><u>Highways and Transport Presentations</u></p> <p>The Area Board received a presentation from Sam Howell (Director Highways and Transport), Adrian Hampton (Head of Highways Operations) and Cllr Caroline Thomas (Cabinet Member for Transport, Street Scene, and Flooding). The presentation covered, but was not limited to, the following matters:</p> <p>Introduction:</p> <ul style="list-style-type: none"> • An overview of the Wiltshire transport context was provided, including how the highway network represented the Council's largest and most valuable public asset with a replacement value of over £5billion including over 2,8000 miles of road. • The relation of Highways and Transport to the Wiltshire Council Business Plan was outlined. • Statistics were provided regarding asset management, including maintenance. <p>Investment in the Network:</p> <ul style="list-style-type: none"> • An overview of the funding available to Highways maintenance was outlined, including that there was a Highways Maintenance fund of £21million, which was topped up by additional funds, such as an additional £3.6million pothole fund. • Other additional sources of funding top ups were covered, including additional investment from Wiltshire Council and further Government funding to span a two-year period. • It was noted that as a local authority, Wiltshire was robust and had a preventative eye with the importance of prioritising issued outlined.

The Local Transport Plan:

- The importance of having a Local Transport Plan was outlined, with it setting a framework for maintaining and improving transport in Wiltshire.
- The importance of the Local Transport Plan aligning with the Local Plan Review to help deliver Wiltshire Council's Business Plan priorities was stated, with key themes identified including decarbonisation, freight, and active travel.
- It was noted that there would be plenty of opportunities to be involved in the consultation of the Local Transport Plan.

Public Transport Review:

- An overview was provided regarding the public transport review, which would aim to shape the future bus policy as well as priorities for support.
- The consultation timeframe, which ended on 10 November 2023, was outlined as well as that there had been over 1,000 responses.
- The aim was for a new policy and network to be implemented from April 2024.

Local Issues:

- The following areas were identified as being specific local issues:
 - Highway Maintenance
 - Flooding
 - Air Quality
 - Peak Hour Traffic Delays

Highways Maintenance:

- It was outlined that the Council has three different approaches to maintenance:
 - Reactive Maintenance - Responding to issues as they arise, such as repairing potholes or replacing damaged signs.
 - Planned Maintenance - Scheduling regular maintenance tasks to prevent issues from arising in the first place or getting worse.
 - Asset Maintenance - Taking a long-term view of highways maintenance and involves evaluating the condition of roads and infrastructure and prioritizing maintenance tasks based on factors like condition, safety, cost, and rate of deterioration.
- An overview of benchmarking for Highways was provided following a 2022 South West Road condition scanner survey, with Wiltshire in a good position compared to other local authorities. Furthermore, it was noted that this data was used to prioritise investment.
- An explanation of why so many potholes have occurred was provided as well as detail regarding interim and permanent repairs.
- It was noted that officers have a defect dashboard which enables them to

- monitor real time data relating to reported and completed defects by area.
- Work regarding flood prevention was outlined, with it noted that the gullies of A and B roads are emptied annually with 5,500 gullies classed as high risk.

Local Highway & Footway Improvement Group (LHFIG):

- The role of the LHFIG was outlined as well as areas which they could fund.
- It was stated that currently the Devizes LHFIG has 18 live projects with a budget of £57,065 and spending commitments of £66,783.

Parish Stewards:

- The role of Parish Stewards was outlined, with it noted that there is 18 Parish Stewards, one for each area, who work with representatives in their parishes to ensure all work requests are clear and are logged for review before they start the work.

Verge and litter clearance:

- It was outlined that grounds maintenance and street cleansing in the Devizes area was the responsibility of Devizes Town Council and Wiltshire Council was responsible for the wider area Wiltshire Council.
- Litter collection of main routes and trunk roads had received an extra investment of £0.3m this year.
- Enforcement resources were being increased to tackle the issues of fly tipping and rural littering.
- The following Wiltshire Council campaigns were outlined 'We're Targeting Fly-Tippers' and 'Don't Mess with Wiltshire'.

Public Transport – Devizes Town:

- It was outlined that a revised Devizes Town Bus Service would be introduced from 1 April.
- The service would now service Lay Wood and include several changes and additions as requested in last year's public consultation.
- Data was provided on the Demand Responsive Transport Service with a genuine patronage growth of almost 50% between August and December.

The Area Board received a presentation from Perry Payne (Road Safety Partnership Manager, OPCC). The presentation covered, but was not limited to, the following matters:

Partnership Work and Community Road Safety Team:

- The role and membership of the Wiltshire and Swindon Road Safety Partnership working was outlined.

	<ul style="list-style-type: none"> • An overview of the work conducted by the Community Road Safety Team was provided. • The #FATAL5 education campaign presented as well as how mobile phones are one of the largest forms of distraction. • An overview of the partnership events which had taken place was provided. <p>Community Speed Watch in the Devizes Area:</p> <ul style="list-style-type: none"> • The role of the Community Speed Watch Team in the Devizes area was discussed, with data from July 2020 to January 2024 provided, including that a total of 3,326 letters had been provided to offenders. • The role of Traffic Surveys was discussed, with 5 areas in Devizes recognised as needing speed education. • The positive impact of SIDs (Speed Indication Devices) was outlined. <p>Road Policing Unit:</p> <ul style="list-style-type: none"> • The role of Roads Policing Unit was discussed, with previous examples of their enforcement work cited with 2,071 tickets issued to motorists for road related offences. <p>Forensic Collision Investigation Unit (FCUI):</p> <ul style="list-style-type: none"> • The role of the FCUI was outlined with it noted that approximately 90 road traffic collision deployments (25-30 fatalities) are attended a year. <p>Community Speed Enforcement Officers:</p> <ul style="list-style-type: none"> • The role of Community Speed Enforcement Officers was outlined, with it noted that though these were not police officers they do have power for enforcement. • County-wide statistics from January 2023 to January 2024 were provided, this included a breakdown of the Devizes area, where 91 speed awareness courses had been issued, 9 fines and points, and 4 court involvements.
63	<p><u>Q&A Session</u></p> <p>A question-and-answer session took place coordinated by the Area Board Chairman. Questions raised included:</p> <p>Question – Resident: It has been noticed that in Rowde, the use of micro surface on roads is not fit for purpose with potholes returning time and time again. Other examples include Avon Road, Salisbury St and Beauclerc St. Why is the Council still using this?</p> <p>Response: Micro surface is well recognised across the industry, however, there have been challenges faced with the amount of wetness retained in the surface.</p>

Interim repairs have taken place using a range of methods with additional repairs allowing things to be done differently. The specific locations would be checked by the Highways Team.

Question – Resident: Is there a good reason that the road safety standard is worsening?

Response: Overall, the road safety standard across Wiltshire is not getting worse. Currently work is being undertaken on the updated annual service report, which would be taken to the Environment Select Committee next week, which had been produced in accordance with national guidelines. The guideline and manual can be found via the following link: [Roads, road care and cycle lanes - Wiltshire Council](#)

Question – Resident: Can you state the frequency of litter picking along main A roads in the county, particularly those coming into Devizes such as Caen Hill? Currently the Clean Up Devizes Squad does a lot in the town centre but not such roads due to their dangerous nature.

Response: For A roads, ideally a litter pick is scheduled twice a year, however by the code of practice the Council must respond to litter complaints placed through the MyWilts app. Caen Hill is specifically litter picked when verge cutting takes place. A roads are scheduled twice a year, with the new cycle beginning now. £2million has been allocated towards picking up litter, which could easily be avoided. The last litter pick in Devizes, was last autumn and officers will provide clarity on when the next one will be. If residents do see litter, don't wait for the schedule please report it before further litter is deposited in that location.

Question – Resident: It was questioned what funding Wiltshire Council provides to Devizes Town Council as they only have the resource to take care of the town centre and relies on groups to clean residential streets.

Response: Devizes Town Council receives no payment from Wiltshire Council and anything they do is done under service delegation. Any work that they do to meet that statutory duty is up to them. Extra money which has been allocated is for A roads and not for town centres.

Question – Resident: Recently a complaint was placed on the MyWilts app, however this was closed without any action being taken, why is this happening?

Response: Complaints should no longer come back with a closed message and should now receive an explanation. This is all to do with the HYAMs system which operates and links into the MyWilts app. The interface between the two systems has now been improved so that when an issue is submitted, a response would be provided from the HYAMs system and residents should no longer get a

closed message. It is important for residents to report issues as inspectors can't get everywhere. Sometimes human error can play a part, for example the street scene contractor might have closed down this specific example to cause the closed message.

Question – Resident: A campaign was started in August 2022 to have the speed limit reduced in Marshall Road. Residents of Newman Road have experienced cutting in on the road to build 17 new houses, which will eventually lead to 100s of lorries bringing materials down Marshall Road for building as well as 32 homes where the Health Centre is. Though the 20mph speed limit was agreed, the two roads go from 20mph to 40mph.

Response: This further speed limit review request must go to the LHFIG. When residents feel that the speed is too fast, they need to take the issue to their town or parish council to gain their support for a speed limit assessment to be undertaken which would go through the LHFIG for funding. If the LHFIG is in support of this, this can be followed through with the assessment process beginning, starting with a speed review.

Question – Resident: Regarding Potholes, what is your metric from time reported to time fixing the issue and what is your achievement against this metric?

Response: The inspection manual helps to inform this and it depends on where the pothole is, the size of it and the time reported: [Roads, road care and cycle lanes - Wiltshire Council](#). It is possible for residents to look at the Council's statutory performance and a Performance and Outcomes Board (POB) monitors this monthly. For P1 potholes, the target is the next working day, and the Council is on track to meet this. The data is available for the public to view, with the most recent Performance and Risk Report taken to Cabinet on Tuesday 6 February 2024 [Agenda and draft minutes - Democratic Services - Wiltshire Council](#). When potholes are reported, they are assessed and given a priority, with P1 potholes having a strong element of safety associated with them. A P1 pothole must be repaired by midnight the following day and the time for this begins when it is assessed, however the Council must get to the report within a reasonable time. The Council is achieving this metric and is in advance of it. This is a statutory duty for the Council; therefore it is monitored and has to be complied with. Often temporary repairs take place to meet the response time.

Question – Resident: In New Park St there are three potholes which have been reported and seem to be getting worse. If residents want to avoid them, they have to go onto the other side of the carriageway. Is there any way that these can be advanced?

Response: Officers will take this away and will have another look as the

potholes would have been assessed. As stated in the manual, each pothole depends on its location and inspections take place both proactively and reactively. Officers will visit New Park St to investigate.

Question – Resident: Living on Dunkirk Hill in Devizes, in November 2022 a campaign was taken to the Devizes Neighbourhood Planning Committee to get the speed limit on Dunkirk Hill reduced after a neighbour was badly injured. A Highways Improvement form was submitted in December 2022; however, nothing has been heard. In addition, how do residents find out about the work of LHFIGs as the minutes and dates of the meetings cannot be found. Furthermore, in September 2023, there was a head on collision on the hill. The road is 40mph but it needs to have at least a 30mph limit.

Response: Currently a metric count is out and has been sent to the LHFIG. The LHFIG process was further explained, with it noted that residents can raise issues through their parish and town councils, who can champion issues and take them to the LHFIG, who then meets and prioritises projects. After the meeting, the minutes and recommendations are distributed to the town and parish councils before being taken back to the Area Board. It would be worth going to the town council and asking if they championed the project and what the outcome was from the LHFIG. Currently a Devizes Town Council project is taking place with speed surveys on every main road in Devizes. These speed surveys will determine what course of action can be taken if there is excessive speed.

Question – Resident: Clarity was sought regarding the resurfacing of the road next to the Crammer.

Response: The whole of the road would be resurfaced as well as the roundabouts. This was an area on the forward work plan with dates now to be confirmed depending on contractor availability.

Question – Resident: Why should we not have traffic lights at the Black Dog crossroads? We don't agree with your engineering solution and belief that traffic lights are expensive, to which quotes have been provided to show otherwise. In the past, neither a dog leg junction or crossroads has worked, and the new suggestion won't work as this only allows for 60 metres from Black Dog Farmhouse to the junction meaning that cars can't stop in that time.

Response: The Council have identified an engineering solution to deliver crossroads, however negotiations with all parties have taken longer than preferred with a number of challenges identified such as with signals, the cost and energy supply. This engineering solution will deliver the same outcomes. Officers do not agree with the cost of the signal function and offered to follow up on this issue outside of the meeting.

Question – Social Media: Currently 600/700 homes are going through planning approval with some granted and in progress. There is concern about whether the existing road network can cope. Do officers believe the roads will be able to cope?

Response: There are two parts to the planning process including a local plan review underpinned by detailed evidence-based transport modelling as well as identifying the environmental impacts of transport. There is then a specific transport management process after this where Wiltshire Council then takes a view as to whether local impacts have been mitigated. The importance of maintaining sustainable growth was stated and that all developers must submit a construction development management plan to mitigate issues during construction.

Question – Resident: Clarity was sought on the request for a resident parking scheme on Southbroom Road.

Response: This is currently with the Town Council and there has been a consultation on this. Cllr Wallis agreed to contact the Town Council to enquire as to how the consultation had gone. Residents parking is an interesting topic and forms part of the local transport plan. Residents parking is possible, however, to make it effective enforcement must take place, which comes at a cost. Additional resource has been allocated to enforcement with work set to be conducted to identify how these resources can be used best.

Question – Resident: When walking up London Road there are vehicles coming down with biomass set to go out to Bromham. These vehicles are often not sheeted which leads to the biomass dropping off behind them. Sheeting would potentially reduce the cost of gully emptying.

Response: Sheeting, like any transportation issue, is the responsibility of the police and Wiltshire Council can't do anything about this. If residents have the details of vehicles, they can report them, and the firms can be contacted.

Question – Resident: Have Wiltshire Council asked new developers for money to sort the roads which they will be relying on?

Response: When developers come forward, Wiltshire Council is entitled to ask for Section 106 contributions, however these need to be tested as proportionally fair and reasonable, with there needing to be proof that the developments would lead to significant issues on highways.

Question – Resident: It was questioned whether Wiltshire Council has the appetite to explore the concept of shared spaces to reduce the dominance of

	<p>motor vehicles. The redevelopment of the community hospital was cited as potentially causing greater vehicle movements and the rat running of New Park St and Couch Lane.</p> <p>Response: The local highways authority recognises the benefits of shared spaces within the right location. Work is completed closely on the residential design guide and the transport requirements for a development, with each case needing to be assessed on its own merits. Shared spaces are a key tool in the kitbag and when appropriate are positive for promoting active travel.</p> <p>Question – Resident: Clarity was sought regarding the air quality action plan and its implementation.</p> <p>Response: There has recently been a consultation on the air quality management approach, with assessments taking place across various market towns to consider how the Council can work with developers who may be bringing forward planning proposals to assess what their contribution should be towards improving air quality. The consultation, which took place in summer and autumn 2024, is currently being reviewed with a paper being brought to Cabinet for consideration. Further resource is being put into monitoring and delivering air quality projects, with extra funding set to be spent on mobile air quality systems to assess changes.</p> <p>Question – Resident: The junction at Black Dog crossroads is the 7th most dangerous road in the country and it is hoped there will be an opportunity to learn about the engineering solution. Until this is in place, the grass on the junction grows quickly and reduces visibility when turning right to Worton. Who can be contacted to ensure that this grass is cut? Also, road signs seem to be left along this road as well as people hanging advertisements from existing signs.</p> <p>Response: Incidents should be reported through the MyWilts app. Grass cutting has been a particular issue due to the weather being warm and wet, therefore contractors have had to delay some work. Visibility splays have however remained a priority. Additional investment has been provided to pick up signs that have been left as well as replacing and cleaning existing signs. The team are also working to improve the issue of flyposting. It is preferred that residents don't cut grass and remove signs themselves.</p>
64	<p><u>Session Summary and Next Steps</u></p> <p>The Chairman of the Area Board summarised session as well as next steps with key actions to be provided in due course. It was noted that written answers would be provided on the website with the presentation published as part of the minutes.</p>

65	<p><u>Apologies for Absence</u></p> <p>Apologies for absence had been received from Cllr Philip Whitehead.</p>
66	<p><u>Minutes of the Previous Meeting</u></p> <p>The minutes of the meeting held on 20 November 2023 were presented for consideration and it was;</p> <p><u>Resolved:</u></p> <p>To approve and sign as a true and correct record of the minutes of the meeting held on 20 November 2023.</p>
67	<p><u>Declarations of Interest</u></p> <p>Cllr Iain Wallis and Cllr Kelvin Nash declared that they were both Devizes Town Councillors and had both been on the group working to provide a Youth Space in Devizes.</p>
68	<p><u>Air Quality and Sustainable Transport</u></p> <p>The Area Board received an updater from Cllr Tamara Reay on the recent activity of the Air Quality and Sustainable Transport group.</p> <p>After which, it was;</p> <p><u>Resolved:</u></p> <ol style="list-style-type: none"> 1. The area board agreed to support the use of the capital funding made available by the cabinet member for developing routes in the Devizes LCWIP to be used to produce a detailed plan for walking/cycling route DC1 (London Road). 2. The area board agreed for a partnership to be formed with Cycle Friendly Devizes and Devizes Town Council to oversee this project. This may be the existing Devizes Air Quality and Sustainable Transport Group. 3. The area board agreed to look at using the S106 funding that is already allocated for this purpose to cover any additional expenditure required.
69	<p><u>Local Highways and Footways Improvement Group (LHFIG)</u></p> <p>Cllr Dominic Muns introduced the minutes and recommendations from the LHFIG meeting held on 23 January 2023. It was outlined that all 12 “High Priority” schemes were progressing well, and guidance had been provided to parish groups and other groups on initiatives available to help them.</p>

	<p>After which, it was;</p> <p><u>Resolved:</u></p> <ol style="list-style-type: none"> 1. Devizes Area Board agreed to note the discussions from the LHFIG meeting of 23 January 2024. 2. Devizes Area Board confirmed the progress of the High Priority schemes agreed by LHFIG. 3. Devizes Area Board thanked the parish councils that attend the Group, bring local residents' concerns and engage in interesting and constructive discussion.
70	<p><u>Area Board Funding</u></p> <p>The Area Board considered the following applications for funding:</p> <p><u>Area Board Initiatives:</u></p> <p>Devizes Area Board - £4591.35 towards Million Hours Youth Project.</p> <p><u>Decision:</u></p> <p>The Area Board agreed to award £4,591.35 to further support the youth work outlined in the million Hours funding bid on condition that this bid is successful.</p> <p>Moved – Cllr Iain Wallis Seconded – Cllr Simon Jacobs</p> <p><u>Reason – The application met the Community Area Grants Criteria 2023/24.</u></p> <p>Devizes Area Board - £4591.35 towards Youth Space in Devizes</p> <p><u>Decision:</u></p> <p>If the Million Hours bid was unsuccessful, the Area Board agreed to make no award towards supporting it and instead award the £4,591.35 to help provide a youth space in Devizes.</p> <p>Moved – Cllr Dominic Muns Seconded – Cllr Simon Jacobs</p> <p><i>Cllr Iain Wallis and Cllr Kelvin Nash abstained from voting.</i></p> <p><u>Reason – The application met the Community Area Grants Criteria 2023/24.</u></p> <p><u>Community Area Grants:</u></p>

Devizes Outdoor Celebratory Arts - £4,844.06 towards Devizes Community Arts Hub Capital Support Project 2024.

Decision:

Devizes Outdoor Celebratory Arts was awarded £4,844.06 towards Devizes Community Arts Hub Capital Support Project 2024.

**Moved – Cllr Kelvin Nash
Seconded – Cllr Simon Jacobs**

Reason – The application met the Community Area Grants Criteria 2023/24.

Seend Lye Recreation Field - £5,000 towards Replacement mowing equipment for Seend Lye Recreation Field.

Decision:

Seend Lye Recreation Field was awarded £2,577.34 towards Replacement mowing equipment for Seend Lye Recreation Field.

**Moved – Cllr Iain Wallis
Seconded – Cllr Tamara Reay**

Reason – The application met the Community Area Grants Criteria 2023/24.

Drews Pond Wood Project – £2,097.60 towards Drews Pond Wood Project path improvement.

Decision:

Drews Pond Wood Project was awarded £2,097.60 towards Drews Pond Wood Project path improvement.

**Moved – Cllr Iain Wallis
Seconded – Cllr Laura Mayes**

Reason – The application met the Community Area Grants Criteria 2023/24.

Older and Vulnerable Grants:

Arts Together - £2,500 towards Arts Together Projects for Isolated and Vulnerable Older People in Devizes.

Decision:

Arts Together was awarded £2,500 towards Arts Together Projects for Isolated and Vulnerable Older People in Devizes.

Moved – Cllr Dominic Muns
Seconded – Cllr Laura Mayes

Reason – The application met the Community Area Grants Criteria 2023/24.

Alzheimers Support - £1,440 towards Sidmouth Street dementia day club supporting local people living with dementia.

Decision:

Alzheimers Support was awarded £1,440 towards Sidmouth Street dementia day club supporting local people living with dementia.

Moved – Cllr Laura Mayes
Seconded – Cllr Iain Wallis

Reason – The application met the Community Area Grants Criteria 2023/24.

Our time project – £3,000 towards Devizes movement and theatre workshops for elders.

Decision:

Our time project was awarded £3,000 towards Devizes movement and theatre workshops for elders.

Moved – Cllr Tamara Reay
Seconded – Cllr Simon Jacobs

Reason – The application met the Community Area Grants Criteria 2023/24.

Nosh and Natter Seend - £325 towards Seend Nosh and Natter Lunch Club.

Decision:

Nosh and Natter Seend was awarded £325 towards Seend Nosh and Natter Lunch Club.

Moved – Cllr Tamara Reay
Seconded – Cllr Kelvin Nash

Reason – The application met the Community Area Grants Criteria 2023/24.

Youth Grants:

The Devizes to Westminster Canoe Race - £998 towards Devizes to Westminster Canoe Race.

	<p><u>Decision:</u></p> <p>The Devizes to Westminster Canoe Race was awarded £998 towards Devizes to Westminster Canoe Race.</p> <p>Moved – Cllr Kelvin Nash Seconded – Cllr Simon Jacobs</p> <p><i>Reason – The application met the Community Area Grants Criteria 2023/24.</i></p> <p>KOTB Angling Club Kids on The Bank - £350 towards Kids on The Bank Help Fund.</p> <p><u>Decision:</u></p> <p>KOTB Angling Club Kids on The Bank was awarded £350 towards Kids on The Bank Help Fund.</p> <p>Moved – Cllr Iain Wallis Seconded – Cllr Dominic Muns</p> <p><i>Reason – The application met the Community Area Grants Criteria 2023/24.</i></p>
71	<p><u>Future Meeting Dates</u></p> <p>The dates of the next meetings were:</p> <ul style="list-style-type: none"> • 3 June 2024 • 16 September 2024 • 18 November 2024

This page is intentionally left blank

Highways Matters Devizes

26th February 2024

Agenda and Housekeeping

1. Welcome and Introduction – Chair
2. Highway Matters Presentation
3. Update from Office of Police and Crime Commissioner
4. Q&A
5. Close

Wiltshire context

Modern transport has transformed our society and economy. It has enabled us to take advantage of a wide range of dispersed opportunities and to keep in contact with family and friends. Advances in road haulage and distribution methods have stimulated economic growth by helping to provide us with unparalleled consumer choices, a 24-hour society and just-in-time deliveries.

At the same time, however, our reliance on the private car and the lorry has led to busier and more congested roads. This, in turn, has resulted in fewer people keeping healthy through walking and cycling, increased concerns with regard to noise and other community aspects, accessibility issues for people who rely on public transport, and significant environmental impacts such as air pollution and climate change.

So, while transport can be viewed as simply a 'means to an end' (i.e. it just gets us from A to B), in reality it's a key element of a modern society with impacts on the economy, climate change, people's health, social exclusion, street scenes and the countryside.

Wiltshire Context

- The highway network – roads, bridges and related infrastructure – represents the Council's largest and most valuable public asset with a replacement value of over £5 billion.

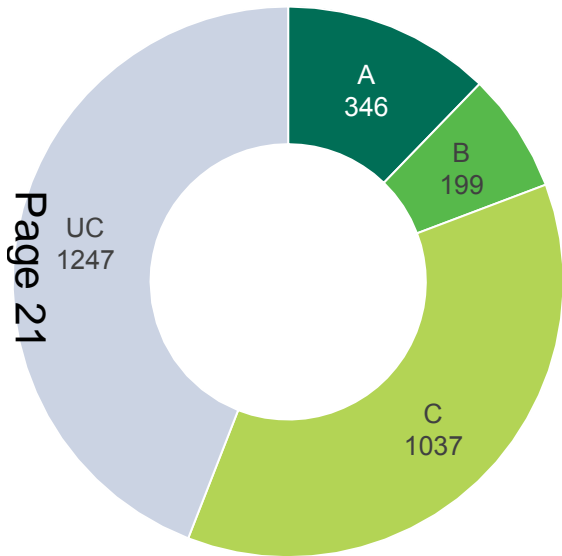
Over 2,800 miles of roads, and extensive public rights of way network;

- Extensive public transport network, which we have sustained despite financial challenges and changing travel patterns



Asset Management - some numbers

Over 2800 miles of road by class



50,000 street lights and 6000 sign lights



65 signal controlled junctions



145 signal controlled pedestrian crossings



293 Belisha beacons



981 highway bridges



85000 road gullies

Investment in our network

Highways Maintenance Fund - £21m

Additional £3.6m pothole fund

Integrated Transport Funding - £2.1m

Bus Service Improvement Plan - £4.2m

Local Electric Vehicle Infrastructure - £4.7m

Additional Investment by Wiltshire Council - 2022

- £150,000 pa over three years to tackle fly-tipping
- £200,000 per year for next three years for white-lining
- £333,000 per year to help prevent flooding, directed to gully cleaning

2023

- £500,000 for signing strategy
- £510,000 for flyposting removal and enforcement, litter picking rural highways, cleaning multi-story car parks and communications

2023/24/25 - additional £10m for preventative maintenance

2023/24/25 - additional £5.228m from cancellation of HS2



Local Transport Plan

- The Local Transport Plan sets the framework for maintaining and improving transport in Wiltshire;
- It needs to align to our Local Plan Review and will help deliver Wiltshire Council's Business Plan priorities for transport across the County;
- We will be undertaking consultation on 'issues and options' towards the end of the year. Key themes will include:
 - Road Safety;
 - Public Transport;
 - Car Parking Strategy;
 - Freight;
 - Active Travel
 - Decarbonisation.

Public Transport Review - consultation

- Aim is to help shape future bus policy and priorities for support
- Will help ensure we are providing value for money whilst delivering on Business Plan priorities and objectives of the National Bus Strategy
- Bus market has changed since COVID 19 - lower patronage levels
- Driver shortage and inflationary pressures
- Stakeholder consultation June 2023 - 163 responses
- Wider public consultation until November 10th
- Over 1000 responses to date
- Aim for a new policy and network for implementation from April 2024
- <https://wiltshirebusreview.commonplace.is/>



Local Issues

- Highway Maintenance
- Flooding
- Air Quality
- Peak Hour Traffic Delays

Page 27

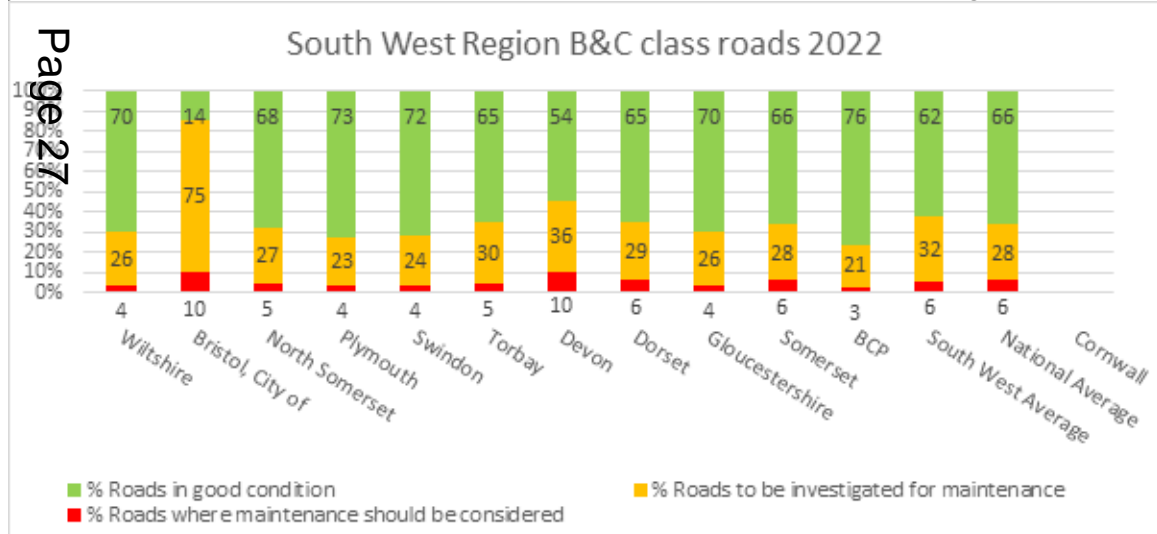
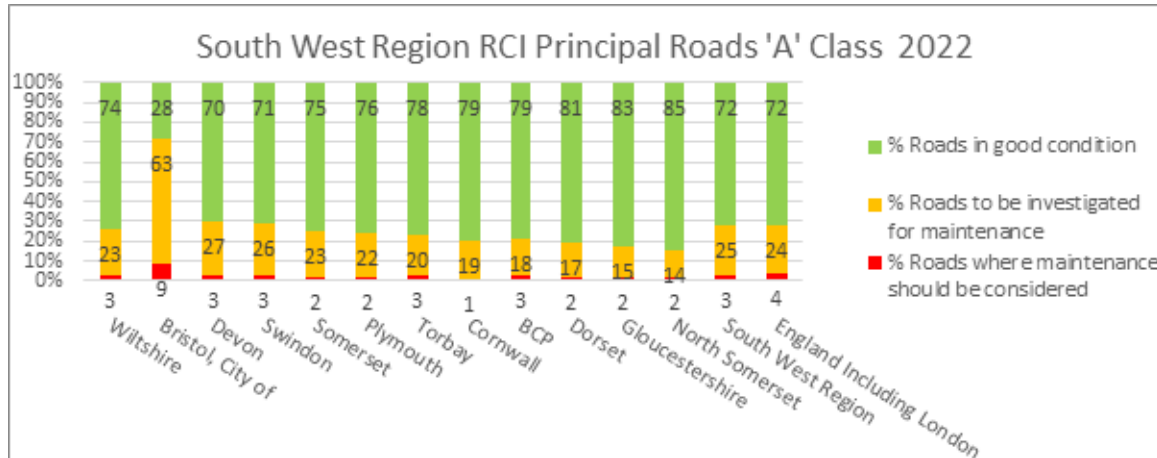
Page 25

Highways Maintenance

Highways maintenance typically refers to the upkeep and repair of public roads, pavements, and other related infrastructure. This can include tasks such as filling potholes, resurfacing roads, repairing bridges, road signs and markings, traffic signals and street lights.

- 1. Reactive maintenance:** This approach involves responding to issues as they arise, such as repairing potholes or replacing damaged signs. Reactive repairs are primarily driven from our scheduled inspections but also public reports such as via the MyWilts app. When assessing defects, we apply intervention levels as laid out in our Highways Inspection Manual – in other words, we prioritise the response based on specific safety criteria.
- 2. Planned maintenance:** This approach involves scheduling regular maintenance tasks to prevent issues from arising in the first place or getting worse. For example, regular road resurfacing or bridge inspections to identify and address issues before they become more serious.
- 3. Asset management:** This approach involves taking a long-term view of highways maintenance, and involves evaluating the condition of roads and infrastructure and prioritizing maintenance tasks based on factors like condition, safety, cost, and rate of deterioration.

Highways Maintenance - Benchmarking



2022 South West Road condition scanner survey benchmarking

Scanner surveys provide a consistent method for measuring road surface conditions. The data is used to help inform maintenance decisions. The Scanner survey collects surface and geometric data using vehicle mounted lasers and cameras. Forty three parameters are collected and the results reported to the Department for Transport on an annual basis.

Potholes Why so many?



Summer 2022 Dry & Hot

Road Surface Temperatures in Excess of **55 degrees C**



Autumn 2022 Wet

November – 145% of normal rainfall



Winter Dec Onwards – long periods Sub Zero

Road Surface Temperatures fell below **-9 Degrees C**



Interim Repair

- Undertaken to keep road safe
- Can provide a durable repair
- Enables more extensive repairs to be programmed efficiently



Permanent Repair

- Failed Area Cut out using a mini planer
- Reinstated using “hot” material hand laid



Innovation – Defect dashboard

Wiltshire Council

Find and Fix, 1 April 2023 to Present

MILESTONE
INFRASTRUCTURE
A part of MGroupServices



Flood Prevention

- A & B Roads Gullies Emptied Annually
- Along with around 5500 gullies classed as High Risk
- Remaining Gullies emptied on a 3 year cycle



Gully Tanker/Vactor

- Grips cut annually



Tractor Mounted Grip
Cutting Head

Local Highway & Footway Improvement Group (LHFIG)

- 18 Groups across the County aligned to the Area Boards.
- LHFIGs exist to enable local communities to raise local highway issues, prioritise them, and provide a mechanism for these issues to be addressed.
- The Groups have an annual funding allocation to allow delivery of solutions.
- Representation at the Group is through Parish & Town Councils.
- Lots of detail on the Wiltshire.gov website on the Highways pages.

Devizes LHFIG

- Current budget £57,065. Commitments £66,783
- 18 live projects

Local Highway & Footway Improvement Group (LHFIG)

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.

Parish Steward Scheme

- Our team of Parish Stewards are specially trained to complete small-scale discretionary local highways priority works to town and parishes.
- There are 18 Parish Stewards, one for each community area, who work with representatives in their parishes to ensure all work requests are clear and are logged for review before they start the work. We also have a support gang that works with the Parish Stewards on larger-scale projects, based on demand.
- Tasks include proactive and reactive works. For example, verge siding out, vegetation clearance, pothole repair, drain and gully clearance.

Verge and litter clearance – extra funds

- Grounds maintenance and street cleansing in the Devizes Town boundary is the responsibility of Devizes Town Council, with Wiltshire Council being responsible for the wider area.
- Litter collection of main routes and trunk roads has received an extra investment of £0.3m this year.
- Enforcement resources are being increased to tackle the issues of fly posting, fly tipping and rural littering.
- Loan cleaning equipment is provided by the council's street cleaning contractor, idverde, to town and parish councils to support community events.
- Idverde are also available to support community groups with street scene improvement works.
- **'We're Targeting Fly-Tippers'** and **'Don't Mess with Wiltshire'**

Public Transport – Devizes Town

- A revised Devizes Town Bus Service will be introduced from the 1st April. The service will now service Lay Wood and include several changes / additions as requested in last years public consultation which include:

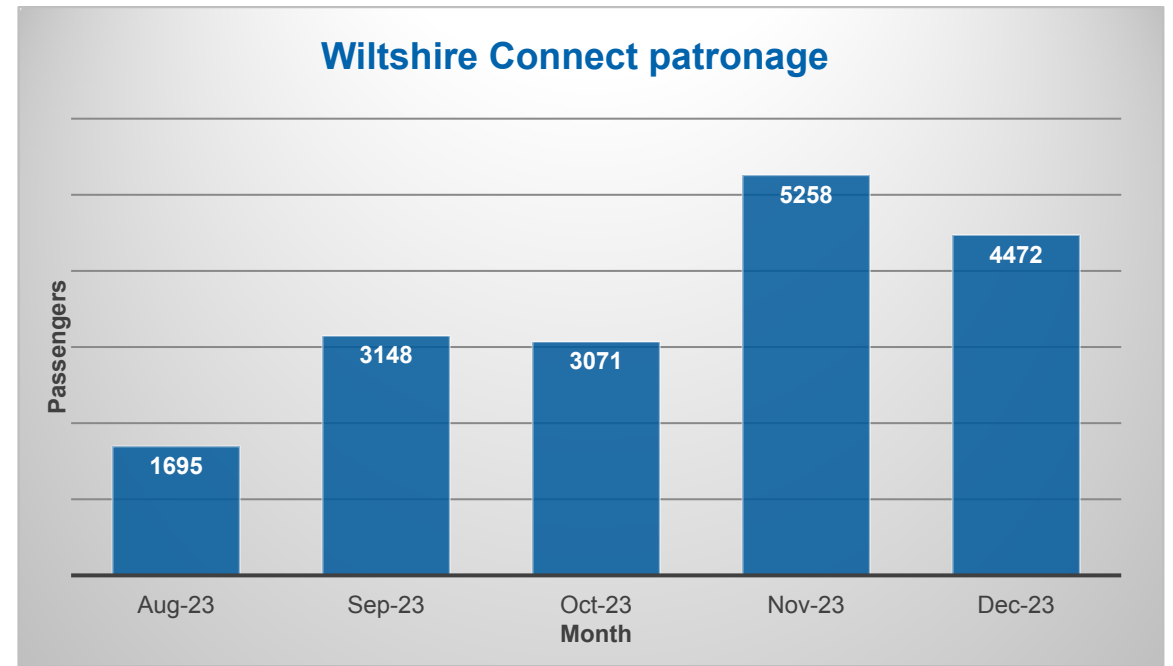
- Earlier and later bus's
- Access to Lay Wood
- Access to the Health Centre in Marshall Road
- Increased service to Hopton Industrial Estate
- Half hourly service from hourly on Saturday mornings



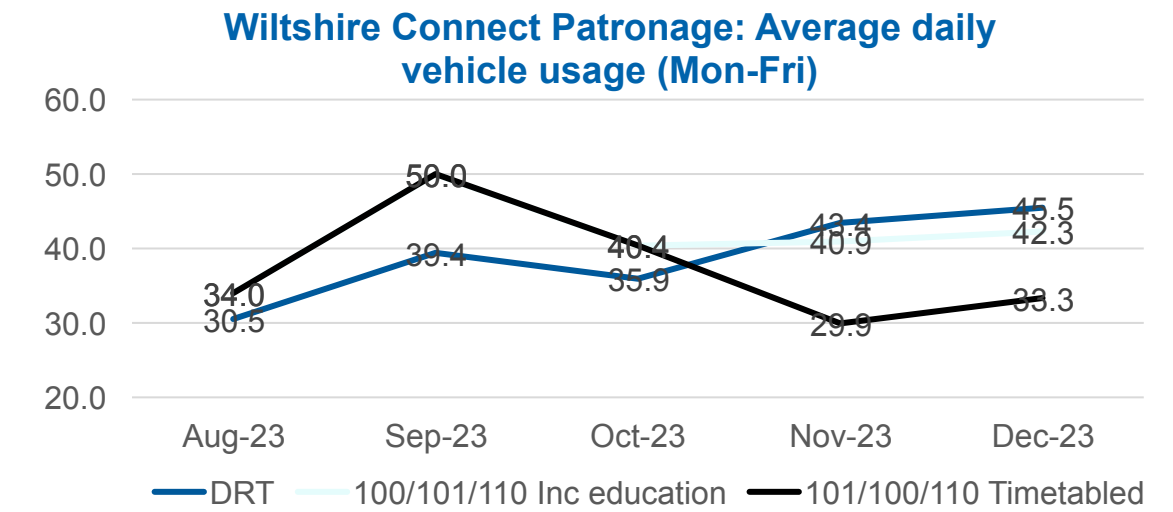
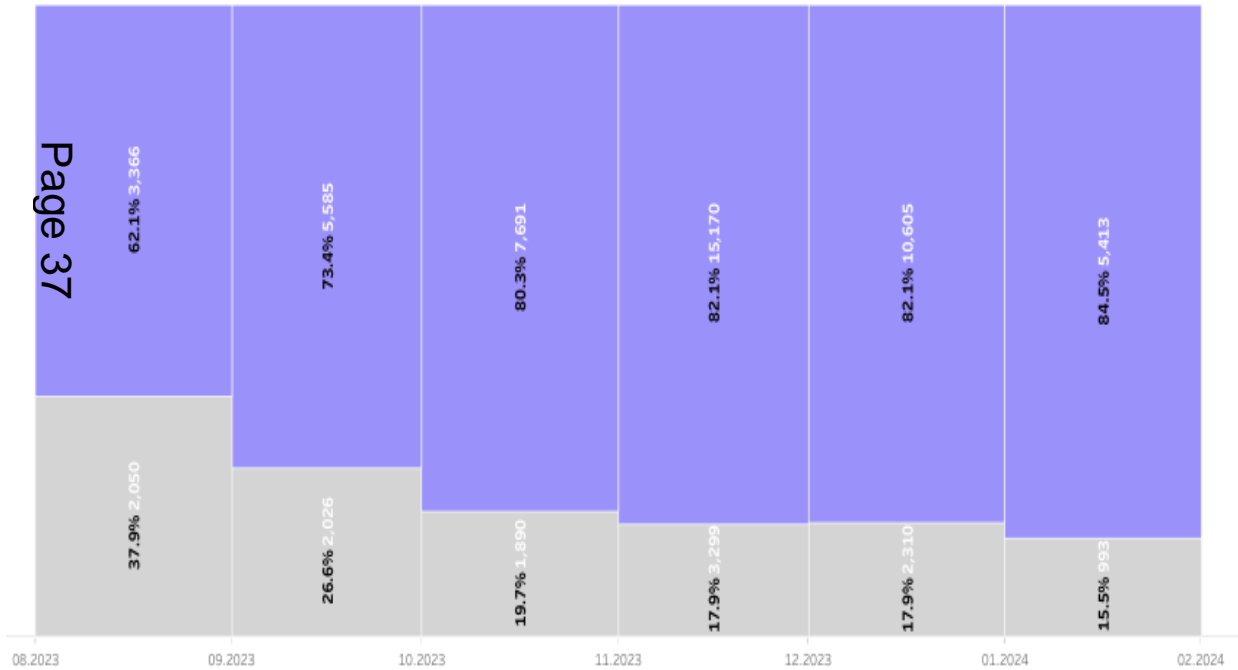
Demand Responsive Transport

DRT services have seen genuine patronage growth of almost 50% between August and December to a point where the DRT vehicles are exceeding the daily patronage load of the Wiltshire Connect timetabled / semi flexible vehicles.

App usage has gradually increased since the service launched and in January 85% of rides are being made on the app.



Page 39



Thank you for listening.

There will time for questions from the floor;

**All questions received, in advance and this evening,
will be responded to;**

Answers will be made available on our website.



Wiltshire and Swindon

ROAD SAFETY

PARTNERSHIP



Wiltshire and Swindon Road Safety Partnership

Perry Payne





The Wiltshire and Swindon Road Safety Partnership

Members

- Wiltshire Council
- Swindon Council
- Highways England
- Wiltshire Police
- Police and Crime Commissioner
- South West Ambulance Service NHS Trust
- Ministry of Defence



WILTSHIRE POLICE



Page 43
Page 41

Road Safety update – Devizes Area Board

Monday 26 February 2024



Keeping Wiltshire Safe

www.wiltshire.police.uk |  Facebook/wiltshirepolice |  Twitter @wiltshirepolice |  LinkedIn/company/wiltshirepolice

• #FATAL5 education



One of the largest forms of distractions is mobile phone use.

It's illegal to use a handheld mobile phone while driving a motor vehicle on the roads in the UK.

Even using a hands-free option can incur penalties if your driving is deemed to be dangerous.

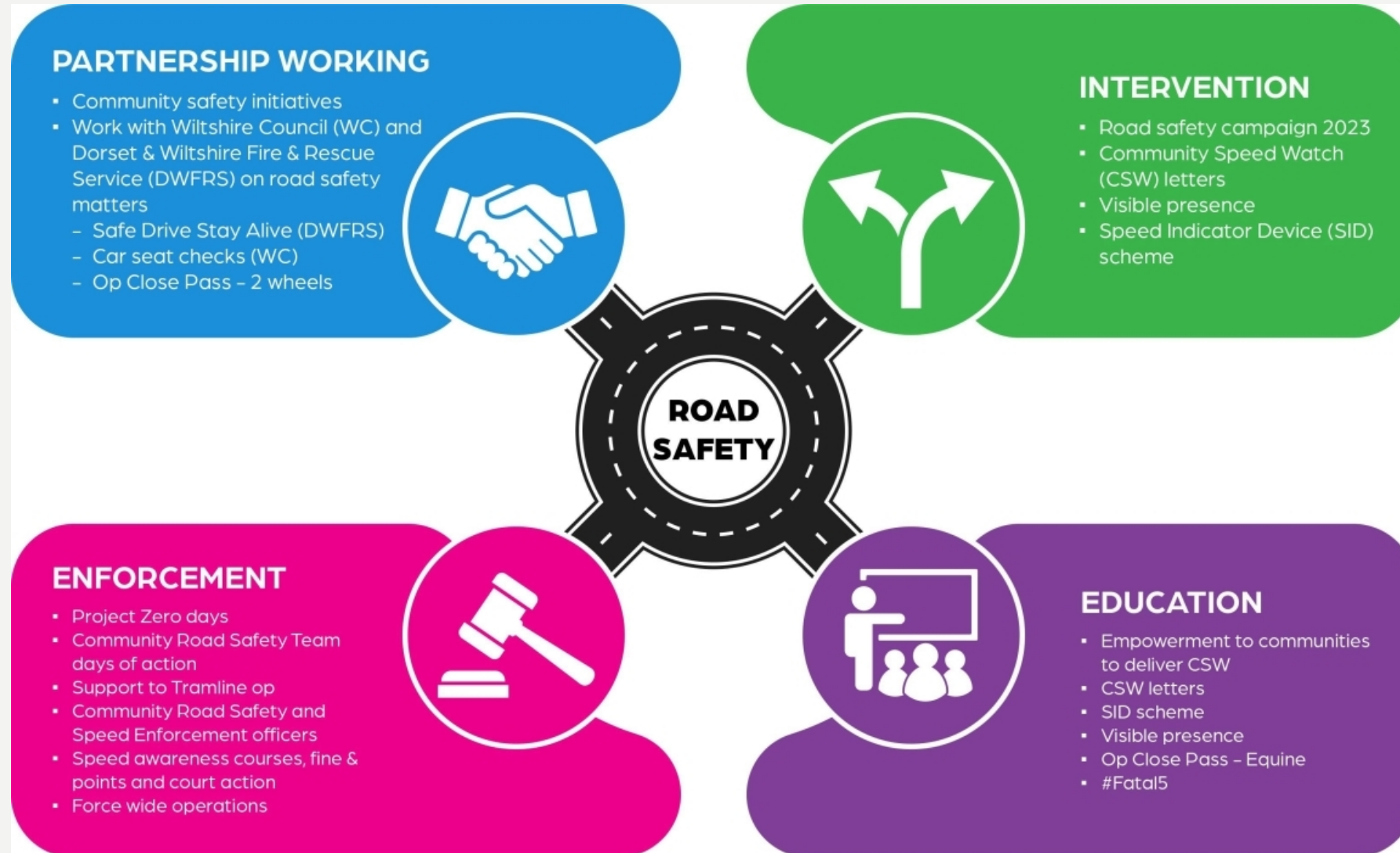
The police have the right to stop you if they think you're distracted and not in control of your vehicle, and you can be prosecuted.

You can use a hand-held phone when:

- you're safely parked and engine off
- you need to call 999 or 112 in an emergency and it's unsafe or impractical to stop
- you're making a contactless payment in a vehicle that is not moving, for example at a drive-through restaurant
- you're using the device to park your vehicle remotely



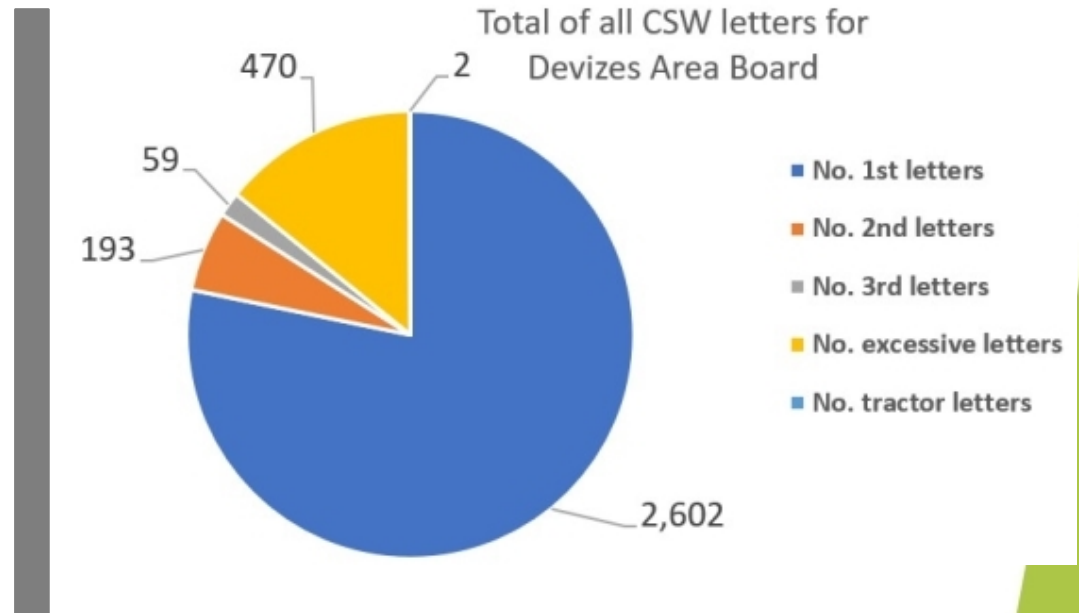
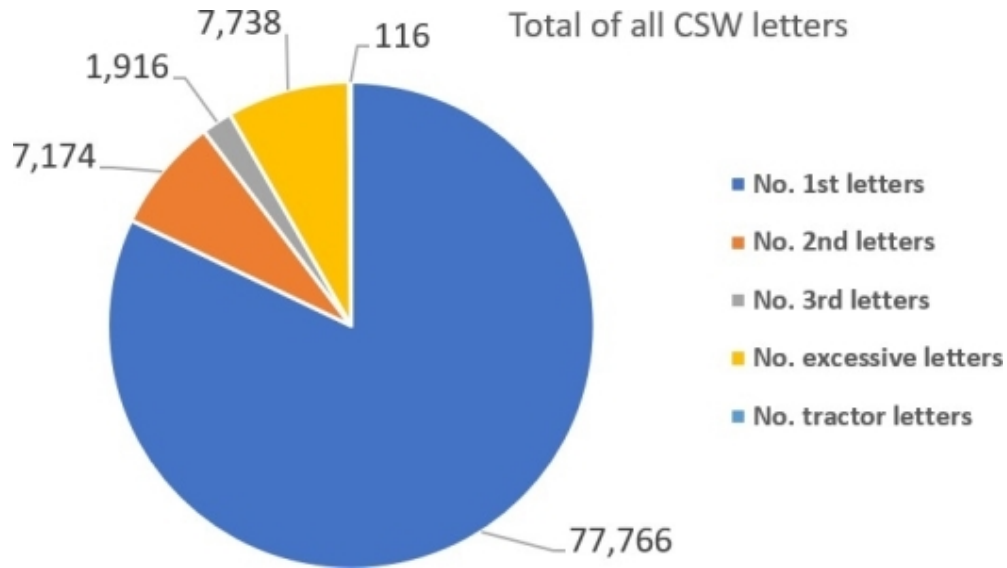
• Community Road Safety Team; what we do



• CSW Devizes area - Data since July 2020 to 16 January 2024

Team	No. 1st letters	No. 2nd letters	No. 3rd letters	No. excessive letters	No. tractor letters	Total letters	No. of watches	Average speeders %
Devizes - Brickley Lane	24	0	0	8	0	32	7	4.2%
Great Cheverell	748	92	45	413	1	1299	130	9.4%
Market Lavington	8	1	1	0	0	10	6	0.8%
Rowde	343	16	3	11	0	373	47	5.2%
Seend	54	0	0	0	0	54	27	0.6%
Worton	1425	84	10	38	1	1558	393	1.4%
Grand Total	2602	193	59	470	2	3326	610	3.4%

Page 44
Page 46



• Traffic surveys – Devizes since October 2020 to date

Wiltshire Council

Title	Result	Survey start date	Speed limit	85th percentile
Bromham - New Road	No further action	21/11/2022	30	30.4
Bromham - New Road	No further action	21/11/2021	30	30.4
Bromham C242 Hawkstreet	No further action	21/06/2023	30	33.6
Coate - Echilhampton Road	No further action	21/11/2021	30	33.8
Devizes - Brickley Lane	Speed education	21/11/2021	20	28.9
Easterton - B3098 High Street,	No further action	02/11/2020	30	32.7
Easterton - B3098 High Street,	Speed education	02/11/2020	30	36.8
Easterton - Kings Road	No further action	11/09/2021	20	16.2
Erlestoke - East	No further action	21/11/2021	30	29
Erlestoke - West	No further action	21/11/2021	30	31
Etchilhampton Hill	No further action	21/11/2021	60	37
Market Lavington - B3098 Church Street,	No further action	10/12/2020	20	23.7
Rowde - Devizes Road	Speed education	23/01/2022	30	37.41
Rowde 18 Springfield Road	No further action	11/09/2021	30	15.1
Seend, A361 High Street	Speed education	25/04/2022	30	35.24
Urchfont - Wedhampton High Street	No further action	12/10/2021	30	22.8
Worton - High Street,	No further action	10/12/2020	30	34.1
Worton - High Street,	No further action	10/12/2020	30	31.9
Worton - Seend Road,	Speed education	10/12/2020	40	46.5

• Wider work recently

Our Roads Policing Unit (RPU) in the last quarter, covering October to December issued over **2071 tickets** to motorists, for numerous road related offences.



Wilts Specialist Ops @WiltsSpecOps · 3d
#RPU sighted this cloned vehicle in Swindon which immediately made off but was located a short distance away abandoned. With the help of #ARG drone unit and @wiltspolicedogs, 3 suspects were located and arrested for offences, including the theft of motor vehicle. #RPU #TEAMWORK



4 8 171 3.1K

Wilts Specialist Ops @WiltsSpecOps · 1d
Another day, another drink driver. This one was found asleep in his car by #RPU. He was almost double the limit. #arrested for being drunk on charge of a vehicle. #fatal5 #MorningAfterTheNightBefore #NoExcuse



14 11 235 1K

Wilts Specialist Ops @WiltsSpecOps · 2h
#RPU stopped a moped today where checks revealed the rider had no licence or insurance... The moped's owner then turned up in a car to discuss matters with the Police. Checks then revealed no driving licence for the car driver and 2 tyres with cords exposed. #RecoveryFor2Please



28 15 102 4K

• Introduction to the Forensic Collision Investigation Unit (FCIU)



Page 47

What do we do:

Investigation:

- Forensic investigation of all fatal and likely to prove fatal/life changing injury RTC's
- Support the Major Crime Investigation Team at homicide and major crime scenes.

We attend the scene of a fatal RTC to gather and record evidence by assessing and identifying relevant objects, marks and positions using techniques such as Laser Scanning, Vehicle Telematics downloads, Forensic Photography, Tachograph Analysis, CCTV/Dash Cam analysis, measurement of the coefficient of sliding friction of the road surface using accelerometers, Forensic Vehicle Examination and crush damage analysis. Detailed analysis takes place and a detailed Forensic Collision Reconstruction report and 3D model is prepared for any judicial or coronial proceedings.

Support road safety education with partnership working:

- Safe Drive, Safe Alive (DWFRS)
- Drink Drive Roadshows
- Survive the Drive (Military)
- Road Safety events

Support Road Safety change through engineering (In partnership with WC, SBC, National highways etc.)

- Conduct Road Safety Audits, Highway change proposals
- Provision of guidance and requirements for public and private events
- Management of planned events involving the highway

We attend approximately 90 RTC deployments (25-30 fatalities) per year



We are a small team of Forensic Collision Investigators and Forensic Vehicle Examiners who deploy 24/7 alongside Roads Policing Teams and are supported by the Vehicle Recovery Team and Traffic Management Office.



Community Speed Enforcement Officers

CSEO's



**3 x Community
Road Safety
Officers (CRSO's)**

**3 x Community Speed
Enforcement Officers
(CSEO's)**



• CSEO – Dashboard – 1 January 2023 to date

CSEO Activity Dashboard

Outcomes are dependent on previous convictions and history

7,953.00

No. Speed awareness co...

1,067.00

No. Fine & Points

92.00

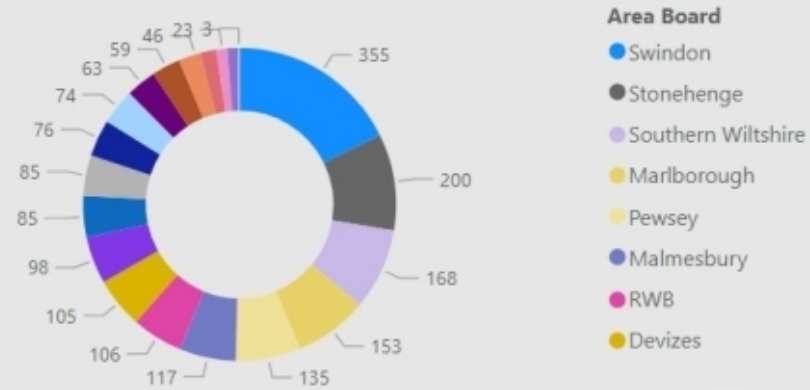
No. Court

716

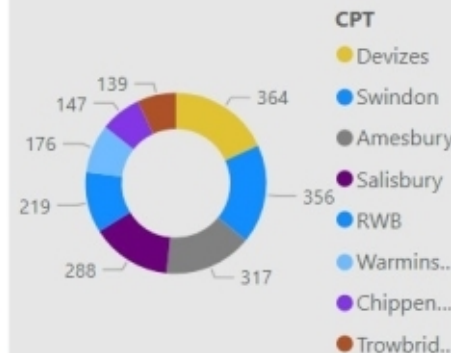
No. of Locations

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
Shaw and Whitley - 65 Folly Lane	2023	November	115.00	11.00	0.00	Trowbridge	Melksham
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 West Wi
Harnham - Lime Kiln Way	2023	November	97.00	11.00	0.00	Salisbury	Salisbury
Wilton - The Avenue	2023	November	84.00	33.00	8.00	Salisbury	Southern Wilts
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	Stonehenge
Coombe Bissett - Deegan House	2023	November	72.00	10.00	0.00	Salisbury	Southern Wilts
Coombe Bissett - Deegan House	2023	July	71.00	9.00	0.00	Salisbury	Southern Wilts
Harnham - Lime Kiln Way	2023	October	71.00	7.00	0.00	Salisbury	Salisbury
Coombe Bissett - Deegan House	2023	August	69.00	9.00	0.00	Salisbury	Southern Wilts
Ogbourne St Andrew	2023	December	69.00	9.00	0.00	Swindon	Swindon
Coombe Bissett - Deegan House	2023	June	64.00	8.00	0.00	Salisbury	Southern Wilts
Total			7,953.0	1,067.0	92.00		
			0	0			

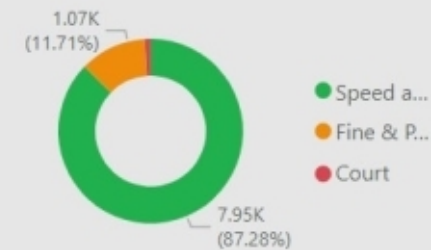
Activity by Area Board



Activity by CPT



Outcomes



• CSEO – Devizes Area Board - 1 January 2023 to date

CSEO Activity Dashboard

Outcomes are dependent on previous convictions and history

91.00
No. Speed awareness co...

9.00
No. Fine & Points

1.00
No. Court

42
No. of Locations

Location	Year	Month	Speed awareness course	Fine & Points	Court	CPT	Area Board
Rowde - Outside School	2023	November	21.00	1.00	0.00	Devizes	Devizes
Rowde - Outside School	2023	October	16.00	0.00	0.00	Devizes	Devizes
Rowde Outside School	2023	February	6.00	0.00	0.00	Devizes	Devizes
Rowde Outside School	2023	October	6.00	0.00	0.00	Devizes	Devizes
Brickley Lane	2023	October	4.00	0.00	0.00	Devizes	Devizes
Rowde - Outside School	2023	December	4.00	0.00	0.00	Devizes	Devizes
Rowde - Marsh Lane	2023	January	3.00	0.00	0.00	Devizes	Devizes
Rowde - Springfield Road	2023	January	3.00	0.00	0.00	Devizes	Devizes
Rowde - Village limit	2023	April	3.00	0.00	0.00	Devizes	Devizes
Rowde (Marsh Lane)	2023	February	3.00	1.00	0.00	Devizes	Devizes
Rowde (Primary School)	2023	February	3.00	0.00	0.00	Devizes	Devizes
Devizes - Brickley Lane	2023	October	2.00	0.00	0.00	Devizes	Devizes
Great Cheverell - Entrance to parking area to the side of the Dutch House (no.2) the High St	2023	April	2.00	0.00	0.00	Devizes	Devizes
Great Cheverell - Witchcombe Close	2023	April	2.00	0.00	0.00	Devizes	Devizes
Market Lavington -	2023	January	2.00	0.00	0.00	Devizes	Devizes
Total			91.00	9.00	1.00		

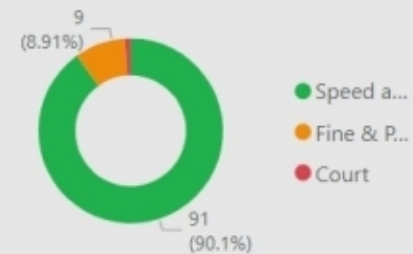
Activity by Area Board



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)



[Devizes Town | Your Area | Wiltshire Police | Wiltshire Police](#)



[Devizes Police | Devizes | Facebook](#)

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

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





The Wiltshire and Swindon Road Safety Partnership

Wiltshire Council

3 Christmas Drink Drive Public Engagement Events

3 Car Child Seat Check events. 124 seats check and approx. 60% required adjustment.
(Further events planned 16-18 April 2024. Venues TBC).

Since September 2023

1300 Children trained to Bikeability level 1&2

3166 primary school children trained in Walk Safe programme

53 children trained on Scootability

4 Drive Plus Assessments for older drivers

3 subsidised drivers through the Pass Plus scheme

Working regionally regarding rural road safety and agricultural vehicles

Just taken delivery of 10 VR360 headsets funded by Wiltshire Public Health to deliver older driver workshops.



The Wiltshire and Swindon Road Safety Partnership



Dorset and Wiltshire Fire and Rescue Service

Assisted in car seat checks (1 venue)

Assisted in Operation Close Pass (1 venue)

General Road Safety Community Event (1 Venue)

Assisted with Drink Drive campaigns

Supported Hills Group with Road risk presentation to Wiltshire Occupational Health and safety Association

Presented Safe Drive Stay Alive to 2282 students

360 VR sets used for 75 students

Survive the Drive presented to 4228 military personnel



The Wiltshire and Swindon Road Safety Partnership



Emerging Issues

The Group carries out continuous analysis of what's happening in Wiltshire and Swindon and one thing we're starting to notice is pedestrian distraction, often due to use of their mobile phones.

People are walking into the road without properly looking for the risk having been completely distracted by their phones.

It would be helpful if you could perhaps mention this to family and friends and just ask them to be particularly vigilant.

THANK YOU



Q&A

Page 56

Page 58

Urgent Area Board Business

Apologies

Minutes for Approval

Please approve and sign as a correct record the minutes of the meeting held on 20 November 2023.

Declarations of Interest

Councillors are requested to declare any personal or prejudicial interests or dispensations granted by the Standards Committee.

Air Quality and Sustainable Transport

Recommendations:

1. The area board supports the use of the capital funding made available by the cabinet member for developing routes in the Devizes LCWIP to be used to produce a detailed plan for walking/cycling route DC1 (London Road).
2. The area board agrees for a partnership to be formed with Cycle Friendly Devizes and Devizes Town Council to oversee this project. This may be the existing Devizes Air Quality and Sustainable Transport Group
3. The area board agrees to look at using the S106 funding that is already allocated for this purpose to cover any additional expenditure required.

10) Local Highways & Footpaths Improvement Group – *Cllr Dominic Muns*



Page 62

Page 64

Main Points:

Following the LHFIG meeting on the 23rd January, all 12 “High Priority” schemes are progressing well, including:

- **Devizes** - Installation of dropped kerbs, 20mph zones, and waiting restrictions
- **Market Lavington** – Speed Indicator Devices
- **West Lavington** – Waiting restrictions
- **Bishops Cannings** – Speed limit reduction
- **Urchfont** – Installation of dropped kerbs
- **Wedhampton** – Change of road layout

Main Points:

The LHFIG was also able to direct parishes to other groups and initiatives that can help:

- **Bishops Cannings** – A referral to the “Air Quality & Sustainable Transport” group and introduction to the “Local Cycling & Walking Infrastructure Plans” to improve connectivity between the parish and central Devizes.
- **Great Cheverell** – An introduction to the “Taking Action on School Journeys” initiative which can address several concerns from the school and Parish Council with additional budget.
- **Market Lavington & Seend** – Referrals to the Substantive Bid process and Highways where projects are too large for the LHFIG

Recommendation:

- Devizes Area Board to note the discussions from the LHFIG meeting of 23rd January 2024
- To confirm the progress of the High Priority schemes agreed by LHFIG
- To thank the parish councils that attend the Group, bring local residents' concerns to us and engage in interesting and constructive discussion.

Date of next meeting: Tuesday 16th April 2024, via MS Teams.

Grants for Local Groups

Applications for Community Area Grants



Area Board Initiatives

- Devizes Area Board - £4591.35 towards Million Hours Youth Project.
- Devizes Area Board - £4591.35 towards Youth Space in Devizes

Community Area Grants

- Devizes Outdoor Celebratory Arts - £4844.06 towards Devizes Community Arts Hub Capital Support Project 2024.
- Seend Lye Recreation Field - £5,000 towards Replacement mowing equipment for Seend Lye Recreation Field.
- Drews Pond Wood Project – £2097.60 towards Drews Pond Wood Project path improvement.

Older & Vulnerable Grants

- Arts Together - £2500.00 towards Arts Together Projects for Isolated and Vulnerable Older People in Devizes.
- Alzheimers Support - £1440.00 towards Sidmouth Street dementia day club supporting local people living with dementia.
- Our time project – £3000.00 towards Devizes movement and theatre workshops for elders.
- Nosh and Natter Seend - £325.00 towards Seend Nosh and Natter Lunch Club.

Young People Grants

- The Devizes to Westminster Canoe Race - £998.00 towards Devizes to Westminster Canoe Race.
- KOTB Angling Club Kids On The Bank - £350.00 towards Kids On The Bank Help Fund.

Next meeting

3 June 2024



This page is intentionally left blank

Devizes Highways Matters Q & A 26 February 2023

Gullies

Q: In April 2023 an issue was raised with the Bishops Cannings Parish Council in regards to the continued flooding on the cross roads in Coate Village, this was recorded and discussed with Councillor Phillip Whitehead who was present at this meeting, it was agreed that the situation would be investigated and resolved as a matter of urgency due to that fact that residents of the village including small children, mothers with prams and very elderly people are forced to walk in the middle of the road due to the flooding which is prevalent most of the time. We now find ourselves with a confirmed report that the main drain on the cross roads has indeed collapsed and has been in this state for some times and despite previous requests nothing has been done.

1. Does Wiltshire Council/Wiltshire Highways and Senior officers including senior councillors deem it reasonable that people are putting their lives at risk every day to navigate away from the flood water by walking in the middle of the road of which is always subject to speeding traffic at peak times (school and work start times).

2. We have already experienced many near misses at this section of the road and it is only by sheer luck a serious accident has not happened.

3. I and many other residents have complained about this situation and stressed the urgency and safety issue on many occasions over the past 10-12 months and all falls on deaf ears, we are told "it is on the list" we never get to the end of the list.

Can someone explain why people in this village are subject to this risk and when will this situation become a priority to the authorities before someone gets killed or seriously injured.

A: Cleaning of gullies has been undertaken in the village and which has much improved the situation.

Q: Gulley cleaning needs to be done more than twice a year. e.g. I go out and risk the traffic to clear the grid on the one nearest me using a hand trowel to allow water to flow into the drain.

A: Scheduled cleaning of gullies takes place annually for "A" and "B" roads while "C" roads are attended to on a three year program. In rural areas, farming activities can create a situation where the grate becomes "Thatched" over with a mixture of silt and vegetable matter. While these situations are generally attended to by the Parish Steward we are grateful for the intervention of members of the public in clearing grates.

Q: What gutter cleaning machine does a town or parish council have to clear gutters? Or is this a Wiltshire Council Greening Initiative?

A: There is the "Discretionary Gully Service" for Parish and Town councils. this provides an opportunity for gullies that there is a local concern about but are not causing flooding on a High speed road or flooding to property, to be cleansed. Parish Clerks have recently been written to on this process.

Q: Water collects in the Potterne road wheel ruts due to the condition and camber of the road surface. So when vehicles move at their normal speed of 40mph, pedestrians have to use umbrellas held horizontally to protect themselves from spray. The road needs to be resurfaced and re profiled to allow proper drainage of water into the gully to cure this problem and also allow cyclists (those who don't have mountain bikes) to keep to the left hand side. That is from Queens Road (what3words reference) examiner.cello.risk to objecting.pushover.appraised by The Wicket, where road surface material has been thrown onto the pavements for maybe three years.

A: Even with minimal rutting in the wheel tracks, water can accumulate on the road surface, leading to spray generated by passing traffic. Although this factor is considered in road condition assessments, other types of defects typically take precedence when prioritizing road improvement projects.

Q: A lot of the drains in the town are blocked, when will this be dealt with?

A: We are presently reassessing the quantity of gullies documented in our inventory, with plans to finalize this review by the end of May. Subsequently, we will restructure our programming to improve efficiency, aiming to reduce the occurrence of blocked gullies. Furthermore, we have expanded the fleet of Vactor Units responsible for clearing these blockages from one to three.

Potholes

Q: After work at the top and along Nursted Road there are several potholes not filled in by the utility companies, even though they have filled in the trenches right next to them! Does anyone from the council inspect these works and liaise with the utility companies? And if so why is it that they are not filling and 'making good' these holes?

A: Utility companies have a responsibility for their reinstatements for a "maintenance" period following completion of their works. However, they do not have any responsibility for the condition of the surface outside of their reinstatement, which would remain the responsibility of the Council.

Q: Last year two tyres on my vehicle were damaged due to potholes hidden by water on roads near Devizes. As these tyres were run flat the damage necessitated two new tyres at a cost of over £300 each. Following the first incident on the 5th January on the Worton to Lavington road, I returned next day to photograph and measure the pothole to send the evidence to Wiltshire Council in the hope of receiving some compensation. After several weeks, and a follow up letter from me, they replied saying they would not consider this but I did receive a notice from Wiltshire Highways to say that the pothole had been repaired quite soon after my mishap! I did not bother to claim on the second pothole damage later in the year as I knew I would get the same result. Now, a year later, many more potholes have developed on local roads making driving both hazardous and worrying. One road in particular, from Lydeaway to Foxley Corner, has several large holes on either side and one has to drive a vehicle well out into the road to avoid tyre damage. This is possible when there is no oncoming traffic but if there is I will not proceed until I am able to avoid the potholes and any possible tyre damage. I am a Carer and Driver for my 93 year old husband and the present state of the roads causes me great concern. I am hoping that the extra Government money allocated to the Highways will soon be put to good use in repairing the worst of these potholes.

A The prevailing weather conditions have resulted in a rapidly increasing number of potholes, not just in Wiltshire, but across the country. Investment has been increased to address this situation and additional resources are in place undertaking reactive repairs.

Q: Why does WC need to send someone to inspect potholes to grade it's severity then send someone else to do a temporary repair, then a third person later to do a permanent repair.?Would it not save time and money to send out one vehicle with 2 people on board, one to inspect it and 1 to carry out the temp repair.? Surely this would improve efficiency and speed up the whole process. The person doing the inspection can still grade it and book it in for a permanent repair, but the site would only be visited twice instead of the current 3 occasions.

A: Our approach to handling pothole reports submitted via MyWilts involves inspecting and assessing each report based on our intervention levels outlined in the inspection manual. Upon identification of a defect, it is forwarded to our contractor for repair, who assigns an appropriate team for the task. In the past, we utilized a "Find and Fix" method involving highway inspectors. However, this approach faced challenges as any efficiency gained from reduced travel was offset by the need for suitable equipment and materials to address identified defects on-site.

Q To let you know that the no right turn sign outside Roses in Devizes, to advise drivers not to turn into Sidmouth Street from that angle is ignored regularly, it's not surprising as it's hardly visible amongst all the other signs and traffic lights at that junction, similarly the same happens at Trowbridge Rugby Club daily on my commute to work, despite a sign showing to use the roundabout to get back to the junction and AHEAD ONLY painted on the road! What can be done?

A The prohibition of right turn into Sidmouth Street is signed in accordance with legislation. Motorists ignoring the restriction are therefore in contravention for which the Police are the enforcement authority. In the longer term the Council has applied to the Department for Transport to undertake some enforcement of moving vehicle offences using ANPR cameras. If successful, this may be a location where the Council could take action.

Q Is there a good reason that road safety standards are worsening? Wiltshire Highways Safety Inspection Manual 2018 allows a larger pothole before intervention (P1 A Road >75mm deep and horizontal dimensions greater than 300 x 300mm) than the same standard in 2013 (P1 A Road >75mm deep and maximum dimension greater than 250 mm). I refer to documents available on your website.

A The Highways Inspection was reviewed following the publishing of the New Code of Practice, "Well Managed Highway Infrastructure". this dictates a risk based approach and there were a number of modifications made to reflect this in comparison to the old document.

Q Can you put further traffic calming in place in surrounding villages ? Can you please do something about the drainage? Where I lived in Scotland the farmers cleared ditches regularly but some parts of Coate Road do not have ditches and the potholes appear regularly.

A: The Council has an adopted process for dealing with local concerns, such as requests for traffic calming, and any other suggestions for change that you would wish to raise through the completion of a downloadable online form. The completed form needs to be endorsed by the relevant Town or Parish Council and they will then forward to the LHFIG 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.

New Housing

Q: What considerations will be looked at for the proposed 200 houses being built in the area. I would not like to think this would result in more traffic through a small village like Coate endangering life and causing further deterioration on the roads surrounding Coate village.

A: The site at Coate Road was granted planning permission at appeal in 2023. The inspector considered the site in detail and granted permission subject to a number of conditions. These include improvements to the canal towpath, improvements at the Hopton/London Road roundabout and highway works to secure the closure of a section of Coate Road and the provision of a Coate Road diversion.

Q: Are the roads in Devizes able to cope with all the new housing that is now being determined? About 600-700 currently going through approval or approved

A: All new housing and employment developments are currently considered in the context of the adopted Core Strategy and the supporting Devizes Transport Strategy. Within this context, each relevant development will need to consider its transport impact in the form of a Transport Assessment or Statement, depending upon scale, and in turn this will highlight the necessary mitigation. Wherever possible, development will be asked to contribute to infrastructure works identified in the Devizes Transport Strategy, which are designed to accommodate the wider strategic impacts of development growth in and around Devizes.

Q: Will additional parking be provided in Devizes to cope with the additional housing?

A: The council is reviewing its Parking Strategy as part of the development of its fourth Local Transport Plan (LTP4). LTP4 Parking Strategy will support the Local Plan Review and will establish the parking needs in Devizes (and all of Wiltshire's towns) arising from the proposed development growth.

MyWilts

Q: Is there a good reason that Wiltshire Council are in the minority (2%) of councils that don't accept reports from third party reporting sites such as FixMyStreet? Such sites provide convenience and transparency to the public.

A: The Council has its own defect reporting system called My Wilts. This is available online and as a downloadable app.

Q: Why not encourage the use of Wha3Words to pinpoint a road issue location on the MyWilts App?

A: It is possible to add a "What Three Words" reference into the location description, The use of a "pin" on the MyWilts Mapping can provide an accurate location. It is acknowledged that the base mapping in MyWilts could be better and this is being considered for improvement to a more detailed product.

Q: I reported a pothole recently using MyWilts and did not have an ack that it had been done, only a Closed message. HOWEVER it was done very promptly.

A: We recognize that the current MyWilts platform lacks sufficient feedback mechanisms. Although there have been some improvements, we are actively planning significant changes later this year to address this issue comprehensively.

Q: Is there any chance of a mini roundabout at the junction of London Road and Quakers Road as it can be very difficult to get out of Quakers Road, particularly when London Road is busy but flowing quickly.

A: The existing at grade T junction is provided with a ghost island right turn lane and was installed as part of the housing development. The form of junction would have been derived after assessment as part of the Transport Assessment supporting the Planning Application. Conversion to a mini roundabout is not supported as the volume of flows would be unbalanced. This is likely to lead to an increase in collisions as southbound A361 traffic will only occasionally be required to give way to traffic emerging from Quakers Road.

Q: I would like to know if there is an appetite at Wiltshire Council to explore the concept of shared space instead of continuing with the traditional highway layout for roads that have substandard footways and lend themselves to designs that reduce the dominance of the motor vehicle.?The reason I am asking this now is that proposals are moving forward to redevelop the old community hospital in Devizes and with that redevelopment, an inevitable greater level of vehicle movements than hitherto. This is coupled with a continued prevalence of “rat - running” from New Park Street through Couch Lane and Commercial Road easterly to the A361 Sainsbury’s roundabout.

A: "‘Shared space’ describes an approach to the design of streets and public spaces, and is typified by street layouts that put people and vehicles in the same space. In 2018, the then Ministers for Planning and Transport wrote to all local authorities asking for shared space schemes to be ‘paused’ until further notice (largely due to concerns over inclusion). That advice has not been withdrawn, however creating places and spaces that are more pleasant to be in and to walk and cycle remains an ambition for the Council. We are anticipating the issue of Department for Transport’s revised “Manual for Streets” in the near future which we anticipate will give additional guidance around this issue."

Q: I see that there is a proposal to reduce the speed limit on Horton Road from 50 mph to 40 mph along the stretch from Ferozashah Road past Marlborough Close. Is there any chance that this could be changed to 30 mph? I live in Wellington Drive and the speed of traffic passing our close is quite frightening. From Cannings Hill Garage towards Horton the road is straight (even though there is a roundabout) and some vehicles take advantage of this at all times of day and night .The pathway from Wellington Drive to the Swindon bus stop is very narrow and you take your life in your hands to reach the stop. It really is quite dangerous and now that Marlborough Close is soon to be occupied plus the estate opposite with children possibly attending Bishops Cannings School, it seems sensible to reduce the speed limit to 30 mph.

A:The proposed 40mph limit has been brought forward following a full assessment against DfT criteria. The criteria for a 30mph limit are not met. The requestor is encouraged to make comment through the formal TRO consultation page available on the website. The consultation on this proposal runs to the 18th March.

Q: One of your slides this evening mentioned enforcement for fly tipping but what about enforcement for wilful obstruction of public rights of way? There seems to be little will to do anything about this by WC. Some rights of way have been blocked for years. Prosecuting land owners just seems to be on the ‘too hard pile’, yet if a few were prosecuted I am sure word would soon get around the farming community and in the long run it would save your access officers a lot of work as landowners would be less inclined to deliberately obstruct them.

A: The council actively addresses instances where landowners obstruct public rights of way. Often, these issues are resolved through informal engagement with the landowner before resorting to legal measures. However, the council recognizes that formal actions can serve as a deterrent. Currently,

there is a review underway to assess the enforcement strategies across various services, including rights of way management. **Resurfacing**

Q: Who decides which roads get resurfaced when? If a road comes up on the maintenance schedule does someone actually check that work is actually required? Several roads including my own in Rowde have been resurfaced over the last few weeks, but there was nothing wrong with them in the first place and this exercise has been a total waste of money when there are other roads in the area in a far worse state where the time and money could have been better spent eg. London Road by the Crammer and Conscience Lane bth London Road and Rowde. Residents have experienced noise and inconvenience for no appreciable benefit, as the resulting surface (as bought up in the meeting by Chris Greenwood) is very poor indeed. Only half our close (Chestnut Close) has actually been resurfaced, the give way lines at the junction of Sands lane and Cock Road have not been reinstated creating a safety hazard and for the last 3 days we have had to endure considerable noise and mess whilst workmen remove the new tarmac and concrete around the drain covers. Does someone from WC actually inspect the works before paying the bill?

A: Our maintenance program is shaped by several factors. Technical surveys like the "Scanner" and "SCRIM" surveys lay the foundation, but on-site inspections are also conducted. Whenever feasible, we prioritize early interventions to prevent deterioration of the road surface. These interventions often involve techniques such as surface dressing or microasphalt application. Even if the current surface seems to be in good condition, such treatments are employed to preserve it, thus averting the need for more costly repairs in the future.

Q: What Criteria is used to determine which roads are resurfaced and what is the timescale?

A: The council employs various tools to evaluate and prioritize our maintenance program. These tools include the "Scanner" survey, which offers insights into the structural condition of roads, and "SCRIM" surveys, which assess skid resistance. However, engineers review this data to ensure its accuracy. The timeframe for this process largely hinges on the current surface condition. Presently, we have a maintenance program mapped out for the next seven years..

Q: I have a question about Victoria Road, where Needham House is located. When Needham House was built by Wiltshire Council a few years ago, local residents were told that after the building had been completed, Victoria Road would be resurfaced. This has never happened and the road is in a very poor state. Is it possible to confirm if this pledge to resurface the road is still active and if there are any plans to do so?

A: Victoria Road is in the 2024/25 surfacing programme for action.

Q: When will Longcroft Avenue be resurfaced?

A: Currently Longcroft Avenue does not feature on our forward program, however, the program is subject to review and can be modified to reflect changing road conditions.

Q:The issue of speed is of concern to Potterne Road dwellers, pedestrians and cyclists. Does the recent installation of a pair of cables close to Potterne Road/The Breach junction indicate that speed monitoring has taken place? If so can we see the time of day profile of speed and direction. Bearing in mind that the traffic lights in place will have an effect on results.

A: A traffic survey has been carried out recently on behalf of the Town Council from the 19th February for 7 days. The results of the survey will be available through the Town Council. There were no recorded roadworks in the vicinity of the survey.

Q: How much is spent on the roads in Devizes and how does this compare with other areas?"

The table below shows the major maintenance spend for Devizes Area Board along with three other Area Boards for comparison.

Area Board	Total Spend 23/24
Devizes	£ 777,566.29
Chippenham	£ 515,534.74
Melksham	£ 602,000.27
Trowbridge	£ 484,845.91
	£ 1,810,784.31

Q: Is Devizes ever likely to get a bypass?

A: Wiltshire Council's adopted planning policy, in the form of the Wiltshire Core Strategy, is silent on the provision of a bypass for Devizes, however it does set out the requirement and delivery of a Devizes Transport Strategy (hereafter 'The Strategy'). 'The Strategy', available on-line and published in September 2012, considered the deliverability of 'New Road Construction' and with costs calculated at the time amounting to £16.5 million, a bypass would require an equivalent delivery of circa. 5000+ dwellings in the town to fund its provision; this far exceeds the housing demand for the town. Notwithstanding this, given the date of completion of 'The Strategy', Wiltshire Council will consider all options to resolve congestion within Devizes, both against subsequent data collection and policy development. Such consideration will be made through the development and adoption of the emerging Local Transport Plan.

Q: The villages need better walking and cycling access to Devizes. What are the plans for this?

A: The council has produced a Local Cycling and Walking Infrastructure Plan (LCWIP) for Devizes which sets out the infrastructure that is needed to promote walking and cycling in Devizes. The scope of the Devizes LCWIP includes potential links to nearby villages. The council has also developed a Wiltshire wide LCWIP which identifies interurban walking and cycling routes in the county.

Q: What will be done to make black dog crossroads safer?

A: Proposals for Black Dog Crossroads have been developed and extensively discussed with the Parish Councils and Wiltshire Councillors for the area.

Q: Will Brickley lane be made one way? Also, a wider one way system through the town?

A: There are no plans to make Brickley Lane one way in operation. Suggestions for changes to other roads should be raised with the Town Council in the first instance who if supportive will then raise with the LHFIG for consideration.

Q: Can we have a mini roundabout at the junction of quakers road and London road please?

The existing at grade T junction is provided with a ghost island right turn lane and was installed as part of the housing development. The form of junction would have been derived after assessment as part of the Transport Assessment supporting the Planning Application. Conversion to a mini roundabout is not supported as the volume of flows would be unbalanced. This is likely to lead to an increase in collisions as southbound A361 traffic will only occasionally be required to give way to traffic emerging from Quakers Road.

Q: Is there ever any liaison between council grass cutting contractors and litter picking teams? When cutting of grass verges takes place, it is not uncommon to see the remains of litter shredded by the mowers, left along the verges. Is it not possible to coordinate the two sets of contractors, so that the litter is picked up just prior to mowing? As well as preventing the spreading and shredding of the litter, it would also reduce the risk of mowers being damaged and/or solid litter items, such as bottles, being thrown onto the carriageway by the machines.

A: We strive to synchronize these two procedures, but the difficulty lies in identifying all litter along untrimmed verges before mowing, as some litter may be concealed by vegetation. Furthermore, it's unfortunate that despite pre-mowing litter collection efforts, substantial amounts can accumulate between mowing and collection. Should litter issues persist after mowing, we will promptly address them by revisiting and collecting any remaining debris.



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@carerstogetherwiltshire.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. 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. To contact the team please email: 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.

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.

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

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.

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. Or email: communityinsurance@communityfirst.org.uk or telephone 01380 732809.

Briefing prepared by:

Ellie Ewing

Marketing and Communications Manager (Community First)

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

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.

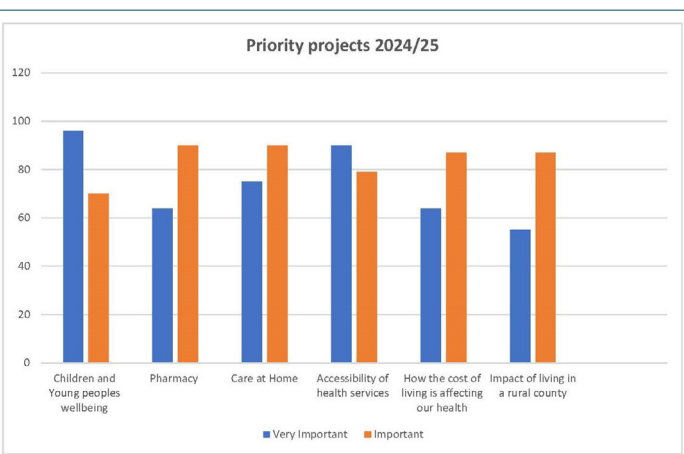
While other people can suggest areas of focus to us, we are an independent organisation and decide our own workplan.

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



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.

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.

Area Board Briefing Note Draft Licensing Policy 2024-2029 consultation

Service : Public Protection

Further Enquiries to: Claire Francis

email: 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

Area Board Briefing Note – Local Nature Recovery Strategy

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

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

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

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

Email – multiply@wiltshire.gov.uk

WILTSHIRE POLICE



Page 101

Community Report

Devizes Neighbourhood Policing Team

May 2024



Agenda Item 8

Keeping Wiltshire Safe

Your Neighbourhood Policing Team – Devizes/Marlborough/Pewsey

Inspector: Ben Huggins

Neighbourhood Sergeant: Sgt Chris Wickham

Neighbourhood Officers:

PC Chris Rideout (Devizes Town)

PC Sarah Hardwidge (Devizes Town)

PC Jenny Groome (Devizes Rural)

PC Nicky Crabbe (Pewsey)

PCSOs:

Amy Jones, Andrew Maclachlan, Debbie Lowe (Devizes Town)

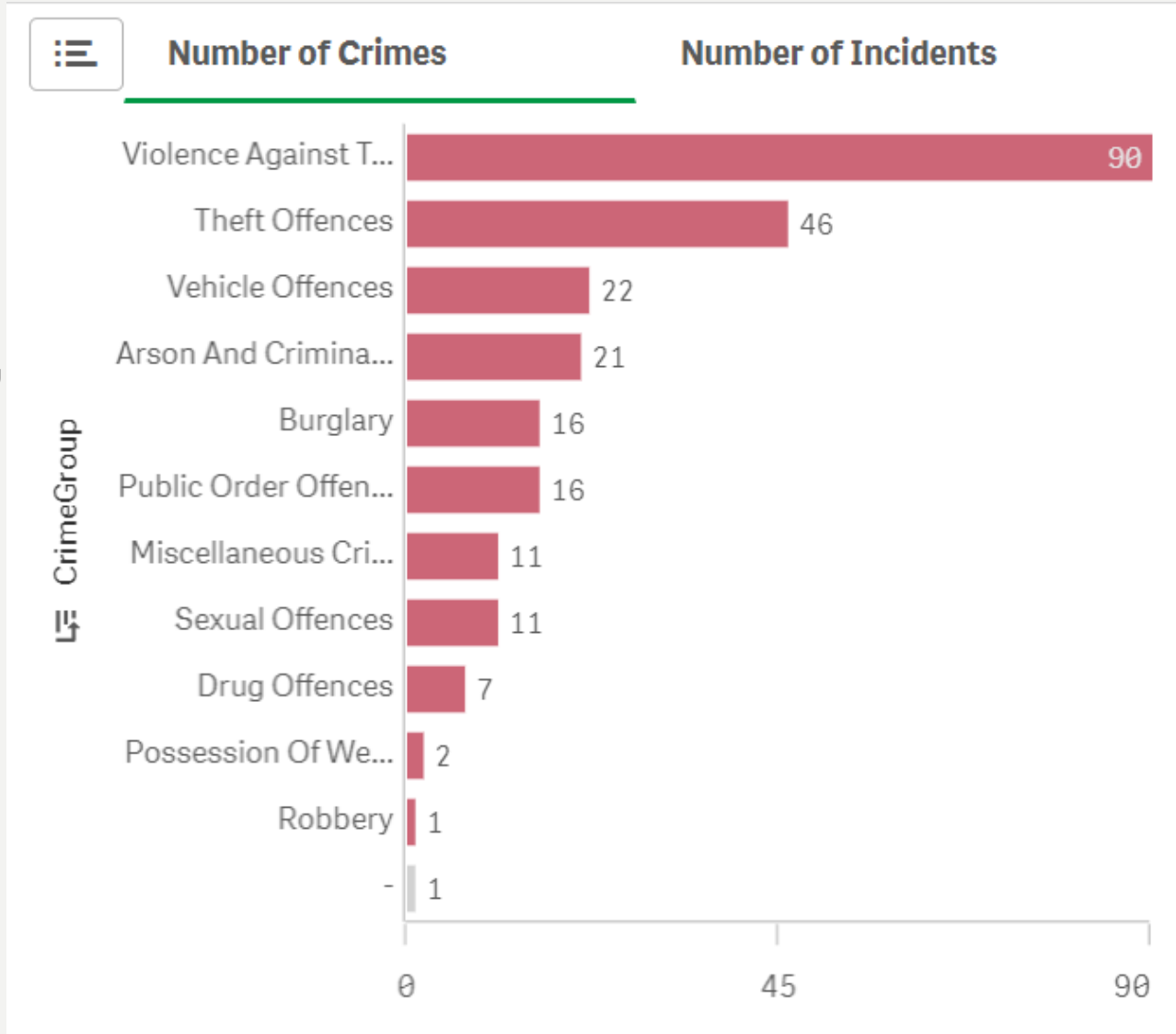
Kelly Watts, Paula Yarranton (Devizes Rural)

Emily Johnson, Melissa Camilleri (Marlborough Rural)

Mark Braithwaite (Marlborough Town)

Jonathan Mills (Pewsey)

April and May stats- Devizes



Number of Crimes

244

Number of Incidents

265

- Violence against the person offences remain the highest proportion of crime type
- All crime types are down from April/May '23, where 332 crimes were reported
- A localised series of burglaries/thefts from both residential and non-residential premises- suspects arrested. 2 currently on bail, 1 charged and remanded. Preventative advice delivered

Recent Activity



Visibility with partners/trading standards- crime prevention advice



Sceptre- preventative, knife surrender, weapons checks, school talks, test purchases



Speed enforcement across the area



Attending local events



Local issues- Cycling on pavement, PSPO



Drug warrants executed in area

Local Priorities & Updates

Priority	Update
Drugs supply and vulnerable persons	Recent activity has highlighted a small number of locations and premises linked to both Anti social behaviour and Drug supply/offending. A multi-agency approach involving partners (such as housing) and Police are actively obtaining a number of closure orders on addresses- these are proactively targeted and offenders arrested. Hand in hand with drugs warrants and prosecutions
Business Burglaries/retail theft	A spate of business crime and retail thefts/shoplifting has been noticed. Preventative work is underway with stakeholders to review security measures and offenders are being swiftly dealt with/prosecuted- 1 offender arrested and remanded week commencing 20/05/2024.
Youth violence/deterrence	Following the issues seen in 2023, a clear plan is underway to ensure that Devizes does not see a repeat of this behaviour/escalation of youth violence issues. A Focussed deterrence group is actively underway involving Police and partner agencies, from education through to Youth Intervention. 'Roots and Shoots' continues as an intervention scheme and a number of young people supported on alternative pathways away from ASB.
Community Visibility	The Neighbourhood Team continue to drive community visibility across a range of areas, from supporting community speedwatch activity through to active engagements. Physical engagements have included villages, foot patrols and hot spot locations, with an online presence through an 'online chat Q and A', and active session delivered to Parish Councils.

Upcoming Improvements to Local Policing

On 24 November 2023 we announced a series of changes to improve local policing services. This includes:

Changes to our Response Policing Team operating model

- Moving from 5 teams to 4 teams and changing to a different shift pattern – this provides greater operational resilience whilst matching resources to demand levels
- Reducing the number of hubs that Response Teams start and end their shifts from – teams will continue to patrol and police the same geographic areas and emphasis will be focused on ensuring that our response times will not increase
- The number of police stations the public can access is not changing and there are no changes to Neighbourhood Policing locations – an interactive map has been developed which can be accessed via our website
- The changes within our Response teams is the result of extensive engagement with our officers since July 2023. We have also been working with members of our communities and seeking their views through a dedicated Independent Advisory Group.
- The new Response shift pattern and hub model will launch in January 2024.
- We've also looked at how we can make better use of our Control Room resources to reduce Response Team demand so that they can focus on responding to the public. Our Community Investigation teams are now managing more investigations, removing just under half the overall demand for investigations from Response teams. This work will make a huge difference and help improve our response service.

Response Team Hub	Response Areas Covered
Swindon	Swindon Royal Wootton Bassett & Cricklade
Chippenham	Chippenham Corsham Calne Malmesbury
Trowbridge	Trowbridge Warminster Westbury Melksham
Devizes	Devizes Marlborough Pewsey
Salisbury	Salisbury Amesbury Tidworth



Upcoming Improvements to Local Policing

Introduction of Community Commitments

A document that outlines to our communities what they can expect from us in terms of the service we provide them with. This includes

- How we will engage with communities through face-to-face events and our online channels
- How we will keep them informed on local policing activity
- How we will work with communities on key issues
- How we will broaden our reach across communities

The Community Commitments will help provide greater transparency and consistency and will provide a means by which the public can hold us to account for local service delivery.

The Community Commitments will launch in January 2024.

WILTSHIRE POLICE
COMMUNITY COMMITMENT

Our mission: Keeping Wiltshire Safe

Our priorities:

Safer public spaces	Violence	Burglary
---------------------	----------	----------

Neighbourhood Policing Teams will:

ENGAGE REGULARLY WITH COMMUNITIES BY HOLDING FACE TO FACE EVENTS

- We will hold at least one public meeting / surgery per month, giving you a chance to meet your local team and find out more information on local policing priorities, crime stats and engagement opportunities
- We will advertise our public meetings and surgeries on the **Your Area** section of the Wiltshire Police website and on local Neighbourhood Policing Team social media channels and, where possible, community messaging
- We will ensure every engagement opportunity is recorded so we can ensure we are meeting our commitment to you
- We will hold regular face to face meetings and events with a wide range of community groups such as businesses, faith groups, youth groups, residents associations
- We will bring policing out to your community, through proactive use of the Mobile Police Stations.

ENGAGE REGULARLY THROUGH ONLINE CHANNELS

- We will actively use local Neighbourhood Policing Team social media channels to engage with our communities
- Every Neighbourhood Policing Team will host quarterly Facebook Live events
- We will exchange information with those signed up to our Community Messaging alert system via email, text or phone and continue to promote this free service to new members.

www.wiltshire.police.uk
@AmesburyPolice

PUBLISH INFORMATION ON YOUR LOCAL TEAM, LOCAL PRIORITIES AND UPDATE ON ACTIVITY

- We will provide you with information, so you know who your local Neighbourhood Policing Team is
- We will publish monthly local priorities on the **Your Area** section of the Wiltshire Police website and, through our regular engagement with you, we will consult you when we are setting them
- We will provide community updates on activity being carried out to help tackle local priorities
- We will ensure intelligence-led visible patrolling in local communities, at least once a week, responding to local policing issues and concerns
- We will publish local policing updates, wherever possible, in community magazines / newsletters or bulletins.

CONSULT AND ENGAGE WITH COMMUNITIES ON KEY DECISIONS

- We will ask the public to take part in questionnaires and surveys to build information and intelligence
- We will provide visibility at Parish Council meetings and, in the absence of physical attendance, will provide a written update. We will also support a programme of additional meeting attendance through Area Boards or Community Safety Groups
- We will action feedback, concerns or complaints – and tell you what action has been taken. If we cannot help, we will help signpost the public effectively
- We will work closely with our partners, such as local authorities and parish and town councils, and community representatives i.e. businesses, faith groups, schools to tackle community issues
- We will work closely alongside local watch schemes to enable strong partnerships between the police and communities
- We will consult regularly with our Independent Advisory Groups (IAGs) to ensure they have a voice as a critical friend.

INCREASE AND BROADEN OUR ENGAGEMENT ACROSS NEED TO REACH COMMUNITIES

- We will build Community Beat Profiles for each of our Neighbourhood Policing Team to help us better understand the specific communities within our local areas
- Where appropriate we will engage with specific community groups and those living and working in particular geographical areas about those issues that are important or impacts most upon them
- We will work with young people and our partners in education settings to help improve safety, reduce reoffending and, along with relevant other agencies, offer support to those who need it.

Neighbourhood Inspector: Inspector 1619 Ricky Lee

www.wiltshire.police.uk
@AmesburyPolice

Introduction of two additional neighbourhood engagement vehicles to our fleet

Funded by the PCC, these long wheelbase vans will be converted for use by our Neighbourhood Policing Teams as 'mobile police stations' - doubling our existing neighbourhood engagement vehicles from two to four. This will increase policing visibility across our communities and provide opportunities to offer crime prevention advice to keep Wiltshire safe. The new vehicles are currently being prepared ready to go on the road in early 2024.



Useful Links

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

- PCC's Website - <https://www.wiltshire-pcc.gov.uk/>
- HMICFRS Website - <https://www.justiceinspectorates.gov.uk/hmicfrs/police-forces/wiltshire/>
- For information on what crimes and incidents have been reported in the Devizes Neighbourhood Policing Team area visit <https://www.wiltshire.police.uk/area/your-area/>

Get Involved

Keep up to date with the latest news and alerts in your area by signing up to our **Community Messaging service** – www.wiltsmessaging.co.uk



Follow your CPT on social media

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

Find out more information on your CPT area at:
www.wiltshire.police.uk/area/your-area/wiltshire/devizes/

WILTSHIRE POLICE



Road Safety update – Devizes Area Board

Monday 3 June 2024

Keeping Wiltshire Safe



• #FATAL5 education



Careless or inconsiderate driving

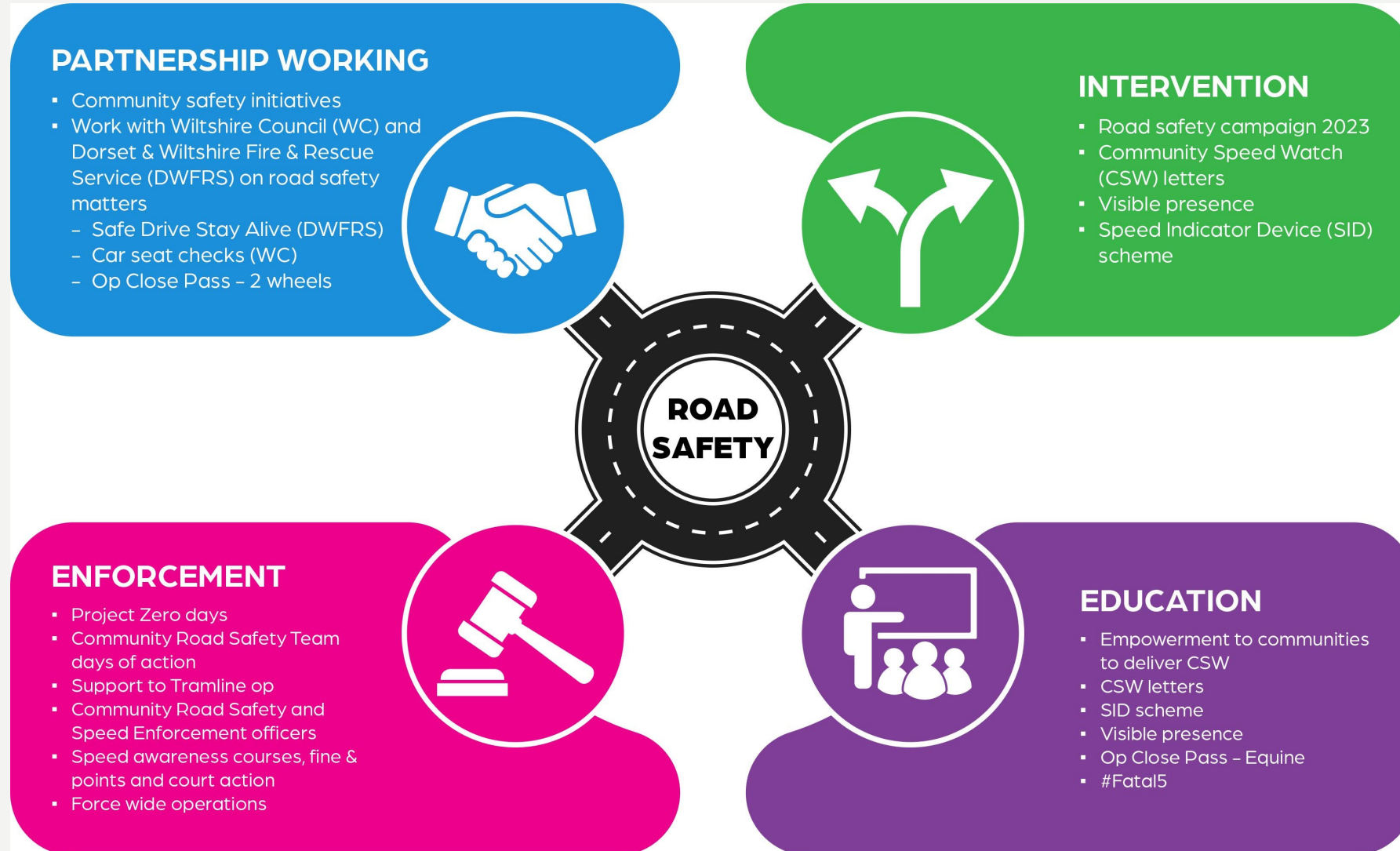
The offence of driving without due care and attention (careless driving) is committed when your driving falls below the minimum standard expected of a competent and careful driver, and includes driving without reasonable consideration for other road users.

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

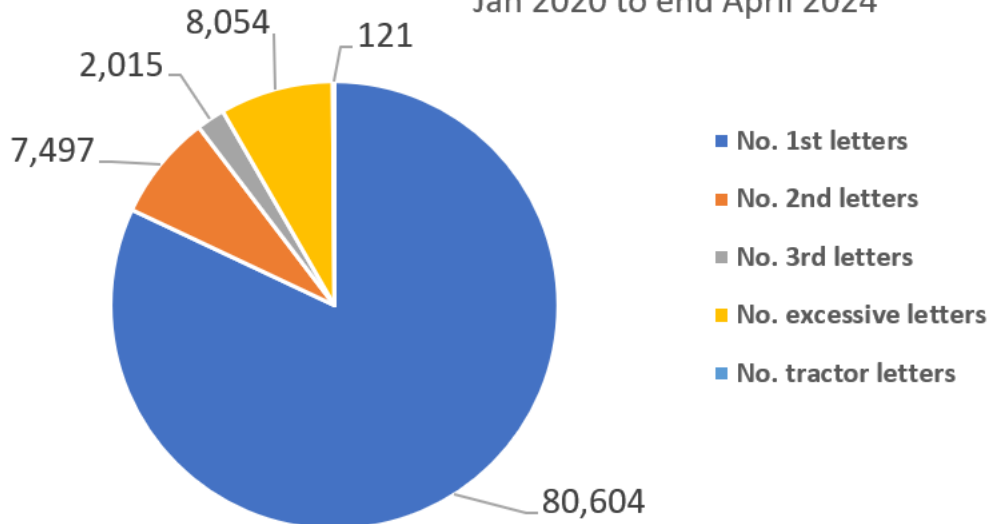
CSW



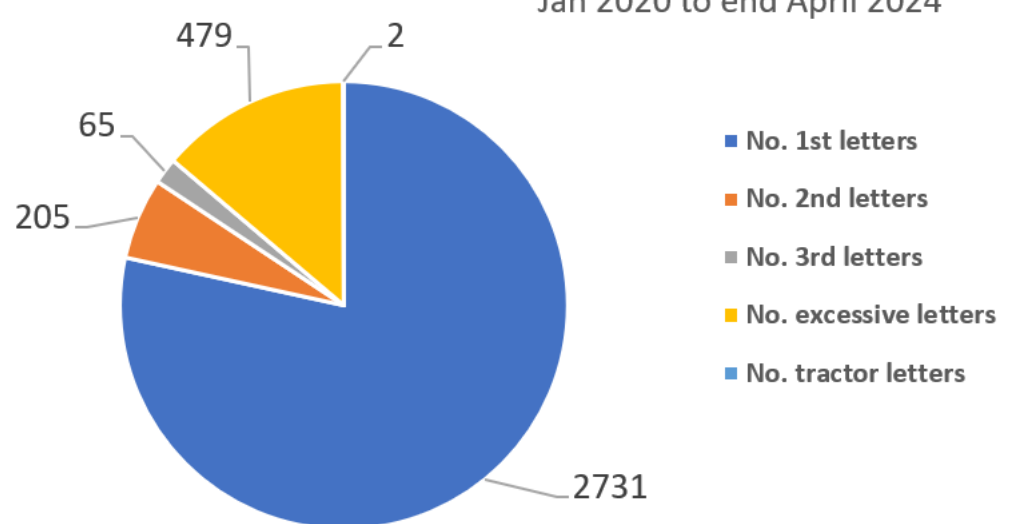
• CSW Devizes area - Data since July 2020 to 8 May 2024

Team	No. 1st letters	No. 2nd letters	No. 3rd letters	No. excessive letters	No. tractor letters	Total letters	No. of watches	Average speeders %
Devizes - Brickley Lane	31	1	0	8	0	40	8	4.4%
Great Cheverell	767	95	45	420	1	1328	140	9.0%
Market Lavington	13	1	1	0	0	15	9	0.8%
Rowde	343	16	3	11	0	373	47	5.2%
Seend	104	6	4	1	0	115	39	0.8%
Worton	1473	86	12	39	1	1611	416	1.3%
Grand Total	2731	205	65	479	2	3482	659	3.6%

Total of all CSW letters
Jan 2020 to end April 2024



Total of all CSW letters for Devizes
Jan 2020 to end April 2024



• Traffic surveys – Devizes since January 2022 to 30 April 2024

Wiltshire Council

Title	Result	Survey start date	Speed limit	85th percentile	CPT	Area Board
Bromham - New Road	No further action	21/11/2022	30	30.4	Devizes	Devizes
Bromham C242 Hawkstreet	No further action	21/06/2023	30	33.6	Devizes	Devizes
Devizes - A342 Dunkirk Hill	No further action	19/02/2024	40	40.4	Devizes	Devizes
Devizes - A342 Nursteed Road (South)	No further action	19/02/2024	30	32.5	Devizes	Devizes
Devizes - A360 Potterne Road	No further action	19/02/2024	30	31	Devizes	Devizes
Devizes - A360 Southbroom Road	No further action	19/02/2024	30	26.8	Devizes	Devizes
Devizes - A361 - Bath Road nr church	No further action	19/02/2024	30	31.1	Devizes	Devizes
Devizes - A361 London Road	No further action	19/02/2024	30	31.6	Devizes	Devizes
Devizes - Bath Road A361 (nr Mayenne Place)	No further action	19/02/2024	30	31.1	Devizes	Devizes
Devizes - Windsor Drive	No further action	29/01/2024	40	41.1	Devizes	Devizes
Devizes - Windsor Drive - (south)	No further action	29/01/2024	40	37.4	Devizes	Devizes
Devizes - Windsor Drive(South)	VOID	19/02/2024	30	37.8	Devizes	Devizes
Devizes - Windsor Road (North)	No further action	19/02/2024	40	39.7	Devizes	Devizes
Devizes -A342 Nursteed Road (North)	No further action	19/02/2024	30	31.6	Devizes	Devizes
Market Lavington - B3098 -Church Street	No further action	29/01/2024	20	23.5	Devizes	Devizes
Market Lavington - Lavington Hill	Speed education	29/01/2024	20	24.8	Devizes	Devizes
Market Lavington - Parsonage Lane	Speed education	29/01/2024	20	29.9	Devizes	Devizes
Rowde - Devizes Road	Speed education	23/01/2022	30	37.41	Devizes	Devizes
Seend, A361 High Street	Speed education	25/04/2022	30	35.24	Trowbridge	Devizes

• 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  InShCo

 **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





 **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.





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

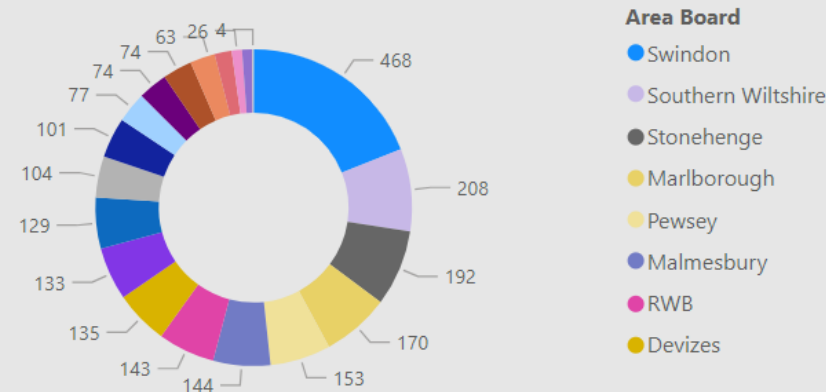
No. Court

851

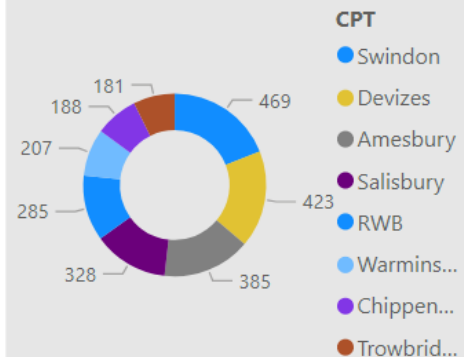
No. of Locations

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
Total			10,667.00	1,450.00	144.00		

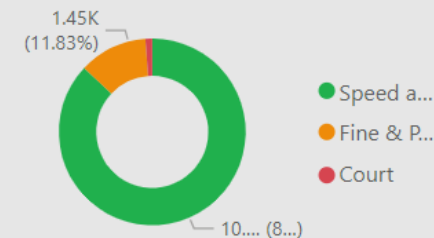
Activity by Area Board



Activity by CPT



Outcomes



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

CSEO Activity Dashboard

Outcomes are dependent on previous convictions and history

232.00
No. Speed awareness co...

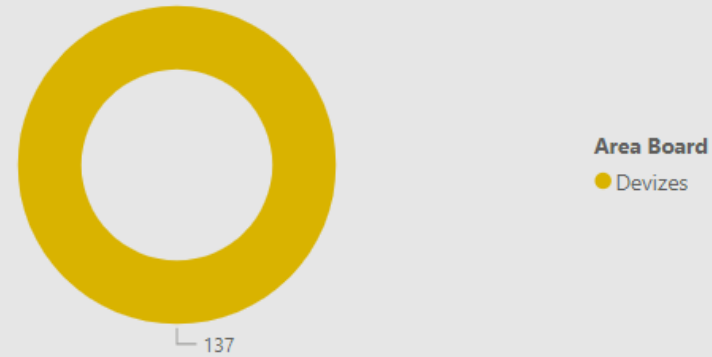
24.00
No. Fine & Points

8.00
No. Court

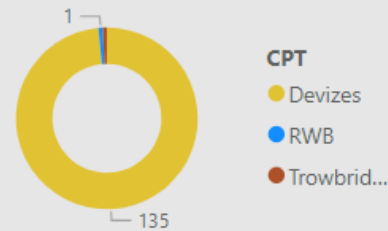
60
No. of Locations

Location	Year	Month	Speed awareness course	Fine & Points	Court	CPT	Area Board
Avebury Sports and Social Club	2024	February	30.00	5.00	5.00	Devizes	Devizes
Rowde - Outside School	2023	November	21.00	1.00	0.00	Devizes	Devizes
Avebury Sports and Social Club	2024	March	19.00	2.00		Devizes	Devizes
Rowde - Outside School	2023	October	16.00	0.00	0.00	Devizes	Devizes
Seend Bus stop opposite the Lye	2024	April	15.00	1.00	0.00	Devizes	Devizes
Avebury Manor	2024	April	11.00	0.00	0.00	Devizes	Devizes
Avebury Sports and Social Club	2024	May	11.00	2.00	0.00	Devizes	Devizes
Devizes - Brickley Lane Brickley Lane, near Roseland Avenue	2024	March	9.00	0.00	0.00	Devizes	Devizes
Rowde Marsh Lane - southerly limit of village	2024	April	8.00	2.00	0.00	Devizes	Devizes
Devizes - Brickley Lane Brickley Lane, near Roseland Avenue	2024	April	6.00	0.00	0.00	Devizes	Devizes
Rowde - Marsh Lane	2024	March	6.00	0.00	0.00	Devizes	Devizes
Rowde Outside School	2023	February	6.00	0.00	0.00	Devizes	Devizes
Rowde Outside School	2023	October	6.00	0.00	0.00	Devizes	Devizes
Brickley Lane	2023	October	4.00	0.00	0.00	Devizes	Devizes
Total			232.00	24.00	8.00		

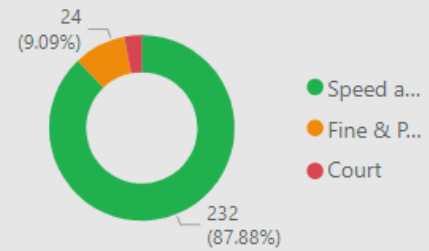
Activity by Area Board



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)



[Devizes Town | Your Area | Wiltshire Police | Wiltshire Police](#)



[Devizes Police | Devizes | Facebook](#)

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

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



DEVIZES AND DISTRICT FOODBANK'S COMMUNITY ORGANISER AND CAMPAIGNS MANAGER'S ANNUAL REPORT 2023-24

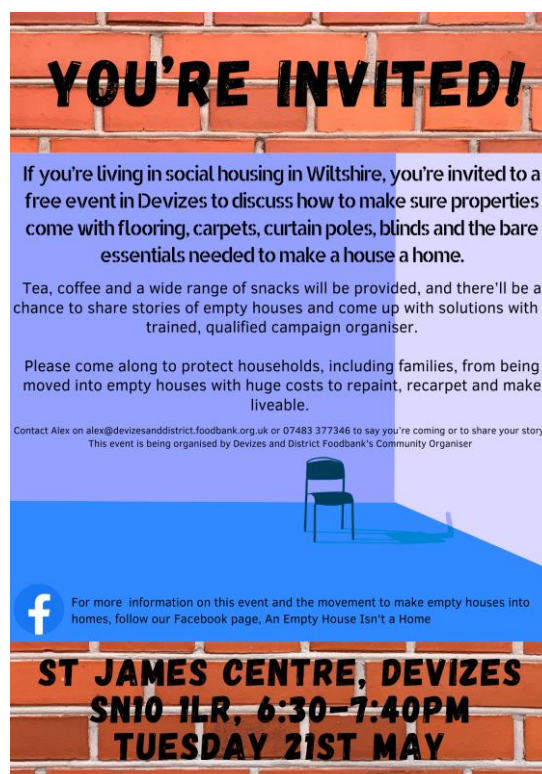
Devizes and District Foodbank has been part of the Trussell Trust's Organising and Local Mobilisation scheme for almost two years, since June 2022. At its core, this scheme is about listening to the community about what is contributing to financial hardship and food bank need locally, and how we can come together to change this. It has been great to speak to so many people in the areas served by the food bank over the last year. Thank you to everyone who has spoken to the Community Organiser about their experiences of financial hardship, and how they want to work towards a UK where no-one is in the position of needing to use a food bank.

The last year has seen local people brought together to challenge issues that are affecting their ability to afford the basics we all need, such as food, heating, clothing and electricity. This includes over 30 people living on the waterways in Wiltshire and across the UK who formed a team called UK Boaters for Energy Justice. This team is calling for the inclusion of all boaters in support given to everyone in England, Scotland and Wales by the UK Government in 2022 and 2023 for rising energy bills. Some boaters received this support later in 2023, but others with certain types of mooring did not, leaving some households unable to heat their boats or buy food for their families as fuel prices rose steeply. The actions and media coverage of the campaigning team led to Wiltshire Council's Public Health team implementing a £200,000 fund for boaters who hadn't received other support, which reached over 400 boaters in Wiltshire with either £600 cash or shopping vouchers, or £200 if they'd previously received Winter fuel support through Julian House. Boaters worked with the Public Health team and Community Organiser to facilitate and distribute this fund, which has had a major impact in allowing households to afford fuel and food. Our campaign [petition](#) for the UK Government will be handed into Downing Street by Boaters alongside a meeting with MPs.

Through collective action, this group continues to challenge one of the drivers of hardship and food bank need locally. Another team working hard in 2023-24 was the group of parents, guardians and carers calling for Affordable Uniform costs.

School uniform can cost between £300 and £500 a year per child, and this cost can push families towards debt or being unable to afford other essentials, and can impact learning if children aren't able to access affordable uniform. After the campaigning team's Affordable Uniform Pledge for Wiltshire, calling on schools to limit branded items amongst other things, Wiltshire Council launched their Affordable Schools Strategy in September 2023. This strategy covers aspects of the school day such as uniform, provision of free school meals, activities and trips. So far, there are around 30 active schools receiving resources and networking on affordability, to benefit all families.

Finally, a new campaign launched in 2024 is seeking to change the fact that 98% of social housing properties nationally are fully unfurnished, without carpets, flooring or curtains. New tenants face costs of hundreds of pounds to make properties liveable, or have to go without the items we all need for insulation, privacy, safety and dignity. National Citizens Advice data shows that social housing tenants are more likely to need support from food banks than people with other tenures, and a group of tenants will be raising awareness of this issue and working with social housing providers to make sure people move into homes not empty shells.



2023-24 has been a busy year, alongside continuing to support the Trussell Trust's Guarantee our Essentials campaign making sure Universal Credit is enough to live off for the six million people receiving it in the UK. This Summer will see a new Guarantee our Essentials campaign activity, Laying It All Out on the Table, where people in the community write down the impact of insufficient social security payments, and their hopes for the future, on tablecloths, which will be shared with Prospective Parliamentary Candidates and decision-makers.

Thank you to everyone who has been involved so far, and please get in touch if you'd like to hear more.

Alex Montegriffo, Community Organiser and Campaigns Manager, May 2024

T: 07483 377346

E: alex@devizesanddistrict.foodbank.org.uk

Devizes Area Board



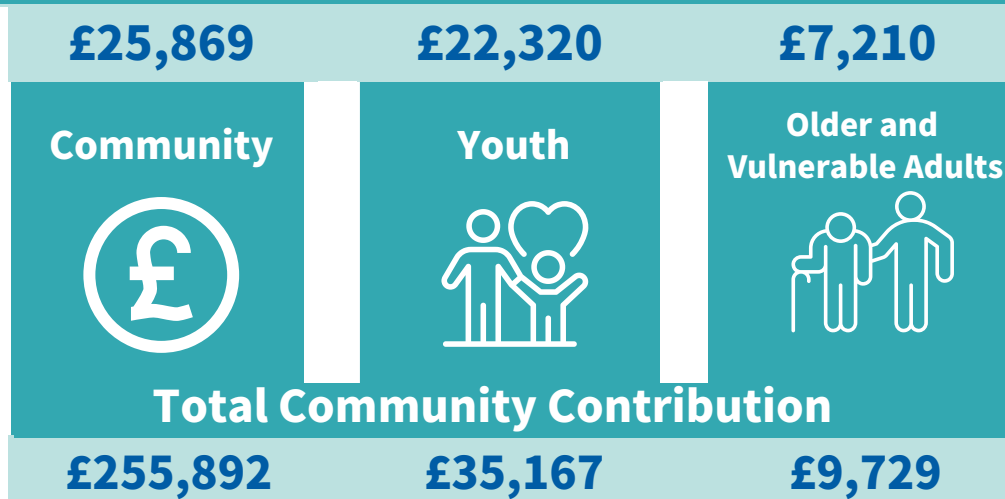
End of Year Report

April 2023 - March 2024

Area Board Investment

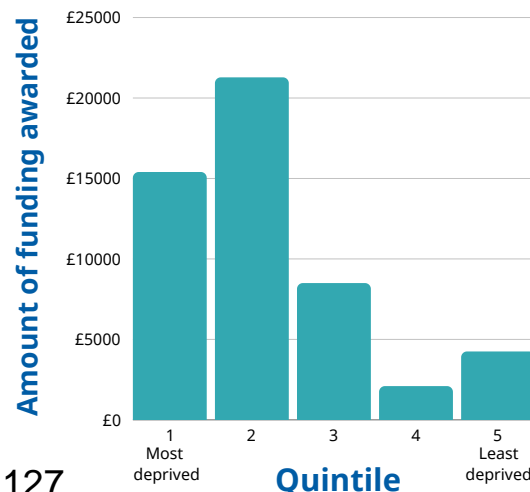
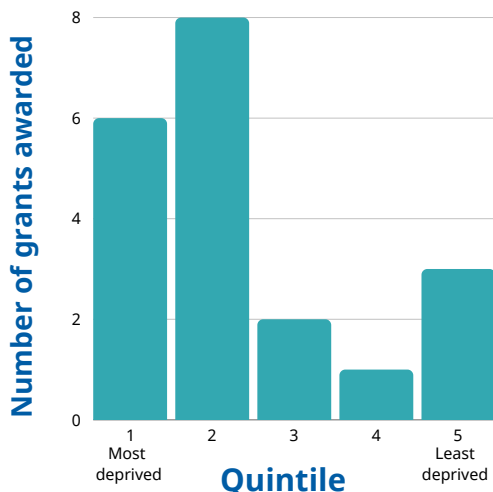
The Area Board invests in local community projects and initiatives that meet local priorities and deliver exceptional outcomes for residents. The Area Board aims to work in partnership to achieve maximum value for its investment.

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 Devizes 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:

Address climate change and protect the environment



We have worked with our partners to complete the Local Cycling and Walking Infrastructure Plan which allows us to bid for funding and has enabled us to start work on a new walking and cycling route along the London Road. We have supported the introduction of the Demand responsive bus services as well as the revised Town Centre bus service. The air quality group has helped oversee the improvement of air quality, promote cycling and walking, worked with schools on their travel plans as well promote the need for a rail station.

Improve opportunities for young people

We have worked with Devizes Town Council to introduce detached youth work in Devizes. We have supported the youth work in the community area including that led by Youth 4 Christ, 4Youth, Lavington Youth Club, DOCA, and Bromham Youth Club. We have funded organisations to increase their youth offer including Bishops Cannings Cricket clubs, Wharf Theatre, Devizes Netball club, Kid s on the Block fishing and the Devizes to Westminster Canoe Race.



Valuing and supporting our vulnerable and older people



We have helped establish a Neighbourhood Collaborative that will focus upon young people at risk of self-harm. We have supported organisations working with our most vulnerable including funding for foodbanks. We have funded many organisations who work with older and vulnerable people including Alzheimer's Support, Arts Together, Our Time project and Nosh and Natter

Increase safety of our community (ASB & Road safety)

We have worked with partners to help address ASB and establish projects to prevent it occurring. These include Safer Streets, Roots & Shoots as well as a pilot project to work with young people at risk of serious crime. We have hosted a special Highways matters meeting to bring together senior officers from Wiltshire Council and the Cabinet member for the public to hear from and question. We have also hosted a similar meeting with the new Chief Constable of Wiltshire Police. We have established a new speedwatch team and continued to tackle local issues and make improvements via our Local Highways and Footpaths Infrastructure group.



Strengthening our local economy

We have established need to help young people with employment and are supporting a multi area approach working with Wiltshire Council services and other partners. We have supported the future move of the Museum to Assize Court and promoted the development of the old Wadsworth site



Engagements

The Devizes 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.

Area Board
Business meetings

4



Attendances

215

Area Board
working groups

4



Attendances

47

Engagements/
events/ activities

30



Attendances

380

Local Highways and Footpath Infrastructure group

The LHFIFG is a sub group of the Devizes 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.

LHFIFG meetings

4



Attendances

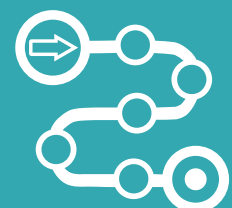
81



£26,332
Investment

LHFIFG
projects
completed

7



Devizes Area Board 3 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 Non-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, Non-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 Non-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 Non-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 Non-Priority Working Groups and to the LHFIG, as set out at Appendix A;
- b. Note the LHFIG Terms of Reference as set out in Appendix B.
- c. Note the ASQT Terms of Reference as set out in Appendix C

Tara Hunt, Senior Democratic Services Officer

Appendices:

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

Appendix B – LHFIG Terms of Reference

Appendix C – AQST 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
Devizes Leisure Centre Group	Cllr Philip Whitehead and Cllr Iain Wallis
Devizes Development Partnership	Cllr Iain Wallis

Non-Priority Working Group	Councillor Representative
Air Quality and Sustainable Transport (AQST)	Cllr Tamara Reay

LHFIG Councillor Representative Note: This position is appointed annually	Cllr Calvin Nash
---	------------------

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.

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.

Devizes Air Quality and Sustainable Transport Steering Group – Terms of Reference

Overall objective/outcome of the group:

To work together with the common goal of seeking to improve the air quality in Devizes Community Area through behavioural, strategic and infrastructure change to ensure that the level of pollutants (nitrogen dioxide and particulates (PM₁₀)) are in line with national air quality objectives and that this work supports the principles of sustainable development.

Purpose of the group:

To oversee the development and implementation of an effective local Air Quality and Sustainable Transport Action Plan for Devizes Community Area.

Terms of Reference:

- The Devizes Air Quality and Sustainable Transport Steering Group (the Group) will work together to ensure the development and implementation of the air quality action plan. Membership will comprise of officers of Wiltshire Council, community representatives and elected Councillors (see Membership below). The group will co-opt other members onto the group as and when considered necessary and appropriate.
- Governance arrangements for the Group will sit with Members of the Area Board – the Group itself will have no voting rights. The Group will make recommendations to the Area Board as and when decisions are required (including commissioning decisions) and will report the progress of its work to Members by means of updates at future Area Board meetings as appropriate.
- The Group will use the air quality data from the current monitoring regime to provide an objective framework for monitoring and for guiding its actions and recommendations, focusing on those areas with greatest exceedance with regard to air quality objectives.
- The Group will focus activity within Devizes Community Area addressing the existing Air Quality Management Area and aligning with the Transport Strategy. However the Group accepts that this will not fetter activity elsewhere in the Board area if this achieves the overall objective of the Group.
- The Group will endeavour to work within and complement existing national and local policy frameworks such as the UK climate change strategy, Wiltshire Air Quality Strategy, Local Plan, Local Transport Plan, Devizes Neighbourhood Plan, Wiltshire Core Strategy, etc
- The Group will explore any funding opportunities and recommend any commissioning decisions to Members of the Area Board.
- In order to inform its action plan, the Group will assess the work already completed or on progress across the town and Community Area with regard to air quality and sustainable transport.

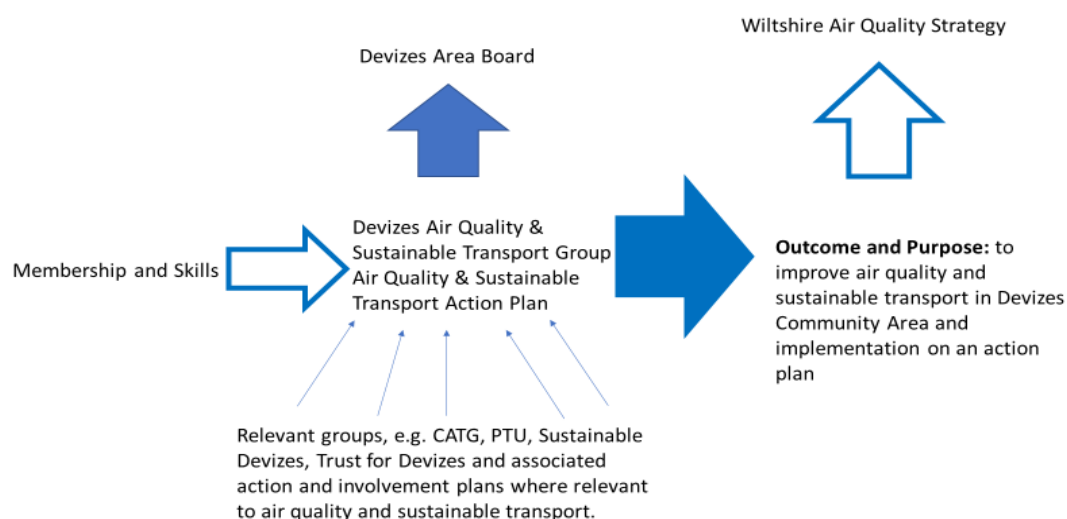
- The group will establish a dialogue with community groups to understand existing concerns or perceptions regarding air quality and to explore a means of dealing with those concerns.
- The group will link with other steering groups across the County with a view to sharing good practice with respect to air quality management.

Membership

Core membership:

- Area Board Wiltshire Councillor(s)
- Community representatives:
 - Local Highways and Footpaths Improvements Group
 - Devizes Town Council
 - Local Parish Councillors as appropriate
 - Trust for Devizes
 - Sustainable Devizes
- Representatives from the following Wiltshire Council Services as required:
 - Public Protection Services
 - Public Health
 - Transport Planning
 - Strategic Planning
 - Development Control
- Potential Co-optees
 - Local businesses, schools etc as appropriate

Operating model:



Frequency of meetings

Quarterly

Wiltshire Council

Devizes Area Board - LHFIG Project Tracker 17th April 2024

Financial Position

Budget Available **£ 43,033.54**
Allocation for 2024/25 **£ 31,968.00**

**Order values are subject to change*

Total number of "Live" projects	23
Number of "New" projects this month	2
Number of "In Progress" projects	16
Number of projects "Awaiting Slot"	0
Number of projects "Awaiting Update"	4
Number of projects to be removed	1
Number of projects recently "Completed"	11

**Not including merged projects*

Live projects by Town/Parish

**Not including merged or completed*

Devizes	7
Seend	3
Bulkington	2
Wedhampton	2
Worton	2
Bishops Cannings	1
Bromham	1
Great Cheverell	1
Market Lavington	1
Poulshot	1
Urchfont	1
West Lavington	1
Easterton	0
Little Cheverell	0
Marston	0
Rowde	0
Stert	0

Project Key

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

Wiltshire Council

Devizes Area Board - LHFIG Project Tracker 17th April 2024

Financial Position

Budget Available	£ 43,033.54
Allocation for 2024/25	£ 31,968.00

**Order values are subject to change*

Total number of "Live" projects	23
Number of "New" projects this month	2
Number of "In Progress" projects	16
Number of projects "Awaiting Slot"	0
Number of projects "Awaiting Update"	4
Number of projects to be removed	1
Number of projects recently "Completed"	11

**Not including merged projects*

Live projects by Town/Parish

**Not including merged or completed*

Devizes	7
Seend	3
Bulkington	2
Wedhampton	2
Worton	2
Bishops Cannings	1
Bromham	1
Great Cheverell	1
Market Lavington	1
Poulshot	1
Urchfont	1
West Lavington	1
Easterton	0
Little Cheverell	0
Marston	0
Rowde	0
Stert	0

Project Key

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

Previous Status	Project ID	Town / Parish	Project Title	Project Proposal	Most Recent Actions & Recommendations	New Status	Additional Detail & Comments
In Progress	6675	Bromham	Bromham A342 Speed Restriction (Priority No.03)	Bromham Parish Council would like to put in motion a speed restriction on the A342 from South of the Calne A3102 50/40mph speed restriction to the St Edith's Marsh 30 MPH restriction. This length of the A342 is now a 60MPH road with frequent occurring accidents which can be backed up by local police and a freedom of information request for the crash map information for accidents. This stretch of road starting at the Calne junction has the following: Farm Shop, Residential properties, Chittoe junction - poor visibility, The Audi Garage, Residential properties, The A3102 Melksham junction with Collins Veg. Shop - minor accidents happen here on a regular basis not always police recorded- V P Collins Vegetables at 81 Devizes Road can support this, ACCIDENT SPOT; Double bends, ACCIDENT SPOT; New Farm and Digester entrance to A J Butters Farm -between the double bends, Cross road junction to Highfield village centre and Roughmoor, Roughmoor 9 residential properties plus A J Butters main Farm access and Open Reach telecom building, ACCIDENT SPOT; Cross road junction to Yard lane and The Pound village centre, ACCIDENT SPOT; Hawkstreet junction. A speed restriction has been requested on two previous occasions but without response. Bromham Parish Council ask that this request is seriously considered by that appropriate team.	GR explained there is a wider speed assessment on the A3102 which could envelope the A342 and this task outside of LHFG, however, might be 2-3yrs away. DM suggested this project stays within LHFG to achieve a faster solution. Traffic Regulation Orders currently being drafted ahead of formal consultation, JM to advise when we have been given the dates for the advert period.	In Progress	Speed Limit Assessment discussed at Nov 19 Meeting. Bromham PC to consider and advise if the wish to proceed with requesting a speed limit assessment. GR sent further information to PC 17.12.19. Awaiting BPC response on whether to proceed & contribution. GR confirmed the speed limit review is underway and results will be available later. Once those are back and the assessment carried out, decisions on progressing any recommendations will need to be made. Speed Limit review has been completed. Information has been sent to the Parish Council (04/04). Review has made some BPC have responded and outlined they are not prepared to fund all of the recommendations made by the review. These are to implement 40mph south of Sandy Lane then 50mph to St Edith's Marsh. GR pointed out the need for clear start/stop locations for these changes not just based on parish boundaries. He confirmed the within Chippenham CA but did not recommend leaving out this section from any changes. DM recognised that the recommendation is to treat the whole road as per the report including Sandy Lane, not just the section within Bromham parish. RH will speak with neighbouring parish about contribution towards work. PW advised that just because one PC might wish to support and fund a project, does not mean that and the neighbouring PC refuses to offer financial support. BPC advised to work on a split of 2/5's / 1/3 with neighbouring Parish Council in email (Nov 23). Awaiting confirmation from BPC on funding commitment.
In Progress	06-20-21	Devizes	Devizes Request for 20mph Limit - Area 3 (Priority No.04)	Access through this residential area is often used as a rat run, as it bypasses traffic congestion in New Park Street leading to rat run mentality. Commercial Road from the junction at the Sainsbury Mini Roundabout to Rotherstone, the whole of Couch Lane, the whole of New Park Road and the whole of Victoria Road all have high concentrations of pedestrian and frequent parking manoeuvres, therefore a 20mph speed limit would be more appropriate for this area. We would call this Zone Three, 20mph speed limit. See attached plan. Further zones will be handled at the same time to save money (See rows below)	TRO's have been advertised. Small level of objection received (3no), majority in Support (16no). Cabinet Member report has now been approved - sign design and ordering ahead of implementation will now be progressed. Expected April/May 2024	In Progress	KN spoke about how Devizes TC had looked at assessing the whole town centre for 20mph and wanted to know that CATG was happy with this and GR is in the conversation. GR asked about a contribution. GR has spoken to Simon Fisher about this and recommended splitting the request into 4, hence the several requests here. KN asked if CATG is happy to put 75% of costs to the assessment for the entire area. KN is happy with this. KN confirmed the funding from the town council has been agreed. Draft report has been provided by consultants and will be issued ASAP. All locations will be eligible for 20mph. Delivery of 4 areas separately could cost £36,000 but combining all 4 at once could save £10,000. GR recommended actioning all 4 at once. KN wanted all 4 areas to be implemented and sensible to go with an economy of scale. DTC confirmed contribution of up to £12,000, circa 50% of the costs. PW thought it more sensible to do at once and make the saving. He agreed this was a large cost but it will have high impact on a large population and so was proportionate. GR has ensured whether the ADGIC on contribution. DM wanted to push this forward and welcomed KN's offer and proposed to work on all 4 areas together. Contribution from Devizes TC has been confirmed. Now needs to go to Devizes Area Board to be ratified. GR can continue work before this date.
NA	06-20-22	Devizes	Devizes - Request for 20mph Limit - Area 1	St Johns Street, the Highstreet, Market Place and Station Road are access to the town centre but are often used as a rat run, as it is shorter route to get through the town than preferred arterial route of New Park Street, which in turn leads to a rat run mentality. All these roads have high concentrations of pedestrian and frequent parking manoeuvres, therefore a 20mph speed limit would be more appropriate for this area. We would call this Zone One, 20mph speed limit. See attached plan	Handled as part of task 06-20-21 above	In Progress	
NA	06-20-23	Devizes	Devizes - Request for 20mph Limit - Area 2	The whole of Bridwell Street, the whole of Hare and Hounds Street, the whole of Sheep Street, the whole of Sidmouth Street, the whole of Maryport Street and the whole of Monday Market Street are either within the main shopping area of the town or are the feeder road into this area and as such all have high concentrations of pedestrian and frequent parking manoeuvres and therefore a 20mph speed limit would be more appropriate for this area. We would call this Zone Two, 20mph speed limit. See attached plan	Handled as part of task 06-20-21 above	In Progress	
NA	06-20-24	Devizes	Devizes - Request for 20mph Limit - Area 4	There has been a 20mph zone implemented for the Brickley Lane area for time, however Church Walk was missed off that scheme. It meets all the same criteria as Bickley Lane and is a feeder road into this wider scheme, therefore we believe it should have its speed limit reduced to 20mph. We would call this Zone Four, 20mph speed limit. See attached plan	Handled as part of task 06-20-21 above	In Progress	
Awaiting Update	06-22-30	Devizes	Devizes Bath Road - Dropped Kerb Request	At a recent meeting of the Town Council's Planning committee, it considered a request for a dropped kerb in Bath Road by the Marco Petrol filling station, following the submission of a Highway Improvement Request Form from a resident of Mayenne Place. Within the request, the applicant states the pavement outside the petrol station on the A361 had no dropped kerbs, so this is a serious problem for wheelchair users, especially because at this location there is no safe option to cross the road. The picture below shows the pavement in question. After considering the request, it was agreed there is an issue in the location that needs to be addressed and therefore the Town Council supports it.	DTC to confirm budget contribution and proposed location. This fits the LHFG and wider Council criteria and objectives. This scheme is in the programme for June 2024.	In Progress	GR advised a budget of £2,000 for installation of a pair of dropped kerbs. DTC to confirm contribution approval and rough plan/location description
Awaiting Update	06-22-34	Devizes	Devizes Downlands Rd Request for Dropped Kerbs	Dropped kerbs (pedestrian access). Due to my recent lack of mobility I am in need of dropped kerbs to be able to cross the road and its become apparent that there are none in Downlands road. I believe the council have a responsibility to provide safe access for all residents regardless of physical ability. Dropped kerbs installed at intervals around Downlands Road to enable freedom of movement.	A full proposal has been developed and forwarded to KN for consideration by DTC. Outline proposal circa £15,000 for all locations (rather than £2k as initially estimated). Awaiting DTC confirmation of £3,750 contribution (rather than £500 initially outlined)	Awaiting Update	GR advised a budget of £2,000 for installation of a pair of dropped kerbs. DTC to confirm contribution approval and rough plan/location description
In Progress	06-23-05	Devizes	Devizes Wick Lane / Pans Lane Waiting Restriction	Cars are frequently park near the roundabout at the junction of Wick Lane and Pans Lane. At this location, there is an informal crossing point leading to the rear pedestrian entrance to Wansdyke Primary School. Vehicles are often left right up to the crossing point which significantly reduces sight lines and increasing the risk of accident as primary school children and families cross the road to the school gates. Sometimes vehicles are left across the crossing point making a bad situation significantly worse. Parking restrictions at this location are required to improve road safety on the school journey, and for general road safety at the junction.	DTC to confirm whether they want an alternative position or to IW had not noticed this problem at weekends. The problem is specifically caused by school parents (as with most other school locations in the country). Drivers must not park next to roundabouts or across dropped kerbs. KN undertaking work on school travel plan with the school who should address the matter with their parents. Project to be removed from October Agenda. Project will be built into Devizes area TRO. IW and DM requested commitment from the school to help enforce the restrictions. GR to ensure waiting restrictions are sent to Simon Fisher at DTC This request was added into the town review, which is due to advertised in April/May 2024.	In Progress	

In Progress	06-22-32	Bulkington	Bulkington Chestnut Drive - Request for Dropped Kerbs	There are slightly dropped kerbs at the end of the road .However these are sometimes obstructed by parked cars. The shaped curbs that do exist are unsuitable for manual wheelchair users. This is the only ramped access to the church (when cars are parked on the road for a service). The slightly dropped kerb to the right of the entrance is facing directly into the street sign - "Chestnut Drive" which makes it very difficult for motorised wheelchair users to negotiate onto the pavement as there is insufficient "turning access". •Dropped kerbs at road height to be fitted at the end of Chestnut Drive. •These dropped kerbs should be indicated as ramp access so that cars are aware that they are disabled access routes. Parking restriction should be in place where there is ramp access •The street sign for Chestnut Drive should be relocated from the slightly dropped kerb	Order has been placed with contractor. Works require alterations to Utility apparatus (BT Chamber Cover). Milestone are seeking agreement from BT. GR confirmed his team remains in contact with PC over the delay. Traffic Management issues due to the narrow carriageway and shallow depth of underground services in the area to be lowered. Therefore a revised cost estimate is being prepared. GR to liaise with the PC. Revised costs communicated to Parish who have confirmed their wish to proceed... Chestnut Drive - £4,500 Parish contribution: £1,125 LHFIF allocation: £3,375 North Fields - £3500 Parish contribution: £875 LHFIF allocation: £2,625	In Progress	GR advised a budget of £2,000 for installation of a pair of dropped kerbs. PC to confirm contribution approval and rough plan/location description. DM suggested that this could be combined with other Bulkington dropped-kerb tasks to make efficient use of funds. GR suggested that they might all be delivered for £3,000.
New Project	06-22-33	Bulkington	Bulkington Northfields - Request for Dropped Kerbs	There are no dropped curbs so when walking or wheeling up the high street, you can't get up and down again from the pavements leaving into Northfields. The village has a lot of elderly, young children on scooters, parents with push chairs and wheelchair users. These areas make navigating their village very hard for them. Install a dropped kerb on both sides	PC to confirm budget contribution and proposed location. This fits the LHFIF and wider Council criteria and objectives on accessibility.	In Progress	Linked to task above
Awaiting Update	06-23-11	Poulshot	Broadway Lane Byway Improvement	Waterlogged byway called Broadway Lane, makes it very difficult for pedestrians and cyclists to navigate in certain places where there is no firm surface. Parish Council would like to investigate funding of an extension to the already under tracked part to encompass the entire length of The Broadway or at the very least be able to install a board walk over the areas that get waterlogged.	DM requested more detail on this proposal. What is being sought? Where? How many people will it impact? The group can then take a view. Email from PC on 23/01/24 includes photos but no data. DM has requested the PC undertakes some work to provide the group with an understanding of usage (pedestrian counts, village survey, Facebook poll etc). Task to stay on April agenda. The group suggested that Poulshot PC make contact with an engineer or ROW officer to review the area and potential solutions. This can be brought back to the group for discussion and rough. The project was not received via a Highways Improvement Request form and therefore no action or budget could be agreed.	Awaiting Update	
New Project	Seend	Seend Cleve	Parking restrictions Barge Bridge	A review of additional parking restrictions in the vicinity of the Barge Bridge, Seend Cleve (Requested 6th March 2024)	The group discussed the issue and problems with waiting restrictions and "residents only" parking. GR to take a look at the area and the group will discuss again at the next meeting when the form has been submitted.	New Project	
New Project	Seend	Sprout Lane, Seend	Residents parking	An investigation into the possibility of providing allocated Residential Parking, Spout Lane Seend (Requested 6th March 2024)	The project was not received via a Highways Improvement Request form and therefore no action or budget could be agreed. The group discussed the issue and problems with waiting restrictions and "residents only" parking. GR to take a look at the area and the group will discuss again at the next meeting when the form has been submitted.	New Project	
New Project	Seend	Seend	4 x SID posts and sockets	The installation of 4 sockets to support the new SID deployment as directed by the Speedwatch Police Liaison Officer.	The project was not received via a Highways Improvement Request form and therefore no action or budget could be agreed. The PC will send GR and JM locations for the SID sockets so they can be checked. The group will discuss again at the next meeting when the form has been submitted.	In Progress	
New Project	Worton	Worton	High Street	Addition/reinstatement of two crossings on the high street to allow pedestrians to safely navigate from one end of Worton to the other with a pavement which stops at various points each side of the road.	The group discussed the proposal and in principle it was supported. A raised crossing is unlikely to be supported due to the impact to vehicles and surrounding properties. JM and GR to work-up a plan of the crossing points for the next meeting (the PC to be sent it for comment before the meeting). The group will then discuss.	In Progress	
New Project	Worton	Worton	C20 - East of the High Street	This request is for a speed reduction on the C20 from 50mph to 40mph to the east of Worton High Street. The case for this traffic calming measure has been reinforced by the development at Sandlease where work has recently begun. You may recall that Wiltshire Council originally rejected this planning application on road safety grounds (inter-alia), but this was overturned on appeal.	RS made the point that the planning application for new properties at Sandlease received an objection from WC Highways due to safety concerns with the entrance sitting on the bend at the eastern end of the village. RS confirmed that WC refused the application but it was passed by the Planning Inspector at appeal. A review of speeds to either introduce a 40mph zone outside the 30mph limit, or moving the 30mph limit outwards, would be needed. GR stated that it was unlikely to recommend any change. DM confirmed that the survey could be commissioned on the understanding that the PC would pay 100% of the cost. If it came back with a suggested speed limit lowering LHFIF would pay 75% of the survey cost. This reflects the expert advice the group receives from GR and JM.	Awaiting Update	
New Project	Great Cheverell	Great Cheverell	Safety concerns outside the Primary Academy	Traffic and parking at drop-off and pick-up is a serious concern for the school. Since the beginning of term 2023/24 there have been five near misses involving speeding traffic through the crossing patrol.	GR introduced the "Taking Action on School Journeys" initiative which has greater funding than LHFIF. GR said that some of the proposals could be delivered by the fund. DM to ask Ruth Durrant to contact the school. PS asked that the parish council be included in the discussions. DM suggests project stays on April agenda to ensure suitable handover from LHFIF to TAoSI. Project has been handed over to the TAoSI group and will be	Remove	

New Project 06-22-39	Market Lavington	Market Lavington High St / Church St - Request for Pedestrian Improvements	<p>Market Lavington has grown over the years in a linear fashion placing more and more houses "outside" the village centre with a need for pedestrians to walk along the pavements to access amenities. In the past, these narrow pavements were less used because the bulk of residents lived "inside" the High Street/Church Street area, now the opposite is true. The pavements are extremely narrow at the edges of the village, which places pedestrians in danger of coming into contact with vehicles. Pedestrian flow is also significant going out of the village in each direction and importantly, the majority of this foot traffic is to either the primary or secondary school. This places even more vulnerable pedestrians close to passing traffic. For parents with pushchairs, the pavements east and west in and out of the centre of the village are impassable, meaning pedestrians are often forced into the road. Likewise, wheelchair or mobility scooter users must leave the pavement and move onto the road to share it with cars, vans, HGV's, buses, and large lorries in order to access shops, the schools or their home.</p> <p>The Parish Council have explored the widening of pavements away from the road, however, due to the presence of either listed buildings or walls within the curtilage of listed properties, this is not feasible. The only option is to widen the pavements into the road and reduce the carriageway to a single lane. We recognise there are issues with visibility at each end of the village which mean we risk cars stacking-up and becoming gridlocked if a chicane is introduced at either point. We can mitigate against this by installing traffic control signals to manage the stretches and ensure suitable traffic flow.</p>	<p>The group acknowledged the issue which impacts hundreds of residents. The lack of accessibility for wheelchair / mobility scooter users is a focus for WC.</p> <p>The cost of a substantive bid preparation project is likely to be £10,000-£15,000 which is 30-50% of the group's budget.</p> <p>DM has suggested that the group supports this bid. TR suggested that the AqAST fund might also contribute. DM to provide FD with dates and details of the upcoming AGAST meeting. MLPC to send a representative to pitch the project and try to secure additional funding.</p> <p>MLPC still seeking options to fund a substantive bid (CIL7). Task to remain on agenda.</p>	Awaiting Update	This is a vital project for our community and one that becomes even more important as our village continues to grow. Investment in these improvements will support future expansion of the village outside of the centre. In order to connect hundreds of residents living on the edge of the village with
In Progress 06-21-02	West Lavington	West Lavington Duck Street - Parking restrictions	<p>There have been ongoing parking issues in Duck Street and in particular around Dauntsey's Care Home for a period of time but has become more challenging over the last 6 months. The current inconsiderate parking extends to the end of Duck Street where it meets the main road and therefore at times visibility at the junction is compromised.</p> <p>Relationships between the home and residents has broken down in terms of communication and the impact being that there is inappropriate parking occurring regularly. The parish council receives complaints from residents and also local farmers who are unable to pass through the road to get to their fields. During April a nurse who came to visit the home had her car damaged whilst it was parked in Duck Street.</p>	<p>Public consultation complete - 15 Objections, 13 Support, 3 General Comments. GR confirmed this was standard level of response.</p> <p>Implementation in progress. 2 of 4 sites complete.</p>	In Progress	<p>The police have been advised and they have said that they need to see the inconsiderate parking when it is actually happening. Photographs have been sent but again the police advise that they need to be there at the time.</p> <p>A resolution needs to be found for visitors in Duck Street and particularly those visiting Dauntsey's care home and this would be for urgent and short-term parking.</p> <p>The Highway is for passage and repassage of vehicle. Parking on the highway is only tolerated in those scenarios where it does not cause an obstruction. Where an obstruction is caused, or vehicles are ignoring the guidance in the Highway Code (do not park within 10m of a junction) then responsibility lies with the Police. Discuss consistent (Daily)</p> <p>DM described how this creates an obstruction at Duck St, especially for emergency vehicles. He felt that double yellow lines here would help make enforcement easier. JF was happy with these discussions. She pointed out the situation had been getting worse and was of high concern in the village. GR pointed out that waiting restrictions are not normally for CATG to deal with but in these extreme circumstances CATG can take this on.</p> <p>DM described the situation at this parking bottleneck. He wanted to see some progress to be able to get a ballpark figure for cost. GR gave an estimate of approx. £5,000.</p> <p>JF reported the PC has consulted with residents and the care home. Only 1 is not supportive of yellow lines, but there are different views about the length - from just outside the care home to the entire length of Duck St. JF confirms the PC's contribution and is happy to work on deciding the length of lining. She asked if "prism available and GR confirms.</p>
In Progress 06-21-09	Bishops Cannings	Bishops Cannings Horton Road Speed Limit Reduction (Priority No. 07)	<p>The current speed limit between the Cannings Hill roundabout and a point just beyond Marlborough Close, is 50mph. Given the built-up nature of the road at this point, the parish council believes that the road should be restricted to 30mph.</p> <p>The 50-mph restriction in question is approximately 737 metres in length. Along this there are 24 streetlamps more or less evenly spaced, so there is an average of approximately 31 metres between them. s.82 Road Traffic Regulation Act 1984 defines a restricted road as one where "there is provided on it a system of street lighting furnished by means of lamps placed not more than 200 metres apart" and s.81 of the Act states "it shall not be lawful for a person to drive a motor vehicle on a restricted road at speeds exceeding 30-mph."</p>	<p>Draft proposals and Traffic regulations orders are in preparation. These will be forward for consultation in due course.</p> <p>Estimate TRO advert in January. Copies will be sent to the PC as a statutory Consultee.</p> <p>Formal public consultation has recently ended. There was one objection, two support and one requesting more. Therefore a Cabinet Report will be required.</p>	In Progress	<p>The Department of Transport guidance on setting local speed limits states that "the standard speed limit in urban areas is 30-mph" and that roads suitable for 40-mph are generally for urban areas where there is little development. 50-mph should only be used in exceptional circumstances - but this does include roads where the area.</p> <p>Although the housing along this length of the Horton Road is accessed via segregated junctions and not directly from the CIL, there are 76 houses at Ferozeshah Road, 175 houses at the Corn Croft Lane estate and there will be a total of 230 at Laywood. This generates a significant number of vehicle movements onto and off the pedestrian use of the Horton Road footway to access the bus stops and local shops.</p> <p>Currently the Corn Croft Lane estate has a 20mph limit and it is likely that the Laywood estate when adopted will also be restricted to 20mph. It is not considered desirable to have such a high differential speed limit between the principal feeder road and the subordinate housing estates.</p> <p>DM was happy to promote this scheme as a high priority. GR agreed and will be able to commission a consultant to look at this.</p> <p>Awaiting BCPC decision as to whether proceed.</p>
In Progress 06-22-19	Urchfont	Urchfont The Croft - Dropped Kerb	<p>The Croft has a population of largely elderly residents who have difficulty taking wheelbarrows to the Allotments because of their having to mount a kerb. Access is likewise especially hard for those with mobility scooters and others with prams or buggies.</p> <p>We request that a 'drop kerb' is put in place opposite to the path leading in to the allotments.</p>	<p>The PC has approved a budget contribution.</p> <p>Scheme has been added to 23/24 Programme - Awaiting resource</p> <p>Site has been assessed. PW explained the dropped kerb is to serve the allotments and can sit anywhere close to it. PM joined the meeting later and stated the same.</p> <p>Programmed for June 2024.</p>	In Progress	<p>GR gave estimate of £1,500. No one from Urchfont PC was present to confirm contribution. (Jul 22)</p> <p>Urchfont PC to confirm their contribution. Group noted that the PC had undertaken preparatory works already. (Oct 22)</p>
In Progress 06-21-16	Wedhampton	Wedhampton Hightstreet - Change to road layout	<p>Very poor visibility when exiting the High Street, Wedhampton from the south east junction with the A342, has resulted in a number of accidents both recently and over the longer term. Traffic travels along the A342 at high speeds, and the bend just north west of the junction obscures any view of oncoming traffic, which makes it an exceptionally dangerous junction, and it is only a matter of time before there is a fatality.</p> <p>I walk from Urchfont across to Wedhampton regularly, and have witnessed the aftermath of two accidents in the last two months.</p> <p>It has been suggested by Wiltshire Councillor Philip Whitehead, that the aforementioned junction should be entrance only into Wedhampton. This can be achieved with One Way signs at the entrance, and corresponding No Entry signs a short way before the junction.</p>	<p>Draft Proposal has been prepared and sent to Parish Council (via PW).</p> <p>Awaiting PC comments / approval of detailed plan before progression of the associated Traffic Regulation Order.</p> <p>PC have confirmed contribution £2,500 - TRO drafted, awaiting submission.</p> <p>The draft schedules and plans are with the TRO Team ahead of the public consultation stage. JM to advise when we have been given the dates for the advert period.</p>	In Progress	<p>It should be noted that the north west entrance at Greengate Road has far better visibility, and having spoken to some Wedhampton residents, including an Urchfont Parish Councillor who lives in Wedhampton, the village would be much in favour of such a change.</p> <p>DM asked if the PC had consulted with residents about the proposed changes. PW said they were doing it but was not aware of the result. He will check about this.</p> <p>* Following the meeting PW confirmed Urchfont PC has consulted with residents and they are in favour of making this change.</p> <p>The consultation has been carried out with residents and is in favour of the project.</p> <p>GR said how the budget would mostly be towards the traffic order and signage changes and would be £6-8,000. DM will contact the PC / Philip Whitehead for confirm the contribution.</p>
In Progress 06-22-14	Wedhampton	Wedhampton Request for 20mph Limit	<p>Residents have long complained about speeding through the village, and they request that the current speed limit is reduced from 30mph to 20mph. A recent Metro Count showed that 1.1% exceeded the speed limit on average. The average speed was 17.3mph and the 85th Percentile was 22.8mph.</p>	<p>Draft Proposal has been prepared and sent to Parish Council (via PW).</p> <p>Awaiting PC comments / approval of detailed plan before progression of the associated Traffic Regulation Order.</p> <p>PC have confirmed contribution £2,500. TRO drafted, awaiting submission.</p> <p>The draft schedules and plans are with the TRO Team ahead of the public consultation stage. JM to advise when we have been given</p>	In Progress	<p>This issue was discussed at the Urchfont Parish Council meeting on 13th December 2021.</p> <p>There was no one from Urchfont PC present to confirm a contribution (Apr 22)</p> <p>No one from Urchfont PC present. (Jul 22)</p> <p>Next step is a speed assessment at a cost of £2,500. PC to confirm contribution.</p>

Previous Status	Project ID	Town / Parish	Project Title	Project Proposal	Most Recent Actions & Recommendations	New Status	Additional Detail & Comments	First Meeting Date	Seq			
In Progress	6122	Lymington	Lymington Request for speed limit reduction (Priority No.01)	The speed limit or rather the lack of on the A342 road between Lymington and Start village entrance. When exiting the entrance of The Clock Inn Park the visibility is poor in both directions. Seeing that a lot of money has been spent on the work carried out in recent months on the renovation of the pathway between The Clock Inn Park and the entrance to Start village which means more of the people from The Clock Inn Park are using the pathway some of which have mobility scooters are finding it very difficult in crossing the road because of the speed of traffic which in some cases is in excess of the 50 mile per hour limit. In the last year there has been one accident of a car exiting The Clock Inn Park which in this case no one was hurt the police were not informed but both cars were written off. There are slow signs on the road and also illuminated 'slow down' signs before the 'V' bends and the entrance to Start village these do not seem to be effective.	This task has been completed and will be removed. It will not feature in the agenda for the next meeting. All works are complete and an invoice is to be raised.	Complete	Start PC has confirmed a contribution of £200 to the request. Miles have completed the Speed Limit Assessment has concluded that a 20mph restriction can be considered. Indicative cost £5,000 Bill advised that the contribution which Start PC agreed to make is £200 with £1,000 as listed within the budget. DM wanted to push through this project and was happy to accept this level of contribution from Start PC. GR was happy to go ahead with this level.	3				
In Progress	06-21-08	Worton	Worton SID Posts and Sockets	There is a large volume of traffic exceeding the speed limit driving through Worton. This is confirmed by the Community Speed Watch figures. In just 11 hours monitoring during April - May, they reported 67 motorists to the police for driving 30 mph and over; a further 225 were found to be driving at less than 30 mph but still breaking the speed limit. During May - June in just 12 hours, 79 motorists were reported to the police for driving 36 mph and over; a further 306 were found to be breaking the speed limit.	All works are complete and PC to be invoiced. Close and remove issue from next agenda.	Complete	GR referred to SID policy about frequently moving to new locations. CAYG can put in sockets for movable posts at approx. £500 per site. RS thought there were 4-5 sites in Worton and asked about what contribution is expected if the PC already buys the SID. DM felt this should be 25%. RS will confirm this funding with Worton PC. In progress. Site visit took place in June. Liaison on final site is still ongoing. Awaiting confirmation from PC. Once agreed, order to be issued to contractor.	27/07/21	10			
In Progress	06-22-02	Deves	Deves Roundway Park - Request for Street Lighting	Many of the homes in the residential area of Roundway Park and Gardens are occupied by has a significant number of older single people or older couples. Councillor Oliver has received requests from residents of 24 households seeking improvements to the level of street lighting in the area. Additional concern is that the pavement in the area is in relatively poor repair, and coupled with poor lighting, the chances of trips and falls is greatly increased. Increasingly, residents will not leave their houses during the hours of darkness as the fear coming home on foot from bus stops or walks may result in a fall.	All works are complete and an invoice is to be raised. Close and remove issue from next agenda.	Complete	Wiltshire Council's Traffic Engineer and the Streetlighting team indicates a total cost in the region of £3k to install two higher poles with better lights. Close and remove issue from next agenda.	01/02/22	14			
In Progress	06-22-04	Deves	Deves Openings / Southdown Centre - Request for direction signs	Deves Openings has moved to Southdown Centre, Victoria Road and, despite clear information on their website and on leaflets, many visitors find the premises difficult to find. Staff from agencies coming from other towns as well as the homebased and vulnerable people we serve, have commented on how difficult it is to find us. Pedestrians read informing that access is not via Southdown Home driveway but via the path that leads from London Road to the end of Victoria. Drivers need navigating that Southdown Centre is at the far end of Victoria Road because many think there is nothing beyond the circle of grass surrounded by trees.	All works are complete and an invoice is to be raised. Close and remove issue from next agenda.	Complete	Supported by Town Council. Response has been previously given outlining a solution is possible. Costs required to be £2,000. DTC's contribution to the scheme was confirmed. GR was happy to accept this project. Scheme has been added to programme for 2023. Works order has been placed with contractor and awaiting invoicing. All works are complete. Invoice to be raised. Close and remove issue.	12/04/22	15			
In Progress	06-21-13	Deves	Deves Eastleigh - Request for Bus Stop Clearway	The bus stop outside of 49 Eastleigh Road is often blocked by parked cars, particularly at peak times when the shop sign is open. Buses must pull up in alternate locations which causes issues for people with reduced mobility as the door does not then align with the paved surface designed for wheelchair users. There are no road markings to discourage drivers from parking here. The matter is further exacerbated given that the lamp standard supporting the bus stop signage has recently been replaced following a collision, and whilst the timetable notice has been replaced, the bus stop sign is missing therefore there is nothing at all to indicate to drivers that this is a bus stop. It has been an issue for some time; however, the Town Council is now being lobbied by wheelchair users who find accessing public transport at this location a significant challenge, thus adding additional difficulties to their mobility.	Work has been ordered and is with contractor. Awaiting amenable weather conditions. COMPLETE	COMPLETE	GR gave an approx. cost of £2,000 for marking the bay. He described that summer / winter is not good weather for long work and this will need to wait until Spring for any progress. Consultation has now been undertaken. One response was received, and the Town Council has resolved to pursue. Works order to be prepared. Due to the additional work promoted corporately to undertake road marking remains across the country, progress on this issued has been delayed due to staff be deployed on the corporate renewal project. Site has been looked at by an Engineer and comments as follows; Can see why some are confused by this arrangement. I would suggest we provide markings as per the sketch below: EN confirmed DTC has been discussing this project and will contribute towards it. He asked about changing the priority so that Green Lane traffic goes straight ahead. There was discussion about this versus access for Byron Way. GR advised making Green Lane right of way may bring about issues with speeding. There was discussion about new signage at the junction and refreshing the current work markings. GR confirmed that can be done by LHMFG. GR recommended installing both together with give way coming from Green Lane and the group agreed.	09/11/21	12			
In Progress	06-22-03	Deves	Deves Byron Lane / Green Lane - Request for Give Way Signs	Increased traffic from the football academy and inadequate Road signage on this junction is causing numerous near misses with cars driving straight out of the Green Lane academy and ignoring junction markings on the road. Give way signs need to be installed to reinforce the junction markings on the road	Scheme has been ordered - Awaiting contractor to implement. COMPLETE	COMPLETE	Site has been looked at by an Engineer and comments as follows; Can see why some are confused by this arrangement. I would suggest we provide markings as per the sketch below: EN confirmed DTC has been discussing this project and will contribute towards it. He asked about changing the priority so that Green Lane traffic goes straight ahead. There was discussion about this versus access for Byron Way. GR advised making Green Lane right of way may bring about issues with speeding. There was discussion about new signage at the junction and refreshing the current work markings. GR confirmed that can be done by LHMFG. GR recommended installing both together with give way coming from Green Lane and the group agreed.	01/02/22	16			
In Progress	06-21-11	Rowde	Rowde A342 - SID Infrastructure	The Parish Council would like to purchase a Speed Indicator Device (SID) for use on the A342. The Parish Council is looking for assistance from CAYG with the infrastructure to support a Speed Indicator Device: posts and sockets.	Works have been ordered with contractor and will be implemented by March 23. COMPLETE	COMPLETE	GR confirmed there had not been Metrocount data but that data would be available from their Community Speedwatch group. She asked if a Metrocount would be needed GR confirmed that the CSW group would have been set up following a Metrocount but if there were other locations in mind for the SID that did not have any data, then a Metrocount would be needed. DM asked if a new Metrocount is needed here? R replied that the Community Speedwatch (CSW) group has data for 3 locations but that a 4th location has had a new Metrocount requested. The PC is awaiting the data from that check. The required Metrocount data is in. R confirmed the PC's contribution. GR gave estimate of £500 per location or £2,000 overall. This would include a socket for each location and a pole that would move between locations. (Jul 22) The length of A361 between Seend & The Stocks is approximately 900m. Idealised minimum length for speed restriction is 600m Road was reviewed in 2010, and no significant change to environment since. Road is of High Quality, straight and good width, with occasional access. Any review of speed limit is unlikely to recommend alteration. Site Meeting planned for July has taken place. Seend PC to update. The Stocks & Bolland's H&B identified in July site visit as areas of concern. The Stocks (or C3k) prioritised by the PC over Bolland's H&B (orika C8k) and therefore PC needs to agree contribution to works.	09/11/21	18			
High Priority	06-22-07	Seend	Seend A361 - Request speed limit reduction	Speeding traffic both east and westbound, coupled with safety issues as drivers slow to turn into Seend Cleve junction and the risk of being rear ended by vehicles behind not slowing down enough. There is also a safety issue for pedestrians crossing to get to the bus stop on the other side of the road. There is a school bus stop and drop off each day, with children needing to cross this busy road. A metro count was taken in November 2021, the results of which have shown that there is a present issue of speeding both east and west bound. A copy is attached to this application. There is short section of the road, after you leave Seend High Street and past the Bell crossroads, where it increases from 30mph to 50mph for a couple hundred metres before it reduces to 30mph close to the Seend Cleve junction and continues at 50mph through the Baddams levels to just past Linton (before the Serrington roundabout). We believe the reduction to 50mph was introduced by a TRO in 2013. The 30mph was extended further down the A361 by a TRO in Nov 2018 as part of road safety improvements at the Bell crossroads. So it goes from 30 to 60 to 50mph in a fairly short length of road.	Complete - Remove issue	Complete	Site Meeting planned for July has taken place. Seend PC to update. The Stocks & Bolland's H&B identified in July site visit as areas of concern. The Stocks (or C3k) prioritised by the PC over Bolland's H&B (orika C8k) and therefore PC needs to agree contribution to works.	12/04/22	19			
High Priority	06-21-12	Bromham	Bromham New Road - Request for 30mph Repeaters signs	There is no 30Mph signage at the school end of New Road in Bromham. Some drivers get confused and mistake the road for a national speed limit. Several school children live along the road and walk to school unfortunately there is no pavement present, so they must walk on the road. One of the children that commute to school is also in a wheelchair and there have been multiple issues with cars travelling too fast.	Complete - Remove issue	Complete	GR confirmed this has support from the PC. Location has been reviewed and the signage / Street Lighting considered to be appropriate. It would be possible to provide some carriageway roundabout areas where signing exists to supplement the repeater signage. Estimated Cost £2,000. GR gave confirmation of Bromham PC's contribution to the scheme. The project can progress.	09/11/21	3			
Complete	06-22-24	Easterton	Easterton B3098 - Bus Stop Improvements	The bus stop outside Hainstead Farmhouse is located on a raised and rounded grassed stream bank. The height of the bank presents difficulty for anyone with special access requirements to negotiate safely, especially in wet weather. A construction of a dedicated alighting platform with an associated drop kerb. Or B) Move the bus stop to the other side of the junction with Kings Rd where the existing footway is eminently suitable and has been unofficially used by sympathetic bus drivers considerate for their passengers ability.	PC has confirmed location but needs to confirm budget contribution. PC contribution confirmed Scheme has been added to 23/24 Programme JB to send GR specific location details and photos. GR confirmed this has been allocated to a team member for completion.	Remove	Response from Passenger Transport - I think this is an eminently sensible idea, provided that the PC has discussed it with the owners of the houses outside where the stop will be and got their agreement. All that's needed is ask Area Highway 's to remove the existing bus stop signs and ban it to the lamp post. I however I cannot gain in that location then I would suggest putting a new pole for the bus stop sign somewhere on this paved area but the PC might want to talk to the owner of the bungalow first. Parish Council will feed back an identified locations: Discussion to be held as funding may be needed.	05/07/22	31			
In Progress	06-23-10	Market Lavington	Church Street / The Spring Request for SID Infrastructure	Speeding and speed awareness has long been an issue in and around Market Lavington, and is something that local residents feel very strongly about. There is a large volume of traffic exceeding the speed limit driving through Market Lavington. We now have an active team of Community SpeedWatch volunteers operating at different locations in the village. Back in 2020 the Parish Council purchased and installed a Speed Indicator Device (SID) which is currently sited on Spitt Hill, which has proved very effective as a practical and enable way of highlighting speeds of oncoming vehicles, and prompting drivers to adhere to the speed limit. The Parish Council would now like to have a SID at other locations in the village when speeding has been identified as an issue, starting with Church Street / The Spring, and then possibly considering other locations following receipt of Traffic Survey results requested. Could the Parish Council therefore please request permission to install at least one Speed Indicator Device at the end of Church Street, and at other possible locations to be confirmed with LHMFG. Would the LHMFG committee please fund the supply and installation of the N41 sockets / posts. The Parish Council understands that it may be required to make a contribution towards the cost.	Works complete - Remove from April agenda PC confirmed that CSW is in operation, site visit completed by GR and location for post and socket approved. PC confirmed MLPC contribution. Project moved to High Priority. Works complete - remove	Complete	GR described how this rate has now come into the remit of LHMFG as part of the increase in duties and budget. This will allow requests to be dealt with more timely and allows more local involvement. PC confirmed that CSW is in operation, site visit completed by GR and location for post and socket approved. PC confirmed MLPC contribution. Project moved to High Priority. Works complete - remove	Market Lav	The Lavington	10:24:00	3	
In Progress	NA	All Areas	Existing parking and walking restrictions - Review	Prior to the formation of LHMFG, previously Parking & Walking Restriction requests were processed centrally. Following Cabinet's approval for the formation of the groups, these requests will be at the discretion of the groups to prioritise.	Draft proposals have been prepared for the brown sites.	Complete	GR described how this rate has now come into the remit of LHMFG as part of the increase in duties and budget. This will allow requests to be dealt with more timely and allows more local involvement.	NA	1	All Areas	10:00:00	3

Item	Code	Description	Unit	Quantity	Price	Total
1	101	...	...	...	...	...
2	102	...	...	...	...	...
3	103	...	...	...	...	...
4	104	...	...	...	...	...
5	105	...	...	...	...	...
6	106	...	...	...	...	...
7	107	...	...	...	...	...
8	108	...	...	...	...	...
9	109	...	...	...	...	...
10	110	...	...	...	...	...
11	111	...	...	...	...	...
12	112	...	...	...	...	...
13	113	...	...	...	...	...
14	114	...	...	...	...	...
15	115	...	...	...	...	...
16	116	...	...	...	...	...
17	117	...	...	...	...	...
18	118	...	...	...	...	...
19	119	...	...	...	...	...
20	120	...	...	...	...	...
21	121	...	...	...	...	...
22	122	...	...	...	...	...
23	123	...	...	...	...	...
24	124	...	...	...	...	...
25	125	...	...	...	...	...
26	126	...	...	...	...	...
27	127	...	...	...	...	...
28	128	...	...	...	...	...
29	129	...	...	...	...	...
30	130	...	...	...	...	...
31	131	...	...	...	...	...
32	132	...	...	...	...	...
33	133	...	...	...	...	...
34	134	...	...	...	...	...
35	135	...	...	...	...	...
36	136	...	...	...	...	...
37	137	...	...	...	...	...
38	138	...	...	...	...	...
39	139	...	...	...	...	...
40	140	...	...	...	...	...
41	141	...	...	...	...	...
42	142	...	...	...	...	...
43	143	...	...	...	...	...
44	144	...	...	...	...	...
45	145	...	...	...	...	...
46	146	...	...	...	...	...
47	147	...	...	...	...	...
48	148	...	...	...	...	...
49	149	...	...	...	...	...
50	150	...	...	...	...	...
51	151	...	...	...	...	...
52	152	...	...	...	...	...
53	153	...	...	...	...	...
54	154	...	...	...	...	...
55	155	...	...	...	...	...
56	156	...	...	...	...	...
57	157	...	...	...	...	...
58	158	...	...	...	...	...
59	159	...	...	...	...	...
60	160	...	...	...	...	...
61	161	...	...	...	...	...
62	162	...	...	...	...	...
63	163	...	...	...	...	...
64	164	...	...	...	...	...
65	165	...	...	...	...	...
66	166	...	...	...	...	...
67	167	...	...	...	...	...
68	168	...	...	...	...	...
69	169	...	...	...	...	...
70	170	...	...	...	...	...
71	171	...	...	...	...	...
72	172	...	...	...	...	...
73	173	...	...	...	...	...
74	174	...	...	...	...	...
75	175	...	...	...	...	...
76	176	...	...	...	...	...
77	177	...	...	...	...	...
78	178	...	...	...	...	...
79	179	...	...	...	...	...
80	180	...	...	...	...	...
81	181	...	...	...	...	...
82	182	...	...	...	...	...
83	183	...	...	...	...	...
84	184	...	...	...	...	...
85	185	...	...	...	...	...
86	186	...	...	...	...	...
87	187	...	...	...	...	...
88	188	...	...	...	...	...
89	189	...	...	...	...	...
90	190	...	...	...	...	...
91	191	...	...	...	...	...
92	192	...	...	...	...	...
93	193	...	...	...	...	...
94	194	...	...	...	...	...
95	195	...	...	...	...	...
96	196	...	...	...	...	...
97	197	...	...	...	...	...
98	198	...	...	...	...	...
99	199	...	...	...	...	...
100	200	...	...	...	...	...

Item	Description	Value	Unit
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100

Ward	Town / Parish	Time Slot
All Areas	All Areas	10:00:00
Bromham, Rowde & Roundway	Bromham	10:05:00
Devizes	Devizes	10:11:00
Devizes Rural West	Bulkington	10:38:00
Devizes Rural West	Poulshot	10:41:00
Devizes Rural West	Seend	10:46:00
Devizes Rural West	Worton	10:57:00
The Lavingtons	Easterton	11:02:00
The Lavingtons	Market Lavington	11:05:00
The Lavingtons	West Lavington	11:08:00
Urchfont & The Cannings	Bishops Cannings	11:16:00
Urchfont & The Cannings	Urchfont	11:19:00
Urchfont & The Cannings	Wedhampton	11:22:00

Devizes Area Grant Report

Purpose of the Report

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

Area Board Current Financial Position

	Community Area Grants	Youth Grants	Older and Vulnerable People Grants
Opening Balance For 2024/25	£ 25,869.00	£ 22,320.00	£ 7,700.00
Awarded To Date	£ 0.00	£ 0.00	£ 0.00
Current Balance	£ 25,869.00	£ 22,320.00	£ 7,700.00
Balance if all grants are agreed based on recommendations	£ 17,670.59	£ 8,769.35	£ 7,700.00

Grant Funding Application Summary

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
ABG1755	Community Area Grant	Mid Wiltshire Ramblers	Mid Wiltshire Ramblers Path Maintenance Group Purchase of Brush cutter	£429.60	£169.60

Project Summary:

We set up a Path Maintenance Group last year and have carried out vegetation clearances on rights of way, in this area. We have purchased hand tools and safety equipment for these tasks. As with other groups, we now wish to buy a battery operated brush cutter, which is like a grass strimmer, but more robust. We also need an additional battery, so that we can cover a larger area, to be cut. Other Ramblers groups favour battery operated tools as they are much safer than petrol driven tools. The purchase of this tool will allow us to carry out more clearances, quickly and efficiently. Our aim is to keep rights of way clear, so that people have easy access to the countryside. I am applying for this grant as I am the Treasurer of the group and also leader of the Path Maintenance Group.

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
ABG1810	Community Area Grant	The Mind Tree Cafe CIC	The Mind Tree wellbeing hub start up work and making the building and environment safe and secure	£6057.63	£3028.81

Project Summary:

The overall project is to provide a community space and well-being centre in Rowde on the site of a disused day care centre , workshop and Orchard at Furlong Close. We will eventually have a community café, community shop, studio space for hire, different types of therapies, arts and crafts, meditation, physical activities to include yoga and exercise classes, horticultural activities and a low cost counselling service. Phase 1 is the low cost counselling service which will open on 3rd June 2024. We will support individuals by providing affordable low cost counselling. Clients can either self refer or be signposted via local GP surgeries, which is how charities like Wiltshire Mind access clients. We will provide placement and additional training opportunities for counselling students needing to complete counselling hours as part of their qualification. We also have experienced volunteers to support more complex cases. Although most of the therapy rooms are ready for use we have an issue with site security. As the site was once all part of the supported living bungalows there is a master key which allows the care company and it's workers access to our building. As we will have valuable equipment and confidential records it is vital we change the locks. We also need shelving for our rooms, we already have some from KFR but need additional which fits the areas. Our main toilets have an issue with leaky cisterns, we can access a plumber free of charge but need to supply the parts, we are also missing a baby changing unit, we need to be inclusive. We are also in need of a carpet for one of the counselling rooms, the others were donated. In order to deliver health and wellbeing workshops for the community and for student and volunteer training we require some audio visual equipment, we have spoken to county hall IT department and one of it's trainers to work out what would be cost effective and efficient - we need a large tv or monitor mounted on a heavy duty trolley to be able to move into different rooms for maximum usage. Most of our paint to date has been donated but some of the larger classrooms that we are decorating next need a huge amount of the same colour paint. We have chosen white as it's the most efficient, it can be used everywhere, less wastage. Lastly we need to access a first aid at work training course, this is a 2 day course and would ensure we are considering health and safety. Lisa Newton has been on a course but it would be sensible for Lisa Gurr to access a course. We can then ensure that someone who has this qualification is on site at all times.

ABG1811	Community Area Grant	Wiltshire Museum	Discover Devizes at the Assize Court	£33500.00	£5000.00
-------------------------	----------------------	------------------	--------------------------------------	-----------	----------

Project Summary:

Our Project will create a vibrant, inclusive community and tourist destination at the heart of Wiltshire, bringing life back to the derelict Grade II* Devizes Assize Court and building a sustainable new home for the internationally significant Wiltshire Museum. We are reaching out to a wide range of audiences, and working with them to develop the revitalised building as a lively and welcoming place where world class collections and unique local stories empower and connect people, inspiring curiosity, creativity, and wellbeing. We are seeking funding for the development of the interpretation strategy and exhibition design for the 'Discover Devizes' Gallery in the new building. The plans are being developed by Imagemakers - a specialist design company - and are based on consultation with many members of our community.

ABG1732	Youth Grant	2397 Devizes RAF squadron	Archery Skills Project	£1281.30	£640.65
-------------------------	-------------	---------------------------	------------------------	----------	---------

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
<p>Project Summary: We would like a grant to help us set up Archery skills for our cadets. We need to purchase the equipment to facilitate this new skill and train up three of our staff to teach the cadets. This skill will teach our cadets how to focus and keep their attention on the goal, despite other distractions happening, a vital skill when flying aircraft and working in the military. This skill will also enhance our cadets aerobic endurance, balance and coordination, motivation and self-confidence. We would provide the funding to train up the staff to teach Archery but we would like you to match fund us to help us buy the equipment.</p>					
ABG1754	Youth Grant	West Lavington Youth Club	West Lavington Youth Club SEN Inclusiveness	£4680.00	£2340.00
<p>Project Summary: We have many young people who attend that are diagnosed with a range of SEN (Special Educational Needs) especially autism. Many of these young people need extra support to be able to participate in the group and therefore we attempt to provide 1-1 when needed for particular individuals. These individuals attend specialist schools sometimes further away such as two of our members living in West Lavington attend Springfields in Calne which is fully dedicated to working with young people with Autism. These young people do not attend any other clubs and only come to West Lavington Youth Club due to staff having a really good understanding of different SEN through personal experience as well as training. I also think it is really important for young people without SEN who attend to get to know and have a good understanding of different young people with Special Needs. This is so that in other parts of their life they can show understanding and compassion towards individuals who show particular behaviours or traits similar to what they have experienced within Youth Club. Several of these young people with SEN travel from Devizes each week. In order to support them attending and keep all young people safe we need to have an extra staff member to provide 1-1 support when needed. We the "Ruth Tate" policy in place since 2016 which stipulates we must put money aside to make sure we stay inclusive of all needs. I have added this policy separately to the upload folder section.</p>					
ABG1780	Youth Grant	Market Lavington Parish Council	Exercise and Fitness equipment	£12762.96	£5000.00
<p>Project Summary: The Parish Council would please like your support to help fund some stimulating and challenging exercise and fitness equipment suitable for young people. In particular, We recognise the effects of COVID19, and how important facilities such as this are to help support both the physical and mental well-being of the younger members of our community. We expect that the new equipment, which is designed to be accessible from 14 years, and can accommodate up to 9 users, including wheelchair users, will provide a focal point for the young people to meet and socialise, as they enjoy using the equipment. As a rural parish, there are few facilities in the village, and the Parish Council is passionate about striving to ensure that we meet the needs of the community.</p>					
ABG1805	Youth Grant	Wiltshire Youth for Christ	Summer holidays pop up week on The Green Devizes	£1140.00	£570.00
<p>Project Summary: We will be setting up our youth pop up café on The Green, Devizes for the week 5-9 August 2024. This will provide a range of diversionary activities for young people during the school holidays. Activities will include board games, console games, football, badminton / volley ball and, hopefully, a climbing wall for some of the days. We will provide soft drinks and snacks free of charge.</p>					
ABG1816	Youth Grant	Devizes Outdoor Celebratory Arts	Youth Event Activities YEA Devizes	£21086.00	£5000.00

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
<p>Project Summary: We will engage with local young people to involve them in YEA Devizes, a Youth Event Activities program, two key aspects of which are 'Selfievaluation' , a film, media and evaluation project, and a Junk Orchestra club. They will be able to take part in a number of ways; making music, creating film and media content, carrying out research, and developing new methods of evaluation to understand how they view themselves, their community and our events . This will help them positively and visibly engage with the local community while developing their own prospects both locally and in the arts and events industry with demonstrable achievements.</p>					

Background

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

Main Considerations

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

Safeguarding Implications

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

Public Health Implications

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

Environmental & Climate Change Implications

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

Financial Implications

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

Legal Implications

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

Workforce Implications

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

Equalities Implications

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

Proposals

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

Report Author

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

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

