

AGENDA

Meeting: Devizes Area Board
Place: Needham House, Victoria Road, Devizes, SN10 1FA
Date: Monday 20 June 2022
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 Tara Shannon Senior Democratic Services Officer, direct line 01225 718352 or email tara.shannon@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 Kelvin Nash, Devizes East (Chairman)
Cllr Iain Wallis, Devizes North (Vice-Chair)
Cllr Simon Jacobs, Devizes South
Cllr Laura Mayes, Bromham, Rowde and Roundway
Cllr Dominic Muns, The Lavingtons
Cllr Tamara Reay, Devizes Rural West
Cllr Philip Whitehead, Urchfont and Bishop Cannings

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Parking

There is limited parking in front of Needham House and some limited on street parking nearby. Within a short walk is the Morrisons car park or other [Devizes car parks](#).

Public Participation

Please see the agenda list on following pages for details of deadlines for submission of questions and statements for this 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](#).

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

	Time
<p>1 Election of Chair 2022/23 <i>(Pages 1 - 2)</i></p> <p>To elect the Chairman for the year 2022/23.</p>	6.30pm
<p>2 Election of Vice-Chair 2022/23</p> <p>To elect a Vice-Chairman for the year 2022/23.</p>	
<p>3 Welcome</p> <p>To welcome those present to the meeting.</p>	6.35pm
<p>4 Apologies for Absence</p> <p>To receive any apologies for absence.</p>	
<p>5 Minutes <i>(Pages 3 - 12)</i></p> <p>To approve and sign as a correct record the minutes of the meeting held on 7 March 2022.</p>	
<p>6 Declarations of Interest</p> <p>To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.</p>	
<p>7 Chairman's Announcements <i>(Pages 13 - 18)</i></p> <p>To receive the following announcements through the Chairman:</p> <ul style="list-style-type: none"> • Solar Together Wiltshire Collective Buying scheme for solar PV panels. • Recruitment of hackney carriage and private hire drivers. 	6.40pm
<p>8 Partner Updates <i>(Pages 19 - 32)</i></p> <p>To receive updates from the following partners:</p> <ul style="list-style-type: none"> • Dorset and Wiltshire Fire and Rescue Service • Wiltshire Police • Healthwatch Wiltshire • Clinical Commissioning Group, including Devizes Health Centre update • Schools updates • Town and Parish Councils • Devizes Indies • Sustainable Devizes • Devizes Opendoors 	6.45pm

9	Area Board Update	7.00pm
	To receive an update on the area board review which has taken place and changes to area boards which are being implemented as a result, for example new grant funding criteria.	
10	Devizes Area Board Priorities and Projects (<i>Pages 33 - 44</i>)	7.10pm
	To receive any updates and review the priorities for 2022/23.	
11	Appointments to Outside Bodies and Working Groups (<i>Pages 45 - 54</i>)	7.20pm
	To consider the Area Board representatives to Outside Bodies and Memberships of Working Groups as detailed in the attached reports.	
12	Queens Baton Relay (<i>Pages 55 - 56</i>)	7.25pm
	Details regarding the Queen's Baton Relay for the Commonwealth Games, which are taking place in Birmingham this summer, will be coming through Devizes on 5th July and then making its way down the K&A canal.	
13	Wiltshire Museum, Eric Ravilious exhibition and update on Assize Court	7.30pm
	To receive an update from David Dawson of the Wiltshire Museum on their Eric Ravilious exhibition and on the Devizes Assize Court project.	
14	Open Floor	7.35pm
	Residents are invited to ask questions of their local councillors.	
15	Community Area Transport Group (CATG) / Local Highways and Footpaths Improvements Group (LHFIG) (<i>Pages 57 - 82</i>)	7.40pm
	Changes to Community Area Transport Groups (CATG) into Local Highways and Footpath Improvement Groups (LHFIG)	
	To consider the update and any recommendations arising from the LHFIG.	
16	Air Quality and Sustainable Transport (<i>Pages 83 - 88</i>)	8.00pm
	To receive any updates and consider any recommendations from the Devizes Air Quality and Sustainable Transport Group.	
17	Youth updates	8.10pm
	To receive any update on youth work in the area and consider the following applications for youth grant funding:	

- Devizes Budo Club, £2,500 towards re-booting the club, up-skilling coaches and training younger members.

To note the following youth grant already awarded under delegated authority of the Community Engagement Manager:

- Bishops Cannings Jubilee Committee, £500 towards The Bishops Cannings Jubilee Celebration.

Grant report with full details can be seen under agenda item 19.

18 **Health and Wellbeing Group / Older People** *(Pages 89 - 90)* **8.20pm**

To receive updates on the Devizes Health and Wellbeing Group and the Devizes Men's Shed.

To consider the following application for Older and Vulnerable Adults Funding:

- Carer Support Wiltshire, £2,457.50 towards the creation of a new Bereavement Help Point in Devizes.

To note the following applications already awarded under the delegated authority of the Community Engagement Manager:

- Bromham Parish Council, £500, towards the Platinum Jubilee Bromham Senior Citizens lunch.
- Devizes Rotary, £500, towards the Devizes Trolley Olympics 2022.

Grant report with full details under agenda item 19.

19 **Area Board Funding** *(Pages 91 - 96)* **8.35pm**

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

- Seend Lye Recreation Field, £5,000 towards their Carbon Challenge 2023.
- Devizes Bowmen Archery Club, £4,000 towards provision of hard standing in waterlogged ground at Green Lane for Devizes Bowmen Archery Club.
- Kennet and Avon Canal Trust Enterprise Limited, £5,000 towards MV Kenavon Ventrue full boat superstructure exterior repairs.
- Worton and Cheverell Youth Football Club, £1,449.50 towards Worton and Cheverell Youth FC additional goals for football training.
- Devizes Opendoors, £1,197 towards new secure front doors.

For information, please note the deadline dates for grants, prior to each Devizes Area Board meeting:

- Monday 8th August 2022
- Monday 7th November 2022
- Monday 6th February 2023

20 **Urgent items**

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

21 **Close**

The next ordinary meeting of the Area Board will be held on 5 September 2022.

8.40pm

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

4.9 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 councillors 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.

4.9.1 The Democratic Services representative will call for nominations for the position of chairman of the area board. A councillor's nomination must be seconded to be valid. A councillor shall not be nominated in his/her absence without their written consent.

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

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

4.9.4 In the case of an equality of votes for the two candidates, the Democratic Services representative shall draw lots to determine the winner of the election and then declare the result.

4.9.5 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 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.

4.9.6 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.

4.9.7 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: Nursteed Community Centre, Nursteed Rd, Devizes SN10 3AF
Date: 7 March 2022
Start Time: 6.30 pm
Finish Time: 8.45 pm

Please direct any enquiries on these minutes to:

Tara Shannon Senior Democratic Services Officer, (Tel): 01225 718352 or (e-mail) tara.shannon@wiltshire.gov.uk

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

In Attendance:

Wiltshire Councillors

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

Wiltshire Council Officers

Dominic Argar (Assistant Multimedia Technician)
Andre Jack (Community Engagement Manager)
Tara Shannon (Senior Democratic Services Officer)

Town and Parish Councillors

Devizes Town Council
Easterton Parish Council
Erlestoke Parish Council
Market Lavington Parish Council
Marston Parish Council
Potterne Parish Council
Rowde Parish Council
Seend parish Council

Partners

Wiltshire Police
Wiltshire Fire and Rescue Service

Total in attendance: 40

<u>Minute No..</u>	<u>Summary of Issues Discussed and Decision</u>
56	<p><u>Welcome</u></p> <p>The Chairman welcomed everyone to the meeting and invited Members to introduce themselves.</p>
57	<p><u>Apologies for Absence</u></p> <p>All Members were present, however the following regular attendees sent apologies:</p> <ul style="list-style-type: none"> • Worton Parish Council • Mark Lascelles (Headmaster at Dauntesy's) • Simon Fisher (Clerk, Devizes Town Council) • Devizes Indies • Georgina Keily Theobald (Headteacher, Downlands) • Cllr Julia Ford (West Lavington Parish Council) • Ralph Plummer (Headteacher, Lavington School) • Cllr Judy Rose, Devizes Town Council
58	<p><u>Minutes</u></p> <p>The minutes of the last meeting were presented for consideration and it was,</p> <p>Resolved</p> <p>To approve and sign as a correct record the minutes of the meeting held on 6 December 2021.</p>
59	<p><u>Declarations of Interest</u></p> <p>The Chairman declared a pecuniary interest in agenda item 11, specifically the grant application from DOCA as he was Chair of DOCA. He therefore declared that he would not take part in the debate or vote on that grant application.</p>
60	<p><u>Chairman's Announcements</u></p> <p>The Chairman referred the meeting to the written updates in the agenda pack. In addition, the Chairman made the following announcement:</p> <ul style="list-style-type: none"> • Ukraine The Chairman stated that everyone's thoughts were with those in the Ukraine following the country's invasion by Russia. The Chairman passed thanks to all those locally who were doing what they could to provide support.

	<p>Cllr Wallis gave an update on behalf of the Rotary club who had held a collection for the Ukraine and had raised approximately £3,800 and were hoping to raise more.</p>
61	<p><u>Partner Updates</u></p> <p>In addition to the written partner updates in the agenda pack the following verbal updates were given:</p> <ul style="list-style-type: none"> <p>• Dorset and Wiltshire Fire and Rescue Service (DWFRS) David Geddes of the DWFRS gave an update to the meeting stating that the continuing with Community Safety plans which included prevention activities and proactive safe and well visits. The service was being inspected by the HM Inspectorate of Fire and Police, in the last inspection they received a rating of ‘very good’ and hoped to get the same or improve. Regarding recruitment, there as a really good core on call team at Devizes, however some staff were looking to retrain or move on so the service was looking to recruit more staff. The representative requested that people should let them know of any local events that the community wanted them to attend. A reminder was given on the importance of having smoke alarms installed and to ensure that they were working. In a recent fire a lives were saved by their smoke alarm going off. Devizes fire station had recieved 73 call outs in the last period.</p> <p>• Wiltshire Police Inspector Allen Lumley gave an update to the meeting and highlighted points from his report in the agenda. There were no performance concerns, and there had been a 1.25% reduction in vehicle crime and a reduction in burglaries. Hate crime figures were now being reported and numbers were fairly low. There had been an uplift in shoplifting, mainly due to a prolific offender. The police we relooking at Anti-Social Behaviour in the area, which was a complicated issue which to tackle involved a multi-agency approach. The recent storms had taken a toll on residents with some 620 incidents logged in Wiltshire.</p> <p>• Sustainable Devizes Graham Martin representing the sustainability working group highlighted a recent survey which had identified the top 3 community priorities as reducing waste, biodiversity and reducing traffic and improving active traffic infrastructure. The Local Cycling and Walking Infrastructure Plan (LCWIP) was going through the government process to identify cycling and walking routes, the group wanted it to include the Devizes Gateway and the villages and were keen to consult with the public regarding this. A biodiversity group had been set up which incorporated several other</p>

	<p>groups, the aim was to develop a biodiversity policy and to optimise and harmonise efforts. A Plastic Free Devizes group was also being started which was looking to work with Devizes Indies to reduce plastic use. On Saturday 11 June a Sustainability Day was being held to help consult on the LCWIP and showcase sustainability efforts within the town.</p> <ul style="list-style-type: none"> Devizes Opendoors Noel Woolrych of Devizes Opendoors gave an update on their work. They did not close during the pandemic but provided food that people could takeaway. They had moved to the Southbroom Centre at the end of Victoria Road and were now open 4 days a week (closed on Tuesdays) offering cooked meals which were produced from surplus food provided by local supermarkets. There was a new administrator and co-ordinator and a new storeroom where they could keep surplus equipment. The group were really pleased at now being able to deliver what they set out to do and provide support to homeless people and vulnerable adults. A lot of support and help had been received from the community and St James's Church, Lloyds bank had also provided some funds.
62	<p><u>Open Floor</u></p> <p>Residents were given the opportunity to ask questions of the Area Board.</p> <p>Noel Woolrych as the Devizes CCTV manager, asked about a meeting which had been held with the Police and Crime Commissioner regarding some pilot funding to youth services and whether there were any more details available.</p> <p>Cllr Dominic Muns explained that a meeting had taken place, but the project was still in the early stages, it was hoped that a holistic approach could be taken to youth services, which would work for all of Wiltshire and could be piloted in Devizes. They were looking at involving the police, community groups and Wiltshire Council and were also looking at sources of funding. Wiltshire Council was involved but was just one stakeholder in the project. More meetings were planned regarding the project.</p> <p>In response to various questions and comments regarding road maintenance, pot holes, drains, road markings and road cleanliness, Members explained that the best course of action was to report online or via the MyWilts app and to record the case number. If no action was taken you could then report that case number to your local Councillor to follow up on. Funding had been increased for highways maintenance and white line painting in recent years. It was also stated that in order to be more efficient the Council would often bundle white line work in one area together, it also had to take place when it was not cold and wet.</p> <p>In response to comments that sometimes a case would be marked as complete when no action was taken, the advice was also to forward this on to your local Councillor so that they could get a full explanation.</p>

	<p>Members also highlighted that all major planned highways maintenance was published online at https://www.wiltshire.gov.uk/highways-asset-management and that an interactive map of planned works was available at https://www.wiltshire.gov.uk/highways-road-closures.</p>
63	<p><u>Family and Community Learning</u></p> <p>At the Chairman’s invitation, Leanne Harris of the Wiltshire Council Family and Community Learning Team gave a presentation to the meeting.</p> <p>The team of twelve was based within the Council: Employment and Skills, part of the Education and Skills team. They receive funding from the Education and Skills Funding Agency and were subject to OFSTED inspections. Family and Community Learning offered learning opportunities designed to help people of different ages and backgrounds to:</p> <ul style="list-style-type: none"> • Gain a new skill • Reconnect with learning • Prepare to progress to formal courses • Learn how to support their children better • Gain skills to access volunteering and employment <p>The team offered opportunities to widen community participation by supporting progression relevant to personal circumstances, including:</p> <ul style="list-style-type: none"> • improving digital skills, improving confidence and a willingness to engage in learning • building on skills: preparing people for training, employment or self-employment • financial literacy and/or communication skills • offering support to parents/carers so they are better equipped to support and encourage their children’s learning • improved/maintained health and/or social well-being. <p>The team worked with partners to identify potential learners skills and knowledge requirements and created courses to meet the needs of learners (and their families). They ensured a learner centred learning experience, offering a safe and robust Learning Journey with progression routes. The course content was aligned to address economic skills gaps. The team offered a virtual learning environment to deliver courses online and provided opportunities for face to face learning in collaboration with partners.</p> <p>The courses are funded by the Education and Skills Funding Agency. The criteria to access provision was that potential learners:</p> <ul style="list-style-type: none"> • Must be +19 by 31.8 2021 and resident of UK/EU for 3+ years • Have less than 5 GCSEs grades A-C • Have a child with SEN/EHCP

	<ul style="list-style-type: none"> • Are in receipt of benefits/unemployed • And/or belong to a military family • Are an asylum seeker <p>The team were happy to share a conversation with people who might be struggling with specific issues i.e.: poor mental health issues/family breakdown that provides a rationale for them to join.</p> <p>Further information could be found at: https://workwiltshire.co.uk/family-learning/.</p>
64	<p><u>Devizes Area Board Priorities and Projects</u></p> <p>Andrew Jack, Community Engagement Manager (CEM), gave an update on the Devizes Area Board priorities. It was explained that these came out of the Community Status Report which came to the Board in 2021. The report looked at where the Devizes Area was below Wiltshire averages, work that was currently underway and where the Area Board could help influence progress. From this the Board identified 5 priority areas and each of these was divided into themes and sub-themes. The 5 themes were:</p> <ul style="list-style-type: none"> • Climate Change / Environment • Children and Young People • Older People • Local Economy • Community Safety <p>The CEM talked through these priorities, the sub-themes and actions being taken. These priorities, themes and actions were also published on page 43 of the agenda.</p> <p>The Charman stated that the work of the Area Board was not just the quarterly meeting but that there was a lot of work going on behind the scenes. A possibility was that the Board would theme the meetings in line with priorities so that they could focus on them one at a time. The meetings could be located in places appropriate to the themes.</p> <p>The CEM highlighted that this was the end of the first 12 months of the new Area Board model where there were 4 business meetings a year with various engagement events in between. He was interested to hear how people felt and what they wanted the Board to do and encouraged them to make contact: Andrew.jack@wiltshire.gov.uk.</p> <p>Cllr Wallis also stated that he as on a task group looking at how the Area Boards worked and was interested in feedback.</p>
65	<p><u>Community Area Transport Group (CATG)</u></p>

Cllr Dominic Muns gave an update on the CATG, where local highways problems were brought to the group, allocated funding and the problems were rectified. The full notes of the last meeting were included in the agenda pack.

All 7 high priority schemes (as follows) were progressing well with the Highways Engineer:

- Speed limit review, A342 Lydeaway: Traffic Regulation Order (TRO) is going out for consultation shortly
- New footway linking Tanis, Conscience Lane, Rowde: Bid for Substantive Funding was unsuccessful. New bid in summer '22 to be submitted
- Speed limit review, A342, Bromham: data collection complete; results will be available later (Feb '22)
- New 20mph limits, various roads, Devizes: data collection complete; report due March '22
- New warning signage for pedestrians in road, Bromham village: to be completed before the end of financial year
- Seend High St; visibility of pedestrians: high-friction surface to be install once weather allows
- Horton Road; speed limit review: consultants now commissioned to carry out review

Further progress had bene made on the following;

- SID sockets, Worton: locations agreed with PC, to be installed: moved up to High Priority
- Request for 30mph repeater signs, New Road, Bromham: moved up to High Priority
- Request for bus stop clearway, Eastleigh, Devizes: moved up to High Priority
- Request for new footway, Townsend, Poulshot: Construction length is approx. 75m; awaiting High Priority slot
- Parking issues at Duck St, West Lavington: To investigate solutions to parking problems and obstruction near care home; awaiting High Priority slot.

A new project had been submitted:

- Request for street lighting, Roundway Park, Devizes: awaiting High Priority slot.

It was,

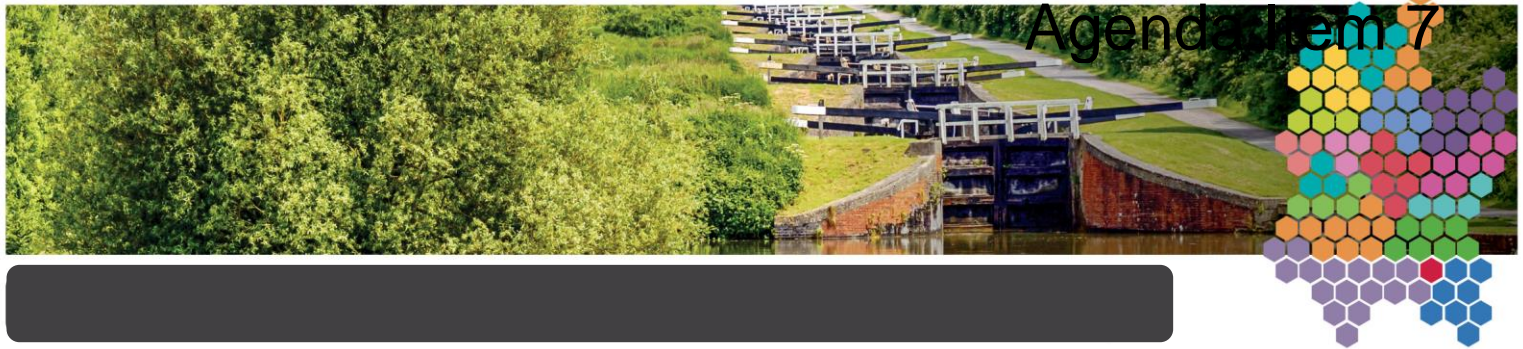
Resolved:

That Devizes Area Board:

	<ul style="list-style-type: none"> • Note the discussions from the CATG meeting of 1st February • Confirm the seven high priority schemes agreed by CATG
66	<p><u>Air Quality and Sustainable Transport</u></p> <p>Cllr Tamara Ready gave an update on Air Quality and Sustainable Transport after their meeting on 17 February, the full notes of which were in the agenda pack.</p> <p><u>Air Quality within Devizes:</u></p> <p>Levels in Devizes from December '22 appeared to show an improvement on pre-Covid levels. Discussions had centred on new UK Environment Act and the changes this would bring in:</p> <ul style="list-style-type: none"> • The aim to fill gaps in legislation following Brexit • Legally binding environmental targets, including for air quality for October '22 • A greater emphasis on PM2.5 as a pollutant <p><u>Rail:</u></p> <p>The Strategic Outline Case (SOC) for Devizes Gateway was now with government and being assessed.</p> <p><u>Buses:</u></p> <p>The lack of bus services to Lay Wood was discussed; an extra 6 minutes could not be fitted into existing timetable. It would need a complete re-write to manage. A separate meeting was to be called regarding this matter.</p> <p>Bishops Cannings Parish Council outlined a project and quote to install a new bus shelter for Horton Rd at £5,5000.</p> <p><u>Cycling and Walking:</u></p> <p>Strong collaboration with Cycle Friendly Devizes & Sustainable Devizes was underway to develop a brief in order to create a new Local Cycling & Walking Infrastructure Plan (LCWIP).</p> <p>Wiltshire Council's contractor, Atkins, was to be commissioned at a quoted price of £26,500.</p> <p>Cycle Friendly Devizes had looked at specification and was happy with timescales, but felt the scope was not ambitious and the level of consultation to be used was inadequate. They felt an online survey had to be supported by face to face consultation as well. They were keen that the plan includes leisure cycling as a way to support villages' economies. Work would continue to</p>

	<p>develop the specification based on these comments.</p> <p>Wider promotion of LCWIP would not begin until the specification was finalised and work commissioned.</p> <p><u>Car Clubs</u></p> <p>There was a discussion around bringing Co Cars to Devizes to run a club and initial talks were set to begin.</p> <p>It was,</p> <p>Resolved:</p> <ul style="list-style-type: none"> • That Devizes Area Board note the discussions from the AQ&ST meeting of 17 February • That Devizes Area Board confirm the allocation of £5,500 to Bishops Cannings PC to install to bus shelter at Horton Road
67	<p><u>Youth Updates</u></p> <p>Cllr Dominic Muns gave an update, stating that he hoped when that at the next meeting he would be able to outline a full project for youth work in the Devizes area. He wanted to take a holistic approach and to involve all stakeholders, including Wiltshire Council, the police, schools and youth charities.</p> <p>Cllr Muns introduced the youth grant applications and representatives of the organisations applying for grants spoke in support of their applications. After consideration by the Board it was,</p> <p>Resolved:</p> <ul style="list-style-type: none"> • To grant Devizes Canoe Club, £829.20 towards a Devizes Canoe Club Defibrillator. • To grant The Devizes to Westminster Canoe Race, £1,808.53 towards the Devizes to Westminster Canoe Race. • To grant 1st Lavington Sea Scouts, £1,878.50 towards their Sea Scout Sail Off. • To grant 1st Urchfont Scout Group, £2,540.00 towards revenue funding for 1st Urchfont Scout Group. • To grant St James Church, £5,000.00 towards Secondary Schools based Youth Chaplaincy and Mentoring. • To grant Great Cheverell Youth Club, £1,674.58 towards Great Cheverell Youth Club. • To grant Worton and Cheverell Youth Football Club, £5,250.00 towards Worton and Cheverell Youth FC Clubhouse New Roof.

68	<p><u>Health and Wellbeing Group</u></p> <p>Cliff Evans, Chairman of the Health and Wellbeing Group gave a brief update, stating that the Trolley Olympics would be taking place on 4 June in Hillworth Park. Anyone who wanted to take part was encouraged to contact Cliff.</p> <p>There were no applications for Health and Wellbeing funding.</p>
69	<p><u>Area Board Funding</u></p> <p>The Chairman introduced the Community Area Grants for consideration, apart from the DOCA grant which was introduced by the Vice-Chairman, due to the Chairman's declaration of interest in that grant. Representatives of the organisations applying for grants spoke in support of their applications. It was,</p> <p>Resolved:</p> <ul style="list-style-type: none"> • To grant Worton Parish Council, £3,379.40 towards improvements to WORT11 and MARS9 bridleway. • To grant Market Lavington Parish Council, £5,000.00 towards Broadwell Play Area refurbishment. • To grant Quakers Walk Community Biodiversity Group, £915.00 towards Quakers Walk Community Biodiversity Planting 2022. • To grant Wharf Theatre, £2,900.00 towards a Wharf Theatre Intercom System. • To grant Marston Parish Council, £1,167.00 towards Improvements to WORT11 and MARS9 bridleway. • To grant Devizes Outdoor Celebratory Arts (DOCA), £989.99 towards Community Radios. • To grant Erlestoke Parish Council, £2,145.00 towards Erlestoke Village Play Park Equipment Item. • To grant Erlestoke Parish Council, £364.95, towards Erlestoke Play Park Recycling and Rubbish Bin. • To grant Potterne Parish Council, £5,000.00 towards Blounts Court Play Area Upgrade. • To grant Urchfont Preschool CIO, £5,000.00 towards Urchfont Preschool Outdoor covered area.
70	<p><u>Urgent items</u></p> <p>There were no urgent items.</p>
71	<p><u>Close</u></p> <p>The Chairman thanked everyone for attending and announced that the next meeting of the Area Board would be held on 20 June 2022.</p>



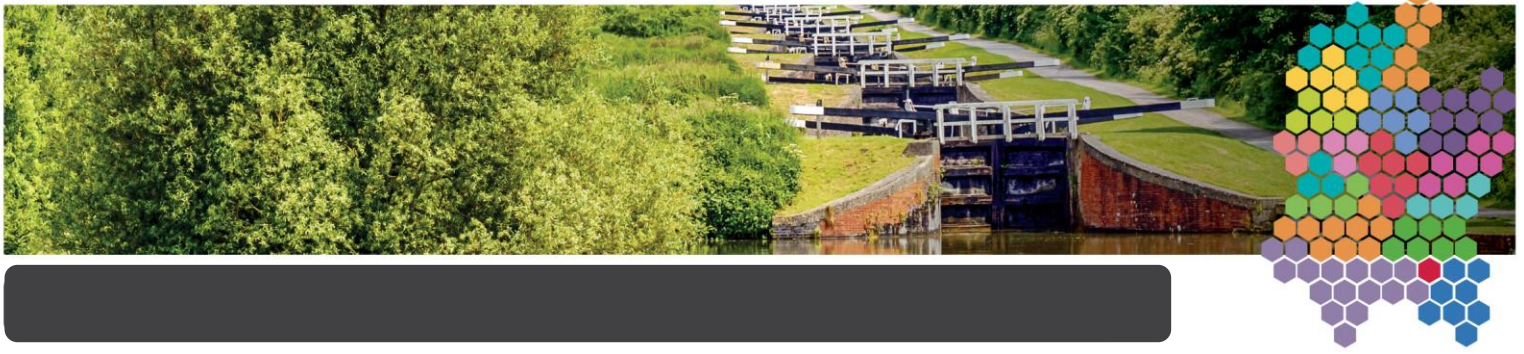
Solar Together Wiltshire briefing

Please note that whilst the deadline for this will have passed by the time of the Devizes Area Board, this note highlights what has been done and how the scheme ran.

Wiltshire Council is working in partnership with Swindon Borough Council and independent experts iChoosr to give homeowners the opportunity to invest in renewables through a group-buying scheme for solar panels and battery storage.

Here's some information which should help you respond to any enquiries you may get on the scheme:

- Registration for the scheme opens on 9 May, and the Communications team will begin promotion w/c 2 May with a members' briefing note being issued on 5 May, and press release, newsletter articles, and social media content beginning from 6 May
- A letter drop, organised by iChoosr, will be posted to 60,000 Wiltshire households w/b 23 May. The contact details on the letter will lead people to iChoosr customer service help desk so you should get minimum calls/enquiries off the back of this.
- The letter also contains a link to this webpage www.wiltshire.gov.uk/planning-permission to provide people relevant local planning advice. The full letter is enclosed for your information. People can still be part of the scheme, regardless of whether they receive a letter or not, providing they are eligible.
- There will be no selling by phone or doorstepping of residents.
- If you're responding directly to a customer query, in the first instance please check if they've contacted the iChoosr helpline as that should be the first port of call. For more information people can visit www.solartogether.co.uk/wiltshire, email wiltshire@solartogether.co.uk or call 0800 048 8113.
- All residents living in one of the participating council areas and who own their own house (or have permission from the landlord to install a solar PV system) can register for the Solar Together group-buying scheme. Small and medium-sized enterprises (non-domestic) and Community buildings meeting this requirement can participate as well.
- Pre-approved UK solar PV suppliers participate in an auction on 14 June. They are able to offer competitive pricing as the volume and geographic concentration makes it possible for them to realise greater efficiencies, which they pass onto customers.
- After the auction, registered households will be emailed a personal recommendation which is specific to the details they submitted in their registration.
- If they choose to accept their recommendation, the specifics of their installation will be confirmed with a technical survey after which a date can be set for the installation of their solar PV system.



- People can accept or decline their personal recommendation. If they choose to go ahead and accept with Solar Together, a £150 deposit is required, which is conditionally refundable
- Telephone and email helpdesks are on-hand throughout the whole process run by iChoosr, which, together with information sessions, will allow households to make an informed decision in a safe and hassle-free environment

For more information people can visit www.solartogether.co.uk/wiltshire, email wiltshire@solartogether.co.uk or call 0800 048 8113.

If you get any enquiries/phone calls that you need internal Wiltshire Council assistance with please contact climate@wiltshire.gov.uk.

8 April 2022

For immediate release

Wiltshire Council is encouraging people to become a taxi driver in Wiltshire

Taxis are an essential part of our transport network providing a valuable service to the local community and in Wiltshire there is a shortage of taxi drivers.

Not only are taxi drivers needed by the community, but Wiltshire Council also needs reliable drivers to fulfil its growing number of SEND (Special Educational Needs and Disabilities) school and social care contracts. These contracts offer regular work and hours. They also help and support some of the most vulnerable people in Wiltshire.

Cllr Dr Mark McClelland, Cabinet Member for Transport said: “The council is committed to delivering contracts across our services which deliver the best value for money. Wiltshire needs a workforce with the right skills to prosper and more taxi drivers would help the council deliver our commitment to ensure young people get the best start in life.

“Being a taxi driver is a flexible job and they can either work for a taxi company or be their own boss, deciding when and where they want to work. Local taxi firms currently have lots of vacancies and we are carrying out a recruitment campaign on behalf of the taxi trade across the county.

“It’s easy to become a licensed taxi driver and once people have become a licensed driver, we hope that they will bid for one of the growing number of SEND school transport and social care contracts that we have available. There are plenty of opportunities and plenty of work available.”

Wiltshire Council has lots of contracts available which start at around £30 a day for short routes, increasing to £250+ a day for longer routes. Drivers are free to combine these contracts with rank work.

To become a taxi driver takes around six weeks and costs around £400. To be licensed people need to provide proof and undertake these simple checks:

- Proof of Identity

- Driving Licence held
- Enhanced DBS (Disclosure and Barring Service) check on previous convictions and whether disbarred from working with children
- Right to Work in the UK
- Medical (if applicable)
- Undertake on-line Safeguarding Training
- Take a guidelines test
- Knowledge test (if applying for a hackney carriage licence)

Find out more about becoming a taxi driver, how to licence a vehicle as a taxi, private hire or hackney carriage vehicle, and for an application pack visit www.wiltshire.gov.uk/licences-permits-transport

To find out about our SEND school transport and social care contracts and how to bid for one email Wiltshire Council's Passenger Transport Unit at Passengertransport@wiltshire.gov.uk

**Become a taxi
driver in Wiltshire**

WORK FOR A TAXI COMPANY

OR BE YOUR OWN BOSS

SET YOUR OWN HOURS

HELP YOUR LOCAL

COMMUNITY



Find out more at wiltshire.gov.uk/licences-permits-transport

Wiltshire Council




**DORSET & WILTSHIRE
FIRE AND RESCUE**

DORSET & WILTSHIRE FIRE & RESCUE SERVICE

WILTSHIRE AREA BOARD REPORT

Community Safety Plan

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

Prevention

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

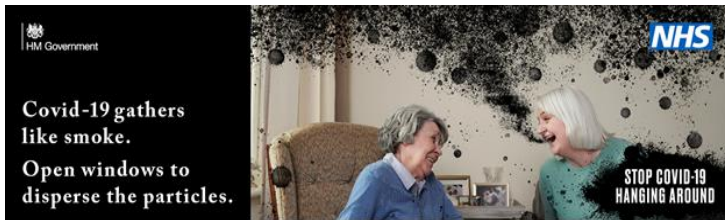
A Safe and Well visit is **FREE** and normally lasts about one hour covering topics such as:

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

Are you or anyone you know:-

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

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



Protection

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

General Enquiries

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

Fire Safety Complaint

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

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

On Call Recruitment

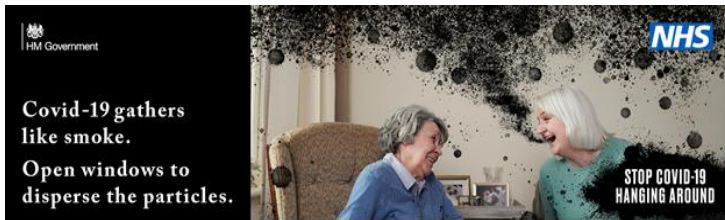
Have you always wondered if you could join the fire service, but haven't had the opportunity to find out more? Have you found yourself seeking your next challenge, keen to give back to the local community or wanting to learn new skills including leadership and teamwork? Then becoming an on-call firefighter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

As a paid position, on-call firefighters commit anywhere between 40 to 120 hours per week, during which time they must be able to respond to the station immediately.

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

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

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



**DORSET & WILTSHIRE
FIRE AND RESCUE**

Recent News & Events

First national Biker Down safety campaign held

The National Fire Chiefs Council (NFCC) held its first national Biker Down safety campaign between 11-17 April.

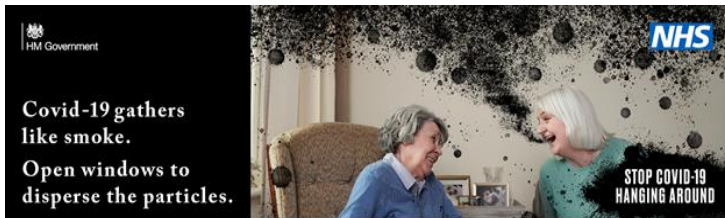
Biker Down is a free three-hour course that provides practical and potentially lifesaving advice, and the sessions are suitable for riders of all experience levels.

The course gives riders an awareness of what to do if they are involved with or see an injured motorcyclist, and how to reduce their own risk of being in a collision.

The national campaign also highlighted the importance of motorcycle maintenance and the wearing of legal and protective riding gear, especially since the trade in counterfeit and fake gear has grown in recent years.



More information can be found at www.dwfire.org.uk/biker-down



**DORSET & WILTSHIRE
FIRE AND RESCUE**

Bonfires and garden safety



Bonfires are very common in the summer, but they can get out of control very easily. If you want to burn off garden waste, here's some safety advice:

- Site any bonfire well away from buildings, fences, trees and garden structures.
- Have a garden hose to hand in case the fire starts to get out of control.
- Don't light a bonfire on a windy day, as it could flare up more than you expect.
- Be courteous to your neighbours – if you're planning a substantial bonfire, let them know, and stay with it at all times to ensure that it remains safe.
- If you're intending to have a large bonfire, use our **on-line form** – we often receive emergency calls from people who can see lots of smoke, and it helps us to know where this could be a controlled burn.
- Never use flammable liquids such as petrol or paraffin to start a bonfire.

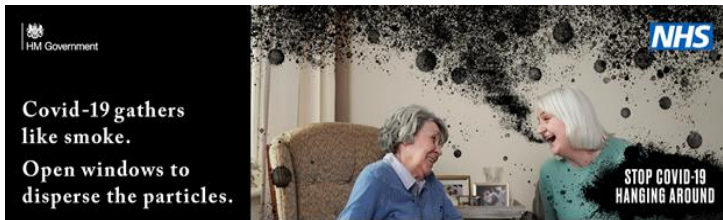
If you have concerns about the environmental impacts of bonfires, such as smoke, you will need to contact your local council.

For further information regarding bonfire and garden safety please visit - <https://www.dwfire.org.uk/safety/safety-outdoors/bonfires-and-garden-safety/>

UK fire services rally to support colleagues in Ukraine

The Service has donated some surplus equipment to support colleagues in Ukraine, as part of a wider effort coordinated by the [National Fire Chiefs Council \(NFCC\)](#).





Water safety



Cooling off in rivers, canals, ponds, quarries and lakes can have deadly consequences.

Every year, firefighters are called to incidents where residents (particularly children and young people) get into difficulty when swimming in open water.

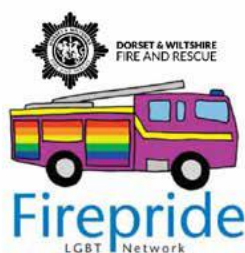
For further information on the dangers of cooling off in open water and some key safety tips for staying safe near water, please visit: - <https://www.dwfire.org.uk/safety/safety-outdoors/water-safety/>

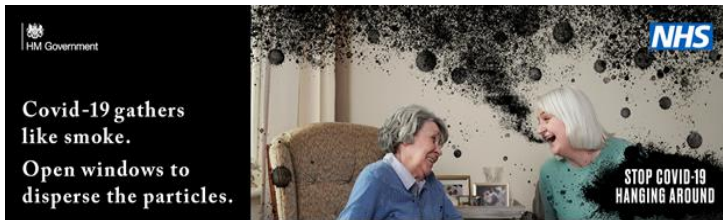
Supporting Pride

The International Day Against Homophobia, Transphobia and Biphobia, which is marked every year on 17 May, was created in 2004 to draw attention to the violence and discrimination experienced by lesbian, gay, bisexual, transgender, intersex people and all other people with diverse sexual orientations, gender identities or expressions, and sex characteristics.

As a Service, we work hard to create a culture where all staff can come to work and be themselves. We also have a supportive network in place, Firepride, which is open to everyone.

As part of our commitment to supporting all communities, we will be attending the Pride celebrations within our Service area, which are back this year after being affected by Covid over the past two years.





Demand

Total Fire Calls for Devizes Fire Station for period 22/02/2022 – 08/06/2022:-

Category	Total Incidents
No. of False Alarms	38
No. of Fires	Persons reported – 1 Domestic - 1 Fire in open – 9 Kitchen – 6 Car – 5 Shed – 1 Chimney - 2
No. of Road Traffic Collisions and other Emergencies	Gain entry – 6 Assist other agency – 4 Person locked in/trapped – 3 RTC Scene safety – 2 Bariatric – 1 Rescue from water - 1
Total	80

Local Incidents of Note

There have been no incidents of note during the reporting period.

David Geddes
Station Manager

Email: David.geddes@dwfire.org.uk

Mobile: 07826 532607

Helping you stay up to date with the latest changes in health and care

Providing information and signposting is a key part of our role at Healthwatch Wiltshire.

The advice and information pages on our website help people to stay up to date with the latest changes in health and social care.

The latest articles include:

- [What medical support you're entitled to if you're new to the UK.](#)
- [Where to find support if a loved one has died.](#)
- [Where to find support if you have an eating disorder.](#)

- The [accessible communications you should expect from services.](#)

There is also a wide range of help and advice on other issues including:

- [Downloadable guides](#) to mental health resources in Wiltshire for both children and adults – created by our young volunteers and members of our [mental health forum](#).
- Plus details of [Wiltshire advocacy services](#), if you need help and support with the complaints process.

Find out more at healthwatchwiltshire.co.uk/advice-and-information

Advice and information

[View all](#)



Someone I love has died - where can I find support?

Take a look at our advice article on the organisations and groups that can support you if you're grieving.

5 May 2022



What medical support are you entitled to if you're new to the UK?

For new arrivals to the UK it can be confusing where to go if you need medical assistance. Here we outline...

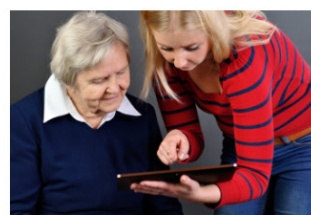
28 March 2022



What do the new government guidelines mean for Covid-19 testing?

Covid-19 testing rules have now changed across England. Find out the latest information on where to go to get...

28 February 2022



The Accessible Information Standard

The Accessible Information Standard is mandatory for all organisations that provide NHS or adult social care...

24 January 2022

Update for Wiltshire Area Boards

May 2022

BSW ICS update

The Health and Care Bill which set out plans for the formation of Integrated Care Systems (ICS) received Royal Assent at the end of April. The Bill will now pass into law as the Health and Care Act 2022 and paves the way for the BSW Integrated Care Board (ICB) to become a statutory body on July 1st and the formation of the BaNES locality Integrated Care Alliance (ICA).

The Health and Care Act introduces measures to tackle the COVID-19 backlogs and rebuild health and social care services following the pandemic. It will also contain measures to address health inequalities and create safer, more joined-up services that will put the health and care system on a more sustainable footing.

As we approach the 1st of July deadline, there has been a renewed focus on recruitment to our ICB Board. Seven executive roles to the BSW ICB have now been confirmed:

- Gill May, currently the BSW CCG Director of Nursing and Quality, has been appointed as **Chief Nurse**.
- Richard Smale, currently the BSW CCG Director of Strategy and Transformation, has been appointed as **Director of Strategy and Transformation**.
- Dr Amanda Webb, currently the Swindon Locality Clinical Chair for BSW, has been appointed as the **Chief Medical Officer**.
- Jasvinder Sohal will join BSW as **Chief People Officer**. Jasvinder currently works at Solent NHS Trust where she has been Chief People Officer.
- Gary Heneage has been appointed as **Chief Finance Officer**. Gary joins us from NHS England and Improvement in the South West Region, where he is currently Interim Director of Operational Finance.
- Rachael Backler has been appointed as **Director of Planning and Performance**. Rachel joins BSW from Lewisham and Greenwich NHS Trust where she has been Executive Director of Performance.
- Dr Jane Moore has been appointed as **Director of Equalities, Innovation and Digital Enterprise**. Jane is Director of Strategy, Planning and Performance for the Staffordshire and Stoke-on-Trent CCGs.
- Offers have been made to successful candidates for the **Directors of Place** roles for BaNES and Wiltshire with a second round of interviews due to take place for the Director of Place role for Swindon.
- Interviews for **Chief of Staff** took place in early May. A Successful candidate will be announced shortly.

NHS England is also supporting a number of development sessions for our BaNES ICA to drive forward the development of a vision for our new organisation and finalise plans for areas such as governance and finance.

The latest version of the BSW Partnership System Development Plan for 2022/2023 has been submitted to NHS England. The plan has been developed by lead and programme support teams from our key workstreams and focuses on the continued development of our BSW Integrated Care System and the transition activities that will be required during 2022/23 to align with the legislative changes planned.

It includes progress updates in relation to activities set out in the previous version of the plan, as well as our BSW response to recently released national guidance on ICS Development.

Update to Healthy Start scheme

Some changes are taking place to the national NHS [Healthy Start Scheme](#) to help women who are pregnant or have young children and are receiving benefits buy foods such as milk or fruit.

The Healthy Start scheme now offers a prepaid card to those applying for Healthy Start to replace the previous Healthy Start paper vouchers. The cards are topped up every 4 weeks with a payment. Those who were in receipt of the paper voucher scheme will need to apply for the digital scheme if they have not already done so.

Healthy Start A5 posters have been sent to GP surgeries and other health settings in BaNES to display along with leaflets for dissemination to eligible parents and carers of children under 4 or to people who are pregnant.

Covid vaccination update

Our covid vaccination programme continues at pace with a focus on booster shots for over 75s, pregnant women and children aged 5-11.

BSW CCG has been calling on people aged 75 and over yet to come forward for their second Covid-19 booster to do so without delay.

Latest figures show that almost half (46 per cent) of all those in the age group have so far had the recommended top-up dose, which is being offered to prolong the immune-boosting effects of previous coronavirus vaccines.

Unlike previous rounds of vaccinations, people no longer need to wait to be contacted to come forward, with those due a booster now encouraged to proactively book their appointment, either online or over the phone.

Latest figures show that in BSW 2,225,000 vaccines have been delivered.

Pressure on health and care services continues in Wiltshire

Pressures related to Covid-19, staff absence and high demand for hospital beds have continued across Wiltshire over the past few weeks. A number of measures remain in place to help address these issues.

Appeals to the public to support services during this difficult time are ongoing. The main messages being for people to use our health services appropriately, support hospitals by collecting loved ones as soon as they are ready to go home, using our pharmacies for help and support wherever possible and using the online 111 service in the first instance.

Devizes Health Centre – Area Board Update June 2022

Progress is continuing with the build of the new Health Centre located in Marshall Road, Devizes. The new flagship centre is due to open later in the year and will bring an extensive range of services from a number of different health and care providers together under one roof.

Devizes Health Centre will be leading the field in sustainable design, as one of a small number of 'Net Zero' health facilities across England. The site will have an energy EPC rating of A+, and will utilise green technology, such as heat pumps and solar panels to generate electricity and heat to serve the building.



As well as replacing the services at the existing Devizes Community Hospital, the centre will house a new on-the-day primary care team, and also become the home for a range of community-based services, such as phlebotomy, physiotherapy, audiology, podiatry, diabetes and mental health.

People will be able to access the services on offer at the new health centre with either a GP or hospital referral. Devizes Health Centre will not replace any local GP practices, all of which will continue to operate as normal once the site opens later in the year.

A new time-lapse video has also been produced to document the recent building activity, to view the latest time-lapse video please visit www.bswccg.nhs.uk.

Devizes Area Board

20 June 2022

Annual Review of Local Priorities

1. Purpose of the Report

- I. To report on progress made in addressing the Area Board priorities selected for 2021/22
- II. To consider any new evidence or information that will help inform the Area Board in selecting its priorities for 2022/23
- III. To highlight potential priorities for the Area Board to consider for 2022/23
- IV. To inform the Area Board of the broad mechanism for delivering these priorities including (where appropriate): leads, working groups and allocating funding.

2. Introduction

This report has been written by the Community Engagement Manager in consultation with the Area Board Chair. It is provided to help celebrate the success so far and support the Area Board Councillors in setting their priorities for the coming year.

In early 2021, the Community Engagement Manager combined data from the Community Area “Joint Strategic Needs Assessment” (JSNA) with other sources of data and additional local intelligence. This was used to produce a Community Area status report that highlighted where further local improvements may be required. In May 2021, this report was shared with local Area Boards to help inform which priorities it should focus its energy and resources upon.

Given the challenging financial environment, both nationally and locally, Area Boards are encouraged to continue to develop this evidence-led approach to its work, so that they can have the greatest impact on the lives of our communities. This includes:

- ✓ Selecting priorities and directing resources to where there is the greatest need and where the Area Board can make a tangible contribution;
- ✓ Being clear on what the Area Board is trying to achieve and the mechanism for doing so; and
- ✓ Regularly reviewing and communicating progress against the chosen priorities.

3. Progress on 2021/22 Area Board priorities

The Area Board working with its partners and the wider community has focussed its attention over the past year on the priority areas below. Appendix A summarises the progress that has been made so far but some of the key achievements include:

- i. *Climate change and the environment:* There has been good engagement locally with the “Wiltshire Climate Change Strategy” and “Green and Blue Infrastructural Strategy” that have both now been adopted. Devizes also took part in the Local Nature Recovery Pilot series of meetings. The Air Quality & Sustainable Transport group have made good progress via helping to implement new cycle parking for the marketplace, providing funding towards the Strategic Outline Business Case for the planned Devizes Gateway rail station and commissioning a Local Cycling & Walking Infrastructure Plan (LCWIP) for the community area. Once complete, this can be used to bid for further funding towards putting ideas for new walking and cycling routes into place.
- ii. *Children and young people:* The area board is working to support the groups that provide activities and support to our young people. The area board awarded funding towards services and activities for our young people including a pop-up youth club in The Green, places on outward-bound courses with the Youth Adventure Trust and support for youth clubs as they re-start after the pandemic. The area has many groups already active with young people and the area board has supported them to continue their work. For young children, Devizes Area Board has put significant investment into playgrounds, helping to install new equipment giving the children the chance to play, socialise and keep healthy. The area board has worked alongside Devizes Town Council, the Office of the Police & Crime Commissioner and other partners to put services and activities in place to combat the current level of teenage ASB.
- iii. *Older People:* Via the Health & Wellbeing group, Devizes Area Board has hosted two events for older people this year. In September was the 3rd Showcase event highlighting the many groups, services and activities available to older people in this area. Also that month was a tea dance aimed at encouraging people to come along, socialise over a cup of tea and have a go at dancing. The area board has also supported Wiltshire Museum to train volunteers to run reminiscence sessions with older people, in particular those living with dementia, using the museum’s collections to trigger memories of past times. The area board contributed to the Men’s Shed re-opening following closure during the pandemic.
- iv. *Community Safety:* The Community Area Transport Group (now LHFIG) has worked extensively to look at speed within our town and villages and put measures in place to try to prevent excessive speeding. There has been a number of traffic surveys to gauge speeds and then put enforcement in place where needed. Devizes town centre has been assessed for a new 20mph limit. That speed is suitable for the town and the significant funding needed to put the new limit in place is being developed with partners. As mentioned before, the area board is working with a range of partners to put new activities in place in the town and surrounding area for teenagers. This work includes looking a potential venue

for a new youth club and welcoming young people to represent their peers at town council meetings and feeding those views into local decision-making.

4. The context for agreeing new Area Board priorities.

The selection of Area Board priorities should be undertaken using both the evidence available to us, as well as the context within which we are operating. Both are continually changing, and the following is provided to help inform the Area Board's decision.

- i. The Joint Strategic Needs Analysis was collated 2 years ago in 2020 and although it used the latest information available at the time, some of it is now out of date. This is partly due the significant impact COVID-19 has had on issues such as debt, the economy and mental health as well as the release of more up to date data that was not previously available. For the Devizes area, this includes

- [Wiltshire Citizens Advice Annual Report](#)
- [Wiltshire Intelligence Bringing Evidence Together](#) (JSNA Update)

For the Devizes Community Area, it should be noted that

- The [Wiltshire Climate Strategy](#) and [Green and Blue Infrastructure Strategy](#) have both now been adopted and Wiltshire Council have committed themselves to being carbon neutral by 2030. The challenge is to consider what local actions we can undertake.
 - Inflation is very high with fuel costs doubling or more in price. This is hitting the poorer families and the elderly / vulnerable the most. Also for consideration is the significant number of households not on the gas grid who rely on increasingly expensive and irregular supplies of heating oil.
 - The pandemic has worsened people's mental health. Direct impacts include being admitted to hospital; long COVID symptoms; suffering a bereavement; and post-traumatic stress caused by working conditions. Indirect impacts include lasting effects of the lockdowns and unemployment along with loss of opportunities seen by young people. The effects of long-term shielding amongst older and clinically vulnerable people still remain to be seen.
 - Research carried out by Community First who spoke to over 100 young people and their families identified a need to improve youth provision. This, coupled with Wiltshire Council's own youth survey from autumn 2021 tells us a great deal about youth services.
- ii. The 2021/22 Area Board priorities were selected whilst in the middle of the COVID-19 pandemic. The demands of this public health crisis demonstrated the importance of partnership working with some services struggling to cope and

many of our community groups and organisations unable to operate. The focus of our time and resources has been upon coming together and supporting the vulnerable within our communities. As we now emerge from the pandemic, the focus is shifting away from this reactive response and onto the rebuilding of our communities. In particular, the evidence suggests that:

- Some organisations are finding it difficult to find volunteers with some not returning due to anxiety over COVID-19, e.g. Devizes LINK
 - The demand upon our health services including the number of COVID related cases continues to be high.
 - Many people, especially the older and more vulnerable have lost confidence and are reluctant to socialise again.
 - There has been an increase in poor mental health and depression resulting from the pandemic. Young people have been particularly affected, especially over lockdowns, schooling and sitting exams.
 - Whilst our economy is opening up after lockdowns and furlough, some sectors are still affected. Combined with high inflation, high energy prices and the cost-of-living crisis, many households will continue to struggle financially.
- iii. The last 2 years has seen a change in the way that people communicate, especially with the shift to more permanent home and remote working. This has allowed a new approach that includes the ability to be more inclusive and a reduction in the need to travel. The area board is encouraged to embrace these opportunities but also mitigate against any local impact upon our communities, especially as it is very rural and there are many who do not have access to transport or/and do not use digital forms of communication
- iv. Wiltshire Council has released its new [business plan](#), outlining its strategy for 2022-2032. It focusses upon the 4 themes of “Empowering People”, “a Resilient Society”, “a Thriving Economy” and “a Sustainable Environment”. In addition, Wiltshire Council on the 1st February 2022, approved both the [Wiltshire Climate Strategy](#) and [Wiltshire’s Natural Environment Plan](#). The Area Board should be aware of these plans and seek to help deliver them at a local level.

5. Agreeing and delivering priorities for 2022/23

The Community Engagement Manager in consultation with the chairperson of the Area Board has provided a list of possible priorities for consideration. These can be found in Appendix B. The Area Board should carefully consider how many priorities it can work on at any one time and ensure that they are meaningful for their local area. As a guide, it is recommended that where an Area Board has 4 or less councillors, no more than 4 priorities are selected at any one time. Larger boards can select up to 5 if they believe that they have the capacity to deliver on them. Area

Boards can at any time select, review or amend their priorities in order that they remain relevant and linked to current needs.

As well as being evidence-led, priorities should be selected where the Area Board believes that it can realistically make a positive impact upon them. To aid the delivery of the chosen priorities, the Community Engagement Manager will support the Area Board councillors including in the creation and management of an action plan. This plan will include clearly defined, manageable and measurable outcomes so the intended outcome is fully understood and will, in turn, facilitate the annual review of delivery on local priorities.

The key mechanism for delivery is to support the local community to use their own experiences, abilities and passions so that they are empowered to shape and deliver positive change. To achieve this the Area Board may wish to consider allocating funding where money is required to help deliver the required aims. The Area Board may also look to set up a local working group to lead on the delivery of a priority, especially where no suitable group already exists.

It is recommended that, for each priority selected, an Area Board councillor takes responsibility for overseeing its delivery and reporting back to the Area Board on progress. The Community Engagement Manager will support the Area Board councillors in undertaking this work.

6. Area Board Lead Councillor Role Description

Area Boards are invited to appoint lead Councillor(s) representatives for each of the priority themes that they have selected. The following guiding principles are in place for Councillors who take a role as an Area Board lead for a priority theme:

- To be the main Area Board point of contact for local officers, councillors and residents within their respective lead area.
- To attend (and usually take the role as chair) relevant working groups of the Area Board;
- To work collaboratively and cooperatively with relevant local partners, community groups, volunteers and outside bodies;
- To provide regular updates back to the Area Board in relation to their lead area, including providing feedback on the success or limitations of previously funded Area Board grants;
- To diligently and democratically consider any funding applications, ensuring due process is undertaken; and
- To in consultation with the local Councillor, monitor feedback for those grant applications that relate to the local priority the lead Councillor has responsibility for, ensuring that relevant feedback on progress and outcomes is provided to the Area Board.

7. Recommendations

- I. The Area Board is asked to acknowledge the progress update from the 2021/22 local priorities work.
 - II. The Area Board is asked to consider this report along with its appendices and decide upon the priorities it wishes to focus on in the coming year.
 - III. The Area Board is asked to appoint a councillor lead for each of the selected priorities.
 - IV. The Area Board is asked to appoint any required working groups in relation to each priority. Note; any existing externally operated groups may already be in place and should be acknowledged and noted.
-

Report Author: Andrew Jack Community Engagement Manager
E-Mail: andrew.jack@wiltshire.gov.uk

APPENDIX A - Summary of progress made against priorities for 2021/22

1. Climate Change and the Environment

Lead: Cllr Tamara Reay

Actions:

- i. Promoted the draft Climate Change Strategy and Blue Infrastructure Strategy and encouraged local involvement and feedback
- ii. Helped to feed into the Local Nature Recovery Plan process
- iii. Working with Devizes Town Council and Cycle Friendly Devizes, new cycle parking has been established at the marketplace.
- iv. A new Local Cycling & Walking Infrastructure Plan is being developed for Devizes and surrounding parishes. This will create ideas for new routes and develop the active travel offer in the area.
- v. Financial support has gone into business plans for Devizes Gateway rail station. A decision on the next stage is due very soon.
- vi. A new hard standing and bus shelter has been created to serve Horton Road, residents of Lay Wood and the nearby businesses.

Who	What	How Much	Feedback
Atkins Consultants	Local Cycling and Walking Infrastructure Plan	Up to £30,000	To create a plan for new walking and cycling opportunities and bid for further funding
Devizes Gateway	Contribution to Outline Business Case for Devizes Gateway	£10,000	Awaiting results of further discussions with DfT.
Bishops Cannings PC	New bus shelter for Horton Road	£5,500	To serve residents of Lay Wood estate
Devizes TC	New cycle parking for Marketplace	£1,080	
Worton and Marston PCs	Work to footpath linking villages	£5,000	Improves health, active travel and contributes to lowering carbon emissions

2. Children and young people

Lead: Cllr Dominic Muns

Actions:

- i. Funded local youth clubs to re-open following pandemic closures and for the pop-up youth club to be on The Green in Devizes for a week during the summer holidays.
- ii. Supported vulnerable young people from the area to take part in Youth Adventure Trust's outward bounds course to build their resilience and support them through hard times.
- iii. Worked with Devizes TC, Office of the Police & Crime Commissioner and other partners to develop solutions to current spate of teenage ASB seen within town.

- iv. These ideas overlap with services on offer to all young people from the town and can be a way to support all young people.
- v. Work underway to create new LYN for area
- vi. Wiltshire Youth Survey promoted resulting in approximately 85 responses and providing useful information on what support young people require.

Related funding:

Who	What	How Much	Feedback
Wiltshire Youth for Christ	Pop-up youth café, summer '21	£3,850	A week of activities on the Green for young people over the summer
Bromham PC	Resurfacing bike track	£5,000	Getting the 'pump track' back in action to provide activity for young people
Youth Adventure Trust	Supported places on their outward-bound course	£2,990	10 young people from Devizes area from the most disadvantaged backgrounds being supported through the course
Bromham Youth Club	Re-opening the youth club	£2,542	Running costs to re-open the club following both the pandemic and a fire
Market Lavington PC	Pro-skateboard event	£1,200	Putting on an event for local skaters with ramps and pro skater workshops
1 st Lavington Sea Scouts	Sail off	£1,880	Training and upskilling of sailing coaches and Leaders
Great Cheverell Youth Club	Create new youth club	£1,675	To start a new youth club in the village.

3. Older and vulnerable people

Lead: Cllr Simon Jacobs

Actions:

- i. Put on the 3rd annual Showcase event to highlight activities and services for older people in our area.
- ii. Hosted the Be Active Tea Dance at the Bear Hotel in September '21 as a way for people to socialise after pandemic restrictions eased.
- iii. Wiltshire Museum supported to train volunteers to use their "reminiscence boxes" based on the museum's collections and run sessions with older people.
- iv. Helped Devizes' Men's Shed to re-open safely following pandemic closure.
- v. Funded a new defibrillator for Needham House available to residents and all those living on Victoria Road.

Related funding:

Who	What	How Much	Feedback
Health & Wellbeing Group	Be Active Tea Dance	£150	
Devizes Men's Shed	Re-opening after pandemic	£150	
Wiltshire Museum	"Common Ground" reminiscence project	£900	Training volunteers to lead these sessions
Bassline Circus	Creative workshops & community street theatre event	£4,920	Working with vulnerable people to create a new performance as part of Devizes Street Festival
Needham House residents	New defibrillator	£1,899	To be used by all residents along Victoria Rd.

4. Local Economy

Lead: Cllr Iain Wallis

Actions:

- i. Worked alongside Devizes Indie to support events in town
- ii. Helped to promote Devizes as tourist and shoppers' destination
- iii. Supported Devizes to Westminster Canoe Race as a way to promote the town and what goes on there.

Who	What	How Much	Feedback
Devizes to Westminster Canoe Race	Promotional materials to raise Devizes' profile	£1,800	
DOCA	Refurbish community radios	£990	Radio handsets available for all community events within town and wider area

5. Community Safety

Lead: Cllr Kelvin Nash

Actions:

- i. Assessments for new 20mph speed limits carried out throughout Devizes. Lower limit is appropriate and can be implemented within town. Now developing funding with partners.
- ii. Working with town council and Police & Crime Commissioner to put strategies in place to combat current spate of teenage ASB within town
- iii. Developing a "suite" of possible solutions for traffic and speeding issues for local councils to call on that fits their own situation.

APPENDIX B – Suggested priorities for 2022/23

The following are some possible priorities for the Area Board to consider for the coming year

Potential Priority	Key objectives	Possible councillor lead and delivery working group
Support the provision of positive activities for young people	<ul style="list-style-type: none"> • Re-establish LYN for community area • Continue to support youth groups and sports clubs to provide activities • Work with current partners increase range of activities within Devizes as diversion from ASB 	<ul style="list-style-type: none"> • Cllr Dominic Muns, Devizes TC, OPCC, Wiltshire Council, Wiltshire Youth for Christ
Investigate new car-share club for Devizes	<ul style="list-style-type: none"> • To attract a new car club to Devizes • To cut down on number of cars on our streets, and thus cut congestion, air pollution, etc. 	<ul style="list-style-type: none"> • Cllr Tamara Reay, Community Engagement Manager, Air Quality & Sustainable Transport Group, Devizes TC
Build on Local Cycling and Walking Infrastructure Plan	<ul style="list-style-type: none"> • Develop new ideas for walking and cycling routes within area • Look for significant funding to deliver these • Encourage green or active travel throughout the area 	<ul style="list-style-type: none"> • Cllr Tamara Reay, Community Engagement Manager, Air Quality & Sustainable Transport Group, Wiltshire Council
Health and wellbeing	<ul style="list-style-type: none"> • To help address loneliness and isolation • To address some of the causes of poor mental health in the area • To encourage people, especially those older & more vulnerable, to be physically & mentally active • To develop Showcase and “Trolley Olympics” into annual events 	<ul style="list-style-type: none"> • Cllr Simon Jacobs, Health & Wellbeing group
Use new LHFIG to engage with parish councils	<ul style="list-style-type: none"> • To give local councils a range of solutions to their traffic issues 	<ul style="list-style-type: none"> • Cllr Dominic Muns, LHFIG

	<ul style="list-style-type: none">•To support local councils put in place these solutions	
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APPENDIX C – Priority Working Groups for Devizes Area Board

The following working groups of Devizes Area Board support the board's priorities and will help to implement the actions arising:

1. Local Highways and Footpaths Improvements Groups (LHFIG)
Chair - Councillor Dominic Muns

(All of the Area Board's Councillors may choose to attend the LHFIG)

2. Devizes Health and Wellbeing Group
Chair – t.b.c.
Councillor Simon Jacobs – lead member
3. Devizes Air Quality & Sustainable Transport Group
Chair – Councillor Tamara Reay (also lead member)

DEVIZES AREA BOARD

20 June 2022

Appointment of Area Board Lead Councillors

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 Working Groups for the year 2022/23

2. Background

- 2.1. Area Boards are invited to appoint Councillors to be their respective lead for particular Outside Bodies or Non-Priority Working Groups. The following guiding principles are in place for Councillors who take a role on an Outside body or Non-Priority Working Group:

- 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 Lead representatives to the Outside Bodies 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. Local Highways and Footpath Improvement Group (LHFIG) has replaced Community Area Transport Groups (CATGs), which will continue to operate as an informal working group making recommendations to the Area Board for approval. Terms of Reference are set out in **Appendix B** for information.
- 3.2. Where a Non-Priority Working group is required, the exact purpose should be set out and agreed by the Board.

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 as set out at Appendix A;
- b. To appoint Cllr Dominic Muns as lead Councillor on the LHFIG.
- c. To note the Terms of Reference for the LHFIG as set out in Appendix B.

Tara Shannon, Senior Democratic Services Officer

Appendices:

Appendix A – Appointment to Outside Bodies

Appendix B – LHFIG Terms of Reference

Unpublished background documents relied upon in the preparation of this report

None.

Devizes Area Board

Appendix A

Appointments of Lead Members to Outside Bodies 2022/23

Outside Body	Councillor Representative
Devizes Leisure Centre	Cllr Tamara Reay Cllr Philip Whitehead
Devizes & District association of the Disabled Executive Committee (Nursteed Centre)	Cllr Kelvin Nash
Devizes Development Partnership	Cllr Iain Wallis

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 A:

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

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 B – 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.

LET'S TAKE IT ON



THE BIRMINGHAM 2022
QUEEN'S BATON RELAY IS COMING TO
DEVIZES

TUESDAY 5 JULY

BETWEEN 8AM AND 8.30AM

STARTING AT THE MARKET
PLACE TO CAEN HILL LOCKS
(VIA TOW PATH)

FOR FULL ROUTE AND FURTHER
INFORMATION PLEASE VISIT
WWW.DEVIZES-TC.GOV.UK



BIRMINGHAM2022.COM/QBR

Communities to have more say on the highways issues that matter most

Wiltshire Council Cabinet has approved plans to change Community Area Transport Groups (CATGs) into Local Highway and Footway Improvement Groups (LHFIGs) - and increase funding for community highways projects.

On 26 April 2022 Wiltshire Council Cabinet approved plans to change Community Area Transport Groups (CATGs) into Local Highway and Footway Improvement Groups (LHFIGs) - and increase funding for community highways projects.

The 18 new LHFIGs - one for each community area in Wiltshire - will be made up of local Wiltshire Council members, town and parish council representatives, and stakeholders from the local community. They will be tasked with identifying small-scale local highways projects in their area to improve safety and encourage walking and cycling.

The key difference between the new LHFIGs and the former CATGs is that the new groups will be able to improve or repair existing infrastructure such as highways and footways, while still investing in new infrastructure, as the previous CATGs could.

The new bodies will also be able to access more funding - £400,000 in total, with the exact allocation for each area based on geographical size and population. This funding comprises £250,000 and £150,000 for officer resource to administer, realise and advise on the projects. There is also a central £250,000 substantive fund that LHFIGs can apply to annually to help fund larger highways projects.

Cllr Dr Mark McClelland, Cabinet Member for Transport, said: These new LHFIGs will build on the success of CATGs and enable communities to focus on the highways priorities that matter most to them. The new groups meet two key areas of our business plan - ensuring that communities are well connected and that services meet local needs.

LHFIGs report into the local area board, so if anyone has any highways issues in their area that they'd like to improve, they should contact their local area board in the first instance for support and advice.

This is far from just a name change, and what we've agreed will see significantly more investment into local highways.

We look forward to the new LHFIGs beginning in the coming months, and for the first highways community priorities to be realised across the county.

Once the LHFIG groups are operational, the groups remit will be reviewed after six months to ensure effectiveness and capacity.

To read the full Cabinet report, people can go to:

<https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=141&MId=14349>

Devizes Community Area Transport Group – 28th April 2022 – Agenda

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

Previous Status	Item	Progress to Date	Actions and Recommendations	New Status
	1 Apologies and Attendees			
		<p>Apologies: Rosalind Humphries (Bromham PC); Matt Perrott (Wiltshire Council)</p> <p>Present: Cllr Dominic Muns (Chair), Cllr Laura Mayes, Cllr Tamara Reay, Cllr Philip Whitehead, Cllr Kelvin Nash, Gareth Rogers, Andrew Jack (Wiltshire Council); Cllr Chris Greenwood (Devizes TC & Rowde PC); Rebekah Jeffries (Rowde PC); Cllr Richard Oliver (Devizes TC); Cllr Terry James, Chris Stirland (Seend PC); Cllr Julia Ford (West Lavington PC); Carol Hackett (Market Lavington PC); Peter West</p>		
	2 Notes of last meeting			
		Notes from the Devizes CATG meeting on 1 st February were published at part of the agenda for Devizes Area Board’s meeting on 7 th March 2022: https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=163&MId=13883&Ver=4		
	3 Financial Position			
		<p>Budget Available - £41,110.97</p> <p>The allocation for 2022/23 is £31,968 (subject to Cabinet Approval).</p> <p>Note: Order Values are subject to change</p>		
	5 Top 5 Priority			

		Schemes			
In Progress	a)	<p>Issue 6120 Lydeway - Request for speed limit reduction</p> <p>(Priority No.01)</p>	<p><i>The speed limit or rather the lack of on the A 342 road between Lydeway and Stert village entrance. When exiting the entrance of The Clock Inn Park the visibility is poor in both directions. Seeing that a lot of money has been spent on the work carried out in recent months on the renovation of the pathway between The Clock Inn Park and the entrance to Stert village which means more of the people from The clock Inn Park are using the pathway some of which have mobility scooters are finding it very difficult in crossing the road because of the speed of traffic which in some cases is in excess of the 60 miles per hour limit. In the last year there has been one accident of a car exiting The Clock Inn Park which in this case no one was hurt the police were not informed but both cars were written off. There are slow signs on the road and also illuminated 'slow down' signs before the 's' bends and the entrance to Stert village these do not seem to be effective.</i></p> <p>Stert PC have confirmed a contribution of £500 to the request.</p> <p>Atkins have completed the Speed Limit The assessment has concluded that a 50mph restriction can be considered. Indicative cost £6,000</p> <p>WH stated that the contribution which Stert PC agreed to make is £500 not £1,000 as listed within the budget. DM wanted to push through this project and was happy to accept this level of contribution from Stert PC. GR was happy to go ahead with this level.</p> <p>The Traffic Orders for the changes are currently being consulted upon. Closing date for comments is the 11th April 2022. Depending on whether comments are received, a Cabinet Member report will be required or works will be ordered.</p>	<p>G was not aware of any objections to this. PW mentioned that Stert PC had issues that have now been resolved and they had no further objections. This project is progressing</p>	In Progress
In Progress	b)	<p>Issue 6-19-02 (Previously known as Issue 6569)</p> <p>Footway at Tanis, Conscience Lane, Rowde</p>	<p>RJ asked about the Issue (6569) recorded to create a new footway from houses at Tanis on Conscience Lane to the A342. The parish council supports this request.</p> <p>An initial ballpark estimates of £6,000 provided to enable development of scheme. Awaiting RPC to confirm acceptance of need to contribute 25% of the development costs, ahead of 2020/21 Substantive CATG Bid.</p> <p>Rowde PC now confirm their 25% contribution</p> <p>Initial discussion with BT for Service diversion has indicated costs of circa £30,000.</p>	<p>GR recapped that this bid was unsuccessful due to the cost / benefit affecting relatively few people compared to urban areas. A Substantive Fund application will go again in 2022.</p> <p>RJ described how the PC now think they can put in a</p>	In Progress

		(Priority No.02)	<p>Alternative solution being discussed with WC Estates to dedicate some of adjacent field and relocate hedgerow ongoing.</p> <p>Substantive bid unsuccessful in 21/22. CATG agreed to retain as a priority ahead of 22/23 Applications.</p>	<p>different type of footway, which will use a bridge. This work will be eligible under the new LHFIG. GR agreed with this.</p> <p>DM was happy for this to stay on the list.</p> <p>TR described how the Air Quality & Sustainable Transport group (AQ&ST) has commissioned a Local Cycling & Walking Infrastructure Plan which could incorporate this kind of work. She said how PCs will be asked to contribute ideas to this via consultation over the next weeks.</p>	
In Progress	c)	Issue 6675 A342 Bromham (Priority No.03)	<p><i>Bromham Parish Council would like to put in motion a speed restriction on the A342 from South of the Calne A3102 50/40mph speed restriction to the St Edith's Marsh 30 MPH restriction. This length of the A342 is now a 60MPH road with frequent occurring accidents which can be backed up by local police and a freedom of information request for the crash map information for accidents. This stretch of road starting at the Calne junction has the following: Farm shop, Residential properties, Chittoe junction - poor visibility. The Audi Garage, Residential properties, The A3102 Melksham junction with Collins Veg. Shop - minor accidents happen here on a regular basis not always police recorded- V P Collins Vegetables at 81 Devizes Road can support this. ACCIDENT SPOT; Double bends. ACCIDENT SPOT; New Farm and Digester entrance to A J Butlers Farm - between the double bends. Cross road junction to Highfield village centre and Roughmoor. Roughmoor 9 residential properties plus A J Butlers main Farm access and Open Reach telecom building. ACCIDENT SPOT; Cross road junction to Yard lane and The Pound village centre. ACCIDENT SPOT; Hawkstreet junction. A speed restriction has been requested on two previous occasions but without response. Bromham Parish Council ask that this request is seriously considered by that appropriate team.</i></p> <p>Speed Limit Assessment discussed at Nov 19 Meeting. Bromham PC to consider and advise if the wish to proceed with requesting a speed limit assessment. GR sent further information to PC 17.12.19. Awaiting BPC response on whether to proceed &</p>	<p>GR said that Bromham PC has 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 these recommendations crossed into another parish within Chippenham CA but did not recommend leaving out this section from any changes. LM asked about the 25% contribution being standard.</p>	In Progress

			<p>contribution.</p> <p>The level of contribution from the parish council had previously been a sticking point. DM was happy to go ahead with a 25% contribution, as offered by Bromham PC. GR was happy to go forward with this.</p> <p>GR confirmed the speed limit review is underway and results will be available later. Once those are back and the assessment carried out, decisions on progressing any recommendations will need to be made.</p> <p>Speed Limit review has been completed. Information has been sent to the Parish Council (04/04). Review has made some recommendation for changes. To be discussed.</p>	<p>GR pointed out removing the section within Sandy Lane will not reduce costs by much, changing from approx. £10,000 to £9,000 DM agreed further negotiations with the PC are needed.</p>	
In Progress	d)	<p>06-20-21</p> <p>Devizes TC</p> <p>Request for 20mph Limit – Area 3</p> <p>(Priority No.04)</p>	<p><i>Access through this residential area is often used as a rat run, as it bypasses traffic congestion in New Park Street leading to rat run mentality. Commercial Road from the junction at the Sainsbury Mini Roundabout to Rotherstone, the whole of Couch Lane, the whole of New Park Road and the whole of Victoria Road all have high concentrations of pedestrian and frequent parking manoeuvres, therefore a 20mph speed limit would be more appropriate for this area.</i></p> <p><i>We would call this Zone Three, 20mph speed limit. See attached plan</i></p> <p>KN spoke about how Devizes TC had looked at assessing the whole town centre for 20mph and wanted to know that CATG was happy with this and GR is in the conversation.</p> <p>RG asked about a contribution. GR has spoken to Simon Fisher about this and recommended splitting the request into 4, hence the several requests here.</p> <p>RG asked if CATG is happy to put 75% of costs to the assessment for the entire area. KN is happy with this.</p> <p>KN confirmed the funding from the town council has been agreed.</p> <p>Data collection is complete. Consultants are finalising the report. Likely that the recommendations will be favourable for most locations. To discuss as there will be a funding implication.</p>	<p>GR confirmed data collection is complete but reports are not ready. He said that it is likely all locations will be eligible for 20mph but this opened questions for implementation: carrying out work on the 4 areas separately could cost £35,000 but dealing with all 4 at once could cost £25,000. Although this represents a significant proportion of the group's budget, GR recommended actioning all 4 at once.</p> <p>KN said how he wanted all 4 areas to be implemented and it was sensible to go with an economy of scale. He confirmed DTC's commitment to help fund the work. Although not confirmed, he thought DTC could provide up to £12,000, which makes their</p>	In Progress

				<p>contribution closer to 50% of the costs.</p> <p>CG thought DTC would prefer to take this work over about 2 years to spread cost.</p> <p>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.</p> <p>GR said he'd prefer to have work agreed early in the year and funds allocated to it.</p> <p>AJ said how at 20mph, vehicles produce less emissions and help with air quality. The AQ&ST group has funding and this might be used towards this scheme. GR will check with Highways on this.</p> <p>DM wanted to push this forward and welcomed KN's offer and proposed to work on all 4 areas together.</p>	
In Progress	e)	<p>06-20-17</p> <p>Bromham</p> <p>Request for Pedestrians in road Warning Sign</p> <p>(Priority No. 05)</p>	<p><i>A request for new signs at the Pound and Horsepool to make drivers aware that there is no footpath/pedestrians in road?</i></p> <p>RH was not aware of the agreement to fund 100% but is happy to fund 25%.</p> <p>PW felt many parts of Wiltshire do not have pavements so new signage adds to street clutter. He wanted to be re-assured the parish council is behind this request.</p> <p>DM was happy to go ahead and fund if this is what Bromham PC want. RH confirmed it is. GR said how engineers are recommended to keep signage to a minimum and how it increases liability on Wiltshire Highways.</p> <p>Works have been ordered with contractor. Installation imminent.</p>	<p>GR said that work gangs had been allocated to other priorities but this was on the list and will be done by the end of May.</p>	In Progress

In Progress	f)	<p>09-20-10</p> <p>A361 Seend High Street.</p> <p>Concern for Pedestrian Visibility</p> <p><i>(Transfer from Melksham CATG)</i></p> <p>(Priority No. 06)</p>	<p><i>There are two dropped kerbs either side of the A361 where the pavement ends each side between Spout Lane and Inmarsh Lane. It is difficult to cross this stretch of road as it is on a bend meaning that walkers cannot easily see cars coming when crossing from the south to the north side.</i></p> <p><i>There are already dropped kerbs along this stretch of road. A high friction surface similar to the one installed at the Church Crossing would be useful to make drivers more aware that it is a crossing point. It won't improve visibility for the walkers, but may make drivers slow down a bit.</i></p> <p>The Following has previously been provided to Issue at Melksham CATG by Highways Officer:</p> <p>Officers have conducted a site visit and consider this to be more of an issue for outbound drivers as they approach from the s-bend near Spout Lane. The crossing point is more visible to drivers heading in the opposite direction.</p> <p>TJ wanted to see high friction surface and signage here and referenced Mark Stansby's comments when previously with Melksham CATG.</p> <p>GR accepted Mark Stansby's comments and has not looked at this himself but felt outbound drivers would be most affected.</p> <p>The quote for £600 would be just for signage. High friction surface would take that to £2.5-3000. SB agreed to 25% of the £600 but would need to check for a contribution towards £2,500.</p> <p>DM reviewed the previous agreements over the contributions from Seend PC. TJ confirmed they are happy to contribute 25% to both the new signage and high friction surface. The parish council has agreed to contribute.</p> <p>Design work is ongoing. Works order to be issued by end of April.</p>	GR confirmed this is still ongoing and moving along. It is planned for completion by the end of the summer.	In Progress
In Progress	g)	<p>06-21-09</p> <p>Bishop Cannings</p>	<p><i>The current speed limit between the Cannings Hill roundabout and a point just beyond Marlborough Close, is 50mph. Given the built-up nature of the road at this point, the parish council believes that the road should be restricted to 30mph.</i></p> <p><i>The 50-mph restriction in question is approximately 737 metres in length. Along this</i></p>	GR confirmed the speed limit review is programmed in. Results will be available within 4-5 months, so likely to be	In Progress

	<p>Horton Road</p> <p>Speed Limit</p> <p><i>1st Meeting Date</i> 09/11/21</p> <p>(Priority No. 07)</p>	<p><i>there are 24 streetlamps more or less evenly spaced, so there is an average of approximately 31 metres between them. s.82 Road Traffic Regulation Act 1984 defines a restricted road as one where "there is provided on it a system of street lighting furnished by means of lamps placed not more than 200 metres apart" and s.81 of the Act states "it shall not be lawful for a person to drive a motor vehicle on a restricted road at speeds exceeding 30-mph."</i></p> <p><i>The default position on this stretch of road would therefore be 30-mph, except that Highways have chosen to impose a higher limit.</i></p> <p><i>The Department of Transport guidance on setting local speed limits states that "the standard speed limit in urban areas is 30-mph" and that roads suitable for 40-mph are generally for urban areas where there is little development. 50-mph should only be used in exceptional circumstances - but this does include roads where there are segregated road junctions for the developed areas.</i></p> <p><i>Although the housing along this length of the Horton Road is accessed via segregated junctions and not directly from the C8, there are 76 houses at Ferozeshah Road, 175 houses at the Corn Croft Lane estate and there will be a total of 230 at Laywood. This generates a significant number of vehicle movements onto and off the Horton Road. Additionally, there is substantial pedestrian use of the Horton Road footway to access the bus stops and local shops.</i></p> <p><i>Currently the Corn Croft Lane estate has a 20mph limit and it is likely that the Leywood estate when adopted will also be restricted to 20mph. It is not considered desirable to have such a high differential speed limit between the principal feeder road and the subordinate housing estates.</i></p> <p><i>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.</i></p> <p><i>Consultants have commissioned to undertake review now that we are into a new financial year.</i></p>	<p>ready for the meeting after next.</p>	
	<p>06-20-22</p> <p>Devizes TC</p>	<p><i>Long Street, St Johns Street, the Highstreet, Market Place and Station Road are access to the town centre but are often used as a rat run, as it is shorter route to get through the town than preferred arterial route of New Park Street, which in turn leads to a rat run mentality. All these roads have high concentrations of pedestrian and frequent</i></p>	<p>Linked to Issues Ref (d)</p>	

		Request for 20mph Limit – Area 1	<i>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</i>		
		06-20-23 Devizes TC Request for 20mph Limit – Area 2	<i>The whole of Bridewell Street, the whole of Hare and Hounds Street, the whole of Sheep Street, the whole of Sidmouth Street, the whole of Maryport Street and the whole of Monday Market Street are either within the main shopping area of the town or are the feeder road into this area and as such all have high concentrations of pedestrian and frequent parking manoeuvres and therefore a 20mph speed limit would be more appropriate for this area. We would call this Zone Two, 20mph speed limit. See attached plan</i>	Linked to Issues Ref (d)	
		06-20-24 Devizes TC Request for 20mph Limit – Area 4	<i>There has been a 20mph zone implemented for the Brickley Lane area for time, however Church Walk was missed off that scheme. It meets all the same criteria as Bickley Lane and is a feeder road into this wider scheme, therefore we believe it should have its speed limit reduced to 20mph. We would call this Zone Four, 20mph speed limit. See attached plan</i>	Linked to Issues Ref (d)	
In Progress		06-21-08 Worton SID Posts/ Sockets <i>1st Meeting Date 27/07/21</i>	<i>There is a large volume of traffic exceeding the speed limit driving through Worton. This is confirmed by the Community Speed Watch figures. In just 11 hours monitoring during April – May, they reported 67 motorists to the police for driving 36 mph and over; a further 228 were found to be driving at less than 36 mph but still breaking the speed limit . During May – June in just 12 hours, 79 motorists were reported to the police for driving 36 mph and over; a further 306 were found to be breaking the speed limit. Worton Parish Council would like permission to install at least two Speed Indicator Devices at locations to be confirmed with CATG. Would CATG fund the installation of the necessary posts? DM felt SIDs do not work in the long term, or when they are in a single location for a long time. They are best used for short periods and moved around, so that drivers do not become complacent. He gave his thoughts on enforcement and collecting data to be used by police. RS disagreed – his view was that CSW worked in the village and that Metrocount data is</i>	GR now has the locations of the new posts from the PC. Now looking for resources to carry out and complete the work. Ongoing	In Progress

		<p>fairly positive but that police enforcement is unlikely but speeds are still too high. RS felt that SIDs are effective for most drivers and he recognised there will always be a minority of drivers who will go too fast. Worton PC is committed to installing SIDs and was coming to CATG for support towards the infrastructure. RS thanked GR and AJ for support on SID policy.</p> <p>GR referred to SID policy about frequently moving to new locations. CATG can put in sockets for moveable posts at approx. £500 per site. RS thought there were 4-5 sites in Worton and asked about what contribution is expected if the PC already buys the SID. DM felt this should be 25%. RS will confirm this funding with Worton PC.</p> <p>DP confirmed the PC has budgeted for this and getting the sockets installed. He asked who will do this and if it will happen with the current financial year.</p> <p>DM said that the locations and contributions are all agreed and that he'd like this promoted up the list. GR was happy with that. RS confirmed the contribution, so GR can move forward.</p> <p>RS provided list of locations (01/03). Scheme to be added to 22/23 Work Programme.</p>		
In Progress	<p>06-21-12</p> <p>Bromham</p> <p>New Road</p> <p>Request for 30mph Repeater signs</p> <p><i>1st Meeting Date</i> 09/11/21</p>	<p><i>There is no 30MPH signage at the school end of New Road in Bromham. Some drivers get confused and mistake the road for a national speed limit.</i></p> <p><i>Several school children live along the road and walk to school unfortunately there is no pavement present, so they must walk on the road. One of the children that commute to school is also in a wheelchair and there have been multiple issues with cars travelling too fast.</i></p> <p><i>I am a Parish councillor and my daughter has been attending the school and nursery for 2 years. There have been three occasions where we have had to jump into the verge to avoid a speeding vehicle in this time. And I don't do the school run on a daily basis. I have had multiple complaints from the residence about the speed of vehicles along this stretch and it is a real safety concern. I feel that some 30 MPH repeater signs and possibly the addition of some school signage would be a step in the right direction for vehicles to follow the speed limit along New Road.</i></p> <p><i>I believe that the need for repeater signage is based on street lights being present along the road. While New Road does have a couple of street lights they are not along the</i></p>	There has been no update from Bromham PC about a contribution towards this work.	Awaiting update (PC contribution)

		<p><i>entire stretch hence drivers getting confused. The street lights that are present are also not conventional ones and use telegraph poles which adds to the confusion.</i></p> <p>DM agreed that the situation for drivers is unclear in that this road appears to be leading away from the village yet is within 30mph limit. GR has looked at this road via Street view. The project would need to be promoted to High priority for him to spend time taking a closer look.</p> <p>RH confirmed this has support from the PC.</p> <p>Location has been reviewed and the signing / Street Lighting considered to be appropriate. It would be possible to provide some carriageway roundels in areas where signing exists to supplement the repeater signing. Estimated Cost £2,500.</p>		
In Progress	<p>06-21-13</p> <p>Devizes</p> <p>Eastleigh</p> <p>Request for Bus Stop Clearway</p> <p><i>1st Meeting Date</i> 09/11/21</p>	<p><i>The bus stop outside of 49 Eastleigh Road is often blocked by parked cars, particularly at peak times when the chip shop is open. Buses must pull up in alternate locations which causes issues for people with reduced mobility as the door does not then align with the paved surface designed for wheelchair users. There are no road markings to discourage drivers from parking here. The matter is further exasperated given that the lamp standard supporting the bus stop signage has recently been replaced following a collision, and whilst the timetable notice has been replaced, the Bus Stop sign is missing therefore there is nothing at all to indicate to drivers that this is a bus stop. It has been an issue for some time; however, the Town Council is now being lobbied by wheelchair users who find accessing public transport at this location a significant challenge, thus adding additional difficulties to their mobility.</i></p> <p><i>The Town Council fully support this request as it believes it is incumbent on all local authorities to manage their facilities and services in a way that make them accessible to all sectors of our community. It would appear that there is a relatively simple solution to problem at the bus stop outside of 49 Eastleigh Road, which will help relieve the considerable problems wheelchair users are having in the Eastleigh Road area accessing public transport. Devizes Town Council is prepared to make a contribution to the cost of this highway improvement.</i></p> <p>KN described the situation at this bus stop. There is no longer anything to show to drivers this is a bus stop and to not park there. Parking makes it far harder for disabled passengers to use the bus.</p>	<p>This is on the list to go ahead. GR had previously asked DTC to carry out some consultation with the few houses in this area that will be directly affected by the change in parking. KN replied this has not yet been done but he will design a short letter / survey and DTC will get them delivered. GR thought this only needed to go to the 10-15 houses nearest the clearway.</p>	In Progress


			GR gave an approx. cost of £2,000 for marking the bay. He described that autumn / winter is not good weather for lining work and this will need to wait until Spring for any progress		
	6.		Other priority schemes		
Approved – awaiting slot	a)	09-21-01 Townsend, Poulshot Request for new footway.	<p><i>As an issue of safety it is requested that a pavement be built between the Church and Townsend farmhouse.</i></p> <p><i>After a request from several parishioners, the Parish Council discussed the idea of a new pavement because of the safety issue of pedestrians using the roadway between the Church and Townsend Farmhouse. There has been a site meeting with Andy Cadwallader resulting in a preliminary costing of £19,000. The Parish Council has also has looked at the costing and other ideas.</i></p> <p>The following has previously been provided to Issue at Melksham CATG by Highways Officer:</p> <p>Construction length is approximately 75m. New Footway with kerbing costs approximately £265 per metre and therefore a ball park estimate is £20K. This does not allow for temporary traffic management and establishment of site welfare facilities. A road closure might also be required.</p> <p>GR quoted a figure of £265 per metre for 75m of footway. RC had not had feedback during the change from Melksham to Devizes CATG.</p> <p>DM asked if Poulshot PC could contribute the 25% of the £20,000 total cost. RC would need to check and ask the parish council for thoughts on how to move forward.</p> <p>RC confirmed that Poulshot PC will make the 25% contribution of the £20,000 cost. He wanted RD to visit the site to look at any costs savings such as materials or length of footway. GR pointed out that materials would not change as they are standard for highways works.</p> <p>There was detailed discussion about the length of new footway needed, where it needed to cover and if it could be reduced from 75m.</p> <p>Funding the project was discussed (the 75% of CATG funding is equivalent of a year’s budget). DM suggested contributions from local development could support this, but RC didn’t think there would be anything suitable. GR mentioned the Substantive Fund and bid process for larger projects. Work is needed to go into a bid to make it good</p>	GR said he had nothing further to update – he had not been pushed by the PC to move this forward. TR said how the PC is keen for this to happen but is aware of the need for a place within the prioritisation.	Approved – awaiting slot

		<p>quality and give it a higher chance of success. This usually includes £3-4,000 of CATG funding to reduce what's needed from Substantive funds.</p> <p>DM suggested taking this offline to develop a conversation and for GR to assess this in more detail and rate its chance of success.</p> <p>DM described the level of cost this project is likely to reach. Being beyond CATG and the parish's resources, this is going to need funds from the Substantive Scheme. GR said this can go towards bids in 2022.</p> <p>DM asked for this to be removed until later but GR pointed out the project needs to be a high priority for work to be done to get it to the substantive bid stage. DM agreed this could remain on the agenda for another meeting to allow the parish to come back.</p>		
Approved – awaiting slot	<p>06-21-02</p> <p>W Lavington, Duck Street</p> <p>Parking Concerns.</p> <p><i>1st Meeting Date</i> 27/07/21.</p>	<p><i>There have been ongoing parking issues in Duck Street and in particular around Dauntsey's Care Home for a period of time but has become more challenging over the last 6 months. The current inconsiderate parking extends to the end of Duck Street where it meets the main road and therefore at times visibility at the junction is compromised.</i></p> <p><i>Relationships between the home and residents has broken down in terms of communication and the impact being that there is inappropriate parking occurring regularly. The parish council receives complaints from residents and also local farmers who are unable to pass through the road to get to their fields. During April a nurse who came to visit the home had her car damaged whilst it was parked in Duck Street.</i></p> <p><i>The police have been advised and they have said that they need to see the 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.</i></p> <p><i>A resolution needs to be found for visitors in Duck Street and particularly those visiting Dauntsey's care home and this would be for urgent and short-term parking.</i></p> <p>The Highway is for passage and repassage of vehicle. Parking on the highway is only tolerated in those scenarios where it does not cause an obstruction. Where an obstruction is caused, or vehicles are ignoring the guidance in the Highway Code (do</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. GR pointed out the cost of approx. £5,000 is not really dependent on the length of lining, so this can be flexible. JF confirms the PC's contribution and is happy to work on deciding the length of lining. She asked if "primrose yellow" lines for conservation areas would be available and GR confirms. DM agreed to move this to high priority.</p>	In Progress

			<p>not park within 10m of a junction) then responsibility lies with the Police. Discussion with the local NPT is recommended if the issue is consistent (Daily)</p> <p>DM described how this creates an obstruction at Duck St, especially for emergency vehicles. He felt that double yellow lines here would help make enforcement easier. JF was happy with these discussions. She pointed out the situation had been getting worse and was of high concern in the village.</p> <p>GR pointed out that waiting restrictions are not normally for CATG to deal with but in these extreme circumstances CATG can take this on.</p> <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>PC investigating / considering. DM wanted this left until the next meeting before making a decision to take forward.</p>		
Approved – awaiting slot	<p>6-22-02</p> <p>Devizes Roundway Park</p> <p>Request for Street Lighting</p> <p><i>1st Meeting Date</i> 01/02/2022</p>	<p><i>The streetlights in Roundway Park are decades old and mounted on quite low columns resulting in the light that is being emitted illuminating very small areas, leaving long tracts of the pavement completely in darkness.</i></p> <p><i>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.</i></p> <p><i>Additional concern is that the pavement in the area is in relatively poor repair, and coupled with poor lighting, the chances of trips and fall is greatly increased. Increasingly, residents will not leave their houses during the hours of darkness as the fear coming home on foot from bus stops or walks may result in a fall.</i></p> <p><i>Wiltshire Council's Traffic Engineer and the Streetlighting team indicates a total cost in the region of £5k to install two higher posts with better lights.</i></p>	<p>RO confirmed DTC's contribution to this project. DM and GR agreed to move this to high priority.</p>	In Progress	
	7.		Outstanding / Open issues		
	a)	<p>Issue <u>6881</u> A342</p>	<p><i>As a safety measure to prevent death or serious injury we would like the current 50 mph reduced to 40mph as we believe that a contributory factor to the serious accidents</i></p>	<p>This is linked to issue 6120 as discussed above.</p>	

		<p>Lydeaway, Planks Farm Speed Limit reduction request.</p>	<p><i>which have already occurred is the speed. A cost-effective solution of reducing the speed limit by 10 mph will not stop those that speed regularly but even regular speeders are reticent to go very far above set limits. We suggest that the area of the A342 be from Lydeaway past Wedhampton to Chirton. This section of road has very tight bends and highly used junctions. This small measure we believe will lessen the chance of a fatality along this section of the A342.</i></p>	<p>GR wanted this issue left separately on the list.</p>	
Awaiting update (data)	b)	<p>06-21-11</p> <p>Rowde</p> <p>A342</p> <p>SID Infrastructure</p> <p><i>1st Meeting Date</i> 09/11/21</p>	<p><i>The Parish Council would like to purchase a Speed Indicator Device (S.I.D) for use on the A342. The Parish Council is looking for assistance from CATG with the infrastructure to support a Speed Indicator Device: posts and sockets.</i></p> <p>RJ confirmed there had not been Metrocounts done but that data would be available from their Community Speedwatch group. She asked if a Metrocount would be needed. GR confirmed that the CSW group would have been set up following a Metrocount but if there were other locations in mind for the SID that did not have any data, then a Metrocount would be needed.</p>	<p>DM asked if a new Metrocount is needed here? RJ replied that the Community Speedwatch (CSW) group has data for 3 locations but that a 4th location has had a new Metrocount requested. The PC is awaiting the data from that check.</p>	Awaiting update (data)
Awaiting update (survey)		<p>6-21-16</p> <p>High Street, Wedhampton</p> <p>Change to road layout</p> <p><i>1st Meeting Date</i> 01/02/2022</p>	<p><i>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.</i></p> <p><i>I walk from Urchfont across to Wedhampton regularly, and have witnessed the aftermath of two accidents in the last two months.</i></p> <p><i>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 current exit from the High Street.</i></p> <p><i>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.</i></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>	Awaiting update (survey)

Awaiting update (data)	c)	<p>6-21-15</p> <p>Marston</p> <p>Request for Speed Limit Review</p> <p>1st Meeting Date 01/02/2022</p>	<p><i>Issue 1</i></p> <p><i>The speed limit through the village is designated 40mph – 30mph 40mphh and the national speed limit. Vehicles travel through the village at higher speed limits on a regular basis and residents are finding it unsafe to come out of their drives onto the highway, especially in the higher speed limit sections.</i></p> <p><i>All the residents exiting their properties along the main road through the village are extremely worried about the speed of vehicles along this road a number have commented, at the meeting and through email, `That there is an accident waiting to happen`. Although, there is a danger exiting properties throughout the day it is exacerbated at high use times during the work and school runs in the morning and evening.</i></p> <p><i>Issue 2.</i></p> <p><i>On Long Street a single-track road, with no passing places, the speed limit is 60mph. The Erlestoke end of Long Street has now been made up with road pailings and cars regularly travel down the single-track road at speed, proving a hazard to other vehicles and Walkers on the common land, which is situated on either side of this single-track road.</i></p> <p><i>We request an investigation by the highways department in order to find a solution to ensure the safety of all road users in our village.</i></p> <p><i>We would hope that such an investigation would lead to a uniform reduction in the speed limit throughout the village from Norney Bridge to the end of the inhabited village on the Coulston Road, rather than 4 different limits within 1 mile. (30 - 40 – 30 - 60mph)</i></p> <p><i>A reduction to 30 miles per hour on Long Street to 30 MPH.</i></p>	<p>GR said he had looked at this area and does not think a change in the speed limit will change drivers' behaviour. Long St is a straight single-track road and GR felt drivers will go at the speed they think suitable. He does not think LHFIG should progress this request.</p> <p>There was no one from Marston PC on the call but TR said this is important to the PC and how they wanted help from GR to find a solution. PW described how Lockeridge near Marlborough had used a number of different tactics, like planters on the roadside or bicycles left outside houses to encourage drivers to slow down. AJ had been involved in this work, with a consultant, Ben Hamilton-Baillie. AJ can circulate the design reports of various villages from Marlborough area. DM described how he wants to create a document containing options that Highways are able to help with for different situations, along with cost estimates. GR pointed out there is already a page on the website giving this.</p>	In Progress
Awaiting update	d)	<p>6-22-01</p>	<p><i>There are a number of deer that run onto the road in the above mentioned area which</i></p>	<p>DM and JF agreed this request</p>	Awaiting removal

<p>(data)</p>	<p>W Lavington</p> <p>Request for Deer Warning Signs</p> <p><i>1st Meeting Date</i> 01/02/2022</p>	<p><i>are obviously an issue for the deer and also for traffic. Recently there has been a reporting of a deer that was hit and then left in the road which was resulting in cars going around it which meant they crossed into the path of oncoming traffic.</i></p> <p><i>The parish council would like to explore the cost of erecting signs to warn drivers that there could be deer crossing the road and to take caution.</i></p>	<p>can be removed.</p>	
	<p>Awaiting update (site visit)</p>	<p>e) 6-22-03</p> <p>Devizes Byron Lane / Green Lane</p> <p>Request for Give Way Signs</p> <p><i>1st Meeting Date</i> 01/02/2022</p>	<p><i>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.</i></p> <p><i>Give way signs need to be installed to reinforce the junction markings on the road</i></p> <p>Site has been looked at by an Engineer and comments as follows;</p> <p>I can see why some are confused by this arrangement. I would suggest we provide markings as per the sketch below:</p> 	<p>KN confirmed DTC has been discussing this project and will contribute towards it. He asked about changing the priority so that Green Lane traffic goes straight ahead. There was discussion about this versus access for Byron Way. GR thought that giving Green Lane right of way would bring about issues with speeding in future as it will create a long, straight road. There was discussion about new signage at the junction and refreshing the current worn markings. GR confirmed both can be done by LHFIF. There was discussion about whether to implement new signage or markings or both at once. GR recommended installing both together with give way coming from Green Lane and the group agreed. AJ was asked to liaise with Wiltshire FA about messages</p>

				to users of the site taking greater care when leaving and using this junction.	
	8.		New Issues		
	a)	6-22-04 Devizes Opendoors / Southbroom Centre Request for direction signs <i>1st Meeting Date</i> 12/04/2022	<i>Devizes Opendoors has moved to Southbroom Centre, Victoria Road and, despite clear information on their website and on leaflets, many visitors find the premises difficult to find. Staff from agencies coming from other towns as well as the homeless and vulnerable people we serve, have commented on how difficult it is to find us. Pedestrians need informing that access is not via Southbroom House driveway but via the path that leads from London Road to the end of Victoria. Drivers need reassuring that Southbroom Centre is at the far end of Victoria Road because many think there is nothing beyond the circle of grass surrounded by flats. Supported by Town Council.</i> Response has been previously given outlining a solution is possible. Costs expected to be £2,000.	DTC's contribution to the scheme was confirmed. GR was happy to accept this project.	In Progress
	b)	6-22-05 Devizes A361 Bath Road Request to change crossing type <i>1st Meeting Date</i> 12/04/2022	<i>The zebra crossing in The Nursery is situated on one of the town's busiest roads, very close to the intersection of two main routes into the town from Bath and Chippenham. It lies between a large area of housing and a fuel station which acts as a convenience store for the area, as well as being the first opportunity for pedestrians to cross the road following the Dunkirk Hill junction, meaning that it is well used. An area of poor street lighting which has been reported to Highways is immediately adjacent to the crossing. Local residents report several near misses happening regularly at this crossing. In August 2019 police reported a woman was knocked down at this crossing but didn't suffer major injury. In 2013 there was a fatal accident at this crossing and following that a petition was presented to the Devizes Area Board to install a pelican crossing at this site.</i> <i>It was agreed in 2013 that Wiltshire would consider upgrading the crossing to a Pelican crossing.</i> <i>The Town Council would like an update on a previous request for an upgraded to a Pelican crossing; Should this request be closed, then the town council are making an updated request for the zebra crossing at the nursery to be replaced with a light-controlled crossing.</i> There is no current plan to alter the format of the crossing to Signal Controlled. Two collisions have been recorded on the crossing in the last 3 years. Both in 2019. One, a	GR described how often, zebra crossings can be safer than light-controlled crossings in that both pedestrian and driver need to confirm it is safe in order to cross, whereas as the lights can give pedestrians a false sense of security and try to cross when it is not safe. GR gave an estimated cost for a new light-controlled crossing of approx. £100,000 RO pointed out DTC was not in a hurry for this work and CG felt the current crossing works well as it is. The group agrees to remove this request.	Awaiting removal

			pedestrian as referenced in the request, the second when being used illegally by a cyclist.		
c)	<p>6-22-06</p> <p>Bromham A342 Chittoe</p> <p>Request for junction improvement signing</p> <p><i>1st Meeting Date</i> 12/04/2022</p>	<p><i>Could I also ask that some reflective markers are placed by the Council at the end of the road as you leave Chittoe for the main Chippenham Devizes Road. There always used to be markers which are critical to any traffic wishing to turn right off the road into Chittoe. With headlight coming towards you there is no way you can see this junction and the signage on the left opposite the entrance to the road is severely hampered by being in the hedge. It is purely for safety, coming from Devizes and turning left is so much easier, you can see the junction in advance. I would be so grateful on behalf of everyone who lives here just to make this a safer entrance of the main road.</i></p> <p><i>We have asked before for NO overtaking signs along the stretch on the main road between, the Calne turning and the Melksham turning, people drive so fast and regularly overtake at speed on this stretch, if you are leaving Chittoe and wishing to turn left it has been a very dangerous manoeuvre.</i></p> <p><i>Parish Council Comment: Additional signage for the Chittoe turning off the A342 has been previously requested by the PC, but it was felt that there was adequate signage, but this junction is difficult to see when travelling at 60MPH with overgrown verges, vegetation and hedges on both sides of the turning.</i></p>	<p>GR pointed out the speed limit review had already picked up this junction and it is being worked on internally by Highways' own collision team to look at safety solutions. These will be implemented from a central budget and not this group's. LM asked for timescales and GR said this would be actioned within the current financial year. DM asked for this to be kept on the list but in red.</p>	Awaiting update (internal work)	
d)	<p>6-22-07</p> <p>Seend A361</p> <p>Request speed limit reduction</p> <p><i>1st Meeting Date</i> 12/04/2022</p>	<p><i>Speeding traffic both east and westbound, coupled with safety issues as drivers slow to turn into Seend Cleeve junction and the risk of being rear ended by vehicles behind not slowing down enough. There is also a safety issue for pedestrians crossing to get to the bus stop on the other side of the road. There is a school bus pick up and drop off each day, with children needing to cross this busy road. A metro count was taken in November 2021, the results of which have shown that there is a proven issue of speeding both east and west bound. A copy is attached to this application. There is short section of the road, after you leave Seend High Street and past the Bell crossroads, where it increases from 30mph to 60mph for a couple hundred metres before it reduces to 50mph close to the Seend Cleeve junction and continues at 50mph through the Baldham Bends to just past Littleton (before the Semington roundabout). We believe the reduction to 50mph was introduced by a TRO in 2013. The 30mph was extended further down the A361 by a TRO in Nov 2018 as part of road safety improvements at the Bell crossroads. So it goes from 30 to 60 to 50mph in a fairly short length of road.</i></p> <p><i>We would like a speed reduction from 50mph to 30mph to extend past the Baldham bends, which is already a re-known accident black spot. We believe that drivers are</i></p>	<p>TJ agreed this stretch of road is contentious and felt the A361 is no longer fit for purpose here. He described the issues as when cars wish to turn off the A361 to Seend Cleeve or The Stocks but are overtaken by speeding cars. There are also issues with Baldham Bridge and vehicle strikes. TR mentioned a Metrocount from November '21 that showed a speed issue and how the village and the roads through it need looking at. DM asked GR if it's possible for a wider look at the</p>	Awaiting update (site visit)	

			<p><i>more likely to slow down earlier if there is a more significant drop in speed limit from 60mph to 30mph. We would also like to see double white lines, which would restrict overtaking whilst a car is turning into the Seend Cleeve junction.</i></p> <p>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.</p>	<p>situation to see what could be done? DM felt that often, PCs know there is a problem but don't know how to tackle it. GR felt the road will not get a 30mph limit due to the lack of house frontage onto it and also that reducing speed limits don't necessarily solve problems when drivers will travel at the speed they feel fits the road conditions. GR thought it best to look at the exact problems and try to solve those. DM asked if GR, TR and the PC can hold a site visit.</p>	
	e)	<p>6-22-08</p> <p>Seend A361 / Bollands Hill</p> <p>Request for small signing alterations</p> <p><i>1st Meeting Date 12/04/2022</i></p>	<p><i>Despite the road safety improvements carried out in 2018 at the Bell Crossroads under the 'Local Road Safety Scheme' by Wiltshire Highways and the additional signage put in place in Bell Hill in Autumn of 2020, the Parish Council is still concerned with the high number of accidents occurring at the Bell crossroads, as some drivers are not stopping at the top of Bollands Hill and Bell Hill.</i></p> <p><i>We would like to ask for the support of CATG to look at what else can be done at these crossroads to improve driver awareness of the need to give way at these junctions. Following a useful meeting with Highways, it was suggested that some small scale measures may be possible to improve signage and visibility making drivers more aware of the cross roads and the need to give way. Whilst, we have been told, the cross-roads do not meet the DfT criteria for a Stop sign, we would ask if there is any discretion on this, as many people feel a stop sign and continuous white line would help reduce the number of accidents.</i></p> <p>Several suggestions have been put forward in a meeting with the PC and can be considered, However the use of Stop Signs or the associated Road Marking are not an option available.</p>	<p>GR said that he'd already discussed this with the PC. A Stop sign (instead of Give Way) is not possible here because of DfT guidelines on forward vision. GR had talked about different options here before and listed some of those. DM asked to move on.</p>	Approved - awaiting slot
	f)	<p>6-22-09</p>	<p><i>Horse-riders regularly travel from Seend and Seend Cleeve, along the C20 towards the</i></p>	<p>GR said these are legitimate</p>	Awaiting update

		<p>Seend C20</p> <p>Request for Horse Warning Signs</p> <p><i>1st Meeting Date 12/04/2022</i></p>	<p><i>A365 Redstocks junction to cross to reach the bridleways on the other side. It is quite a fast road for riders to cross safely. The speed limit along this stretch is 60mph. With an increase in horse stables and equestrian activities in Seend and Seend Cleeve, there has been an increase in the number of horse riders on the parish roads. We would like to see the installation of the triangular horse crossing warning signs in each direction on the A365. But, in the first instance, to find out the likely cost and feasibility of installing such signs.</i></p>	<p>signs and can be used here but he would like to know more about numbers of horses and how often they cross the road here. DM asked TJ and Seend PC to collate this data.</p>	(Data required)
	g)	<p>6-22-10</p> <p>Bulkington</p> <p>Request for Speed Limit Extension (resubmission)</p> <p><i>1st Meeting Date 12/04/2022</i></p>	<p><i>Cars are still driving fast upon entering the village, the houses from number 1A onwards are a relatively recent addition to the village. The current 30mph sign is situated 9m from the end wall of the first house of the village. We do not feel like 9m is enough for cars to slow to enter the village safely. The Sign was not moved when more houses were added to the village, thus decreasing the distance between houses and sign significantly. We feel that if the sign were moved further out of the village, in keeping with guidelines, traffic would have enough time to slow to 30mph to enter the village safely.</i></p>	<p>TR said that this request can be removed</p>	Awaiting removal
	h)	<p>6-22-11</p> <p>M Lavington</p> <p>Request financial support to maintain a RoW</p> <p><i>1st Meeting Date 12/04/2022</i></p>	<p><i>Over the years the surface of footpath MLAV24 has deteriorated greatly. Split into two sections, the section behind the High Street /The Clays (between Stobberts Road and White Street) is now very badly pot-holed, making it very difficult for users, particularly those with mobility scooters or prams etc. to manoeuvre safely and easily along. The section that runs behind the houses at the bottom of Fiddington Hill / Stirling Road, towards Easterton, gets extremely muddy, again making it very difficult to negotiate for mobility scooters or prams etc. Both sections of the footpath are very well used, and provide a vital and safe alternative to walking on the parallel busy road. Back in September 2020 enquiries were made with the Rights of Way department with regards to the sourcing, and laying of road planings on both sections of the footpath. Whilst agreement was reached to carry out the work, unfortunately the planings earmarked for the work were not suitable, and since then, due to reduced budgets, we have been informed that the ROW department are no longer able to help.</i></p>	<p>GR has looked at this location and said how it is private land and Highways cannot use funding to improve private land. CH had checked with the Land Registry and found these houses have access but no record of ownership. GR has a record of all Wilts Council owned land and confirmed this is not on that record, so the Council is not responsible</p>	Awaiting removal

			<p><i>With this footpath being such a vital thoroughfare through the village, which is away from the busy road, and in order to help ensure the safety of everyone using it, the Parish Council would like to use a local private contractor to help improve the surface of both sections (The Clays section - to fill pot-holes with planings, which will be rolled and compacted). Section behind Stirling Road – to scrape off loose soil and level the ground, before laying a membrane and covering with planings, which will be rolled and compacted). Total cost £1,550. Could we please ask that this matter be submitted via the CATG/LHFIG committee, with a request for support towards the cost of this surface improvement work. The Parish Council recognises that it may be required to contribute towards the cost.</i></p> <p>Unfortunately the footpath isn't maintainable by Wiltshire Council at Public Expense. It would therefore be the responsibility of the Land Owner to undertake any improvements.</p>	for it. He will send this record to Market Lavington PC.	
	i)	<p>6-22-12</p> <p>M Lavington</p> <p>Request assistance with Auto Speed Watch</p> <p><i>1st Meeting Date</i> <i>12/04/2022</i></p>	<p><i>We have had an on-going problem with speeding on this stretch of road, and just over a year ago installed a Speed Indicator Device, to try and act as a deterrent for speeding drivers. Whilst the SID has been of some success helping to slow drivers down, the device is recording numerous speeds well in excess of the 30mph speed limit i.e., during the week commencing 6/3/22 there were 13 readings of over 60mph, including two readings of 83mph. Whilst this information is helpful in determining when might be the best times of day for the Community Speedwatch Volunteers, and Police Enforcement Officer to carry out enforcement sessions, it is not providing details of the vehicles which are driving at such dangerously high speeds.</i></p> <p><i>In order to try and help identify the vehicles which are driving at such high speeds, the Parish Council have made the decision to purchase an AutoSpeedWatch roadside camera device, which takes photographs of the rear number plates of any passing speeding vehicles. These details can then be passed on to the Police. Could we please request support from the CATG / LHFIG committee to install a permanent post on Spin Hill, on which the AutoSpeedWatch device could be attached. The Parish Council recognises that it may be required to contribute towards the cost.</i></p> <p>Auto Speed Watch is not a programme supported by either Wiltshire Council or Wiltshire Police. It is not possible to utilise these funds for this purpose.</p> <p>Close & Remove Issue.</p>	DM described the considerable work done by parishes, including Market Lavington, to tackle speeding within their villages. In some cases, this has not been effective for all drivers. He described how there appeared to be one driver through Market Lavington consistently speeding at the same time of day. DM felt that a device, like Auto Speedwatch, would help to identify drivers like this. GR confirmed that currently Wiltshire Highways and Police do not recognise the data from Auto Speedwatch and will not act upon it. Also, the device cannot currently be attached to Highways' assets, such as existing posts,	Awaiting update (confirmation of Auto Speed watch)

				streetlights, etc. DM felt that Auto Speedwatch meets Councils' duties. He has met with Wiltshire's Police & Crime Commissioner and has agreement from him that Auto Speedwatch will start to be used in the county. This information has not reached GR yet.	
	j)	<p>6-22-13</p> <p>Devizes Southbroom Road</p> <p>Improvements to school route Plans Lane / Wick Lane</p> <p><i>1st Meeting Date</i> <i>12/04/2022</i></p>	<p><i>Pavement from the top of the old railway bridge to the school property is unsafe for pedestrians. I and many parents I have spoken with have a serious concern for the safety of pedestrians using this route. Children from multiple schools use route daily, are frequently displaced onto the road for lack of space, crossing near the roundabout or blind junctions often with cars passing simultaneously. Issues include:</i></p> <ul style="list-style-type: none"> <i>-Lack of width to allow for even 2 people to pass safely</i> <i>-Unevenness meaning even when the pavement is wider, part of it cannot be used safely</i> <i>-Lack of dropped curbs despite route being travelled daily by buggy and wheelchair users.</i> <i>-No signs or road markings to indicate a school is nearby or that children may be crossing.</i> <i>-Road markings around roundabout junction with Wick Lane very worn, & cars park up to or even across the crossing that many use to get to the school gates on Wick Lane, making it more hazardous.</i> <p><i>Review of the area supported by Mr Sam Heard, headteacher of Wansdyke School. We believe there are many areas that can be easily rectified, for example; removing/significantly trimming bushes, removing ground soil, resurfacing, dropping curbs, remarking roads, providing signage etc. These changes would significantly improve the area's safety.</i></p> <p><i>Devizes Town Council endorses this request, that the Community Area Traffic Group looks at what can be done to widen the pavement in Plans Lane in the section leading down to Wick Corner. The Town Council will cut back any fallen soil to the pavement edge, but a more planned approach is needed. The Town Council will also contact the road engineer to inspect the road markings in the area, in the hope that improvements can be made with the current works programme.</i></p> <p>Some of the issues can be looked at via this group. However, it would be better to engage the school through the Taking Action on School Journeys initiative, as this will</p>	<p>GR described that Wiltshire Council has a defined route for schools to access information and support on making travel to school safer along with a separate budget (Taking Action On School Journeys) and a dedicated officers to help with this. Requests like these can be built into school travel plans for action.</p> <p>AJ will contact the school directly and also connect with the school travel adviser.</p>	Awaiting removal

			enable the school to consider all aspects of journeys to the school site.		
	k)	6-22-14 Wedhampton Request for 20mph Limit <i>1st Meeting Date</i> 12/04/2022	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. This issue was discussed at the Urchfont Parish Council meeting on 13th December 2021	There was no one from Urchfont PC present to confirm a contribution	Awaiting update (PC contribution)
	l)	6-22-15 Rowde Close Lane Request for Road Safety Measures <i>1st Meeting Date</i> 12/04/2022	<i>The Parish Council had discussions with Kristian Price, Wiltshire Council Engineer in 2014 about the narrowing of the road at the bend by West End Farm, on the A342 in Rowde. This was initially raised by Wiltshire Council as a concern. The bank on the left hand side as you enter the village is slipping down into the road, pinching it at its tightest point. This road narrowing impacts on the immediate sharp corner at the junction of Close Lane. There have been accidents at this point with cars crashing into a residents' garden. It was suggested in 2014 that CATG could make improvements to the road at this point, for example putting up a road narrowing sign, or removing the central white lines on the road. Local residents have suggested a metal barrier on the bend. The Parish Council ask again if road safety in this area can be considered by CATG and to look at possible road safety measures. This matter has been previously raised through CATG and it was agreed to look at this area when development at Silverwood School has been started. There was another serious road traffic accident on this bend (31/12/20) whereby the bollard was damaged again, and the car ploughed into the residents' fence and garden. The resident was in the garden at the time but was unhurt. We are looking for something that will act as a barrier from the road to this resident's property. Reinstatement of the bank approaching Close Lane. Cutting back adjacent hedgerows. Signs to say road is narrowing. There are no recorded Personal Injury Collisions at the location.</i>	RJ describes the situation and that Matt Perrott has suggested looking at the whole bend to find a solution. GR described two collisions, both of which had contributing factors, and compared these to the 1,000's of cars that pass the bend safely each day. The barriers that the resident has installed are not compliant and cannot be on the highway. There was discussion about the resident trying to protect their property from accidents. GR pointed out that if the same barriers were off the highway and on their own land, this would be allowed. RJ will contact the resident. It was agreed to remove this.	Awaiting removal
	9.		Other items		
	a)	AoB			
	10		Dates of next meetings: 5th July 10.00am to be held via M.S. Teams		

			4th October 17th January, 2023

Devizes Air Quality and Transport Strategy Group Meeting

Monday 9th May 2022, St James Centre, Devizes

Notes:

Present: Cllr Tamara Reay (Chair), Andrew Jack, Martin Aldam, Gary Tomsett, Jason Salter (Wiltshire Council); Philippa Morgan (Trust for Devizes); Richard Ormerod (Sustainable Devizes); Martin Read, Catherine Reed (Cycle Friendly Devizes); Cllr Ted East (Devizes TC)

Item	Notes	Action
1. Apologies	Jasper Selwyn (Devizes Passengers' Group); Cllr Eric Clark (Bishops Cannings PC)	
2. Notes of last meeting 17 th February 2022	Any comments on the notes were picked up during the meeting at the appropriate section	
3. Air Quality Data	<p>GT showed a graph of nitrogen dioxide levels at different locations in Devizes over time. These showed all locations dipped well below the threshold of 40µg/m³ during 2020. This is down to pandemic lockdowns and reduced travel and has been recognised as an odd year for data. The 2021 data shows slight increases at Shane's Castle, Wadworth's and The Nursery but further decreases at St James' Place and Southgate. This can be attributed to lockdowns early in 2021 and a slow re-opening through the year but still with high levels of working from home, etc. GT confirmed this data has been corrected. He described issues with the national adjustment and was less happy to use this, so has used a local one but can still be confident in this data. PM commented she feels that traffic volumes have increased in the last few weeks as the weather improves and people go out more. Other members of the group agreed.</p> <p>GT showed a second chart giving sources of NO₂. This showed 12% comes from a regional background and there is very little that can be done about that. A further 14% is local background but 74% is a road contribution.</p> <p>A third chart showed the sources of this road contribution of NO_x on the A361 in Devizes. The greatest vehicle type by far is diesel cars at 50%, followed by HGVs at 25%. GT explained this data comes from DfT and traffic flows with the proportion of different vehicles on the road, to work out the car types. The data is from 2019. MR asked if there is any change in the proportions of vehicle types in this time and GT thought there might be an increase in hybrid. TE asked about the quality of the data and GT said it would have been analysed to at least a 90% confidence interval, so it is accurate.</p> <p>GT also talked about his work on Wiltshire's AQ action plan, which will include umbrella plans for county-wide activity and also local plans, e.g. in Devizes to look at the area around Wadworth's Brewery.</p> <p>GT said how this group has already looked at the new threshold levels of AQ and at the new WHO levels coming in, which are very low. There was discussion about natural sources of PM₁₀ and PM_{2.5} such as sea salt particles and pollen and how some seaside</p>	

	<p>or very rural locations might not be able to be compliant to the new, low thresholds because of this.</p> <p>GT described that the contract for the current Wiltshire air quality website was coming to an end and the site will change from its current style and function. GT wants to replace it with more practical tools and advice for e.g. travellers and commuters.</p> <p>GT mentioned he had been awarded CIL funding to replace the air monitoring equipment at Sidmouth St, Devizes. This will focus more on PM_{2.5} as the location is already compliant for PM₁₀. He described how PM_{2.5} is being seen as a harsh pollutant. There is a new role for local authorities in monitoring PM_{2.5}.</p> <p>RO asked about PM_{2.5} vs. PM₁₀ and what will still be monitored. GT described the method for monitoring these.</p> <p>RO mentioned the new road sweeper that DTC has bought and research suggesting that regular sweeps can affect AQ. He would like to trial data collection to assess this and thought it would be helpful to coordinate use of the new sweeper with the new monitoring devices within Devizes. GT thought this would be possible but he would have to loan a measuring device to DTC to enable this to happen and this would need a fee of approx. £1,000.</p>	
<p>4. Finance</p>	<p>MA showed the figures remaining in the three different budgets:</p> <p>£443,464 Discretionary Sustainable Transport £534,969 Public Transport £ 64,870 Highways (Shane's Castle)</p> <p>£1,039,887 Total</p> <p>Recent allocations from this funding include:</p> <p>£13,000 to Devizes Gateway, Feb '22 £30,000 to Devizes LCWIP, Feb '22 £1,081.61 to Devizes TC for cycle parking on marketplace, Feb '22 £5,435 to Bishops Cannings PC for bus shelter on Horton Rd, May '22</p> <p>PM asked what this money can be spent on. MA said the Public Transport money can be spent on improvements to local bus services and the Discretionary Sustainable Transport can be used on a wide variety of projects and is not specific. This is where the funding for the LCWIP comes from.</p> <p>PM also asked about the canal towpath. MA said that a lot of work has already been done along there. The Canal & Rivers Trust (CRT) has developed a plan for improvements at Caen Hill and Lock 44.</p> <p>TE felt that work at Shane's Castle was in limbo and asked what could happen? MA said that only signalisation of that junction would have an effect on AQ. The £65k in the budget is to facilitate this work and not towards carrying it out – significant new funding would need to be found for that. The money could be used towards a traffic count to investigate right turns at the top of Dunkirk Hill, which has been a request for CATG in the past.</p> <p>RO didn't want the work at Shane's Castle forgotten about but TR thought that bigger areas such as the Wharf and Assize Court were important and she mentioned a consultants' report on that area.</p> <p>MA pointed out that any work at Shane's Castle would be about</p>	

	<p>preventing idling and stop / start traffic, which would help AQ in the area but would have no effect on capacity.</p>	
<p>5. Cycling & Walking</p>	<p>MR described that there had been a good inception meeting with Atkins. He and others were able to chip in with lots of information. He now wanted to know about progress about the consultation and what information has gone to stakeholders? MA agreed it is hard work and that Atkins have not been helpful. He said that they have not produced the plan but have created the network. He thought the consultation events on 11th June (at the Sustainability day) will not be met but recommended using this date to promote the LCWIP and the upcoming consultation on it. MA confirmed the list of stakeholders has been confirmed. MA had asked Atkins for an update report to be produced in time for this meeting but it was not ready. He also needed to be clear from Atkins they will produce the material needed for this consultation. MR was worried that if these do not take place on the same date, the consultations will not work and it will be a missed trick. MR wanted to use the 11th June towards the LCWIP. MA felt the stakeholders will need 4-6 weeks' notice of the event. He agreed it would be a great opportunity to coincide but didn't think it could be achieved. MR didn't want people to miss out on being consulted. MA confirmed all stakeholders will have been written to by the 11th and there will be a date for the LCWIP consultation by then – he thought Atkins may even have the date by the end of the week. TR asked who is managing the contract with Atkins. MA said that he had raised this with his line management and escalated these issues. CR wanted the area defined by the LCWIP to include the surrounding parishes as well as the town. TR agreed with this and said how the CATG group has changed to Local Highways & Footpaths Improvement Groups (LHFIGs) with an increased budget and this can now include work to rights of way. MR asked about materials towards the LCWIP that could be used on the 11th June and if Atkins can produce those? MA said he has no resource for those but he can look at this. TR thought there should be something available. CR mentioned that the new cycle parking for the marketplace has been delivered but not installed. AJ was asked to contact the Clerk and find a date. MA has also asked Sustrans to put on cycling promotion activities alongside the event on 11th June. He mentioned 70 places for adult cycle training available. He will put CR in touch with other Wilts Council staff to help promote this. MA talked about the plans from CRT for access work at Lock 44 at Caen Hill. This is to improve access to the site from Dundas Court. CRT is putting in £33k to the scheme but think this could be more. Further funding could come from this group but will have to wait for the LCWIP to be in place.</p>	<p style="text-align: right;">AJ MA</p>
<p>7. Buses</p>	<p>JS updated on Wiltshire Council's bus service improvement plans having gone to government for potential funding but Wiltshire had missed out. JS felt this was a strong case and is waiting for feedback. The process of creating the bid has resulted in</p>	

	<p>enhanced partnership with operators and that is still there. Other benefits include a passengers' charter and common fares for all users. This would have been the last of the government's funding through Covid. Because passenger numbers are still not near pre-pandemic levels, government funding has been extended for another 6months. Government does not want services to fold so will keep supporting them and is in discussion with operators and other partners.</p> <p>JS said how April's figures are showing an increase in passenger numbers but the network is still at about 75% of pre-pandemic levels. JS predicted that passenger number for September / October will become the new post-pandemic benchmark figures. There will need to be a look at where these people / numbers have gone in terms of their commuting / working habits.</p> <p>There has been a dip in the number of drivers and this has crept into Wiltshire Council's ability to provide school transport.</p> <p>JS mentioned a new Rural Mobility Fund worth £1.2m for Wiltshire which will provide demand responsive transport in the Pewsey Vale. A project manager has been appointed for the new service, who has a great deal of experience. It is hoped the new service will be in place by autumn, then to role out to the rest of the county. The service will cover Pewsey, west toward Devizes and north to include Marlborough and the parishes along the A4. The idea is to build a service people want.</p> <p>RO asked about buses from Devizes that connect with key rail services to London from Pewsey station and if they will resume? JS was keen to bring back services people want.</p> <p>TR asked for an update on the town service. She had met with Phil Grocock and others. She wanted to know about the service to the new health centre at Marshall Rd and the gap in services in the middle of the day and the ability of the service to get into the middle of the Lay Wood estate. There is a need to redeploy the town service to meet these demands.</p> <p>JS agreed some services are so underused, he has to ask if they are worth continuing to subsidise. He will contact Phil Grocock to get information about that conversation.</p> <p>RO asked about rationalising routes to make better use of driver time and if this can be improved by using more direct routes. JS agreed and commented that whilst policy used to be to try to support the most vulnerable this is not always possible anymore. Ro felt shorter routes and shorter journey times could be more successful.</p>	<p>JS</p>
<p>8. Rail</p>	<p>TR said how the outline strategic business case is with DfT and that feedback to her has been positive. DfT was waiting until after local elections on 5th May before giving any news, so hopefully there will be more information soon.</p>	
<p>9. EV Charging Strategy</p>	<p>TR mentioned the briefing on the new EV charging strategy that had gone to town and parish councils. She asked AJ to circulate this.</p> <p>The strategy includes proposals to replace all of Wiltshire Council's current EV chargers with current technology.</p> <p>TR also said how the town's sustainability working group is currently looking at opportunities for new EV chargers elsewhere within town and that Simon Fisher and Graham Martin are doing</p>	<p>AJ</p>

	the work behind that. AJ was asked to invite them both to the next meeting to give an update on this work.	AJ
10. Car Clubs	<p>AJ described the briefing produced about Co Cars and how they are coming to Mere to operate a car sharing club with one electric car, with the installation of one new EV Charging point. South West Wilts Area Board is providing funding towards both the car and the charge point.</p> <p>TR asked who carries the risk of this operation and what will become of the area board's funding if the new car club does not take off. AJ will find out.</p> <p>There was discussion about next steps forward. It was agreed to approach Co Cars about bringing a car club to Devizes</p>	<p>AJ</p> <p>AJ</p>
11. AOB	TE asked about e-scooters and whether they would be coming to Devizes. There was discussion about the pros and cons of them within towns.	
Next meetings	18 th August at 2.00pm	

Needham House

Needham house is a Wiltshire Council owed Extra Care Scheme which has now been open 5 years, and we still have many of the original residents who moved in during that first year. There are 47 apartments, and all come with a level access wet room, 1 or 2 bedrooms, an open lounge kitchen area, and their own private balcony or patio.

All but 8 properties are rented through the Homes4Wiltshire scheme and the rest our shared ownership.

There are currently 60 residents at Needham, all with various levels of support. Some residents have 24hour live-in care, some have a number of visits each day, and some have no support and still have a very active social life outside of Needham.

For those who are not able to access the community as easily we have re started many of our activities, these include coffee mornings, scrabble, cribbage, knit and natter, quiz nights, bingo and of course the pool table which is very popular. We have also started to introduce theme nights, our most recent theme night was based around French cuisine, and include a 3 course meal, with table service, music, and theme decorations, many of our residents attended and we have had nothing but good reports and requests for more activities like this.

We have also started in recent months working closely with Devizes NHS Community teams, and they have been running clinics from Needham undertaking some basic health assessment and supporting people with their mental health, and we are in the process of getting their leg group here on a Thursday morning, along with the social coffee morning that comes with it.

Needham isn't just for the residents, our doors are open to everyone, and we have started to get a few visitors from the local community, they have started to come and joined in the cribbage and knit and natter groups, and were even invited to our Jubilee BBQ by our residents which we had the other weekend.

We hope that the more people who know about Needham House and what we are trying to do, will mean more people will visit and join in with are activities, and if we can help one person from the community by providing a safe and welcoming environment then its all worth it.

For more details, drop in and visit, or contact the Needham House Scheme Manager, Mon – Fri, 8.00am to 4.30pm, contact details below.

Report author: Adam McMackin, 01380 724194

Organisation name: Wiltshire Council, Needham House Scheme Manager

Date: 8 June 2022

Report To	Devizes Area Board
Date of Meeting	Monday, 20 June 2022
Title of Report	Devizes Area Grant Report

Purpose of the Report

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

Area Board Current Financial Position

	Community Area Grants	Young People	Health and Wellbeing
Opening Balance For <u>2022/23</u>	£ 25,869	£ 22,320	£ 7,700
Awarded To Date	£ 5,000	£ 500	£ 1,000
Current Balance	£ 20,869	£ 21,820	£ 6,700
Balance if all grants are agreed based on recommendations	£ 9,222.50	£ 19,320	£ 4,242.50

Grant Funding Application Summary

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
ABG621	Community Area Grant	Seend Lye Recreation Field	Carbon Challenge 2023	£53350.00	£5000.00
<p>Project Summary: The Seend Lye Recreation Field holds the Irene Usher Memorial Pavilion in trust for the community of Seend. The Pavilion is 50 years old in 2023 and designed in an era when energy conservation and energy cost were of small consideration. The Carbon Challenge 2023 project seeks to upgrade the building and make it more energy efficient and less polluting whilst future proofing the building for the next 50 years. The project has 2 phases with Phase 1 addressing building fabric and fundamental elements of energy conservation. The cost of Phase 1 is in excess of £50,000 including vat and is largely funded by a confirmed grant from Suez Communities Trust (landfill communities fund). Phase 2 builds on the the work of phase 1 with further energy conservation measures addressing heating and hot water from renewables. The estimated cost of Phase 2 is a further £46,731 and it is proposed to initially approach National Lottery Communities Fund for this sum in conjunction with some organisational capital. This Area Board bid contributes to Phase 1.</p>					
ABG634	Community Area Grant	Bishops Cannings Jubilee Committee	The Bishops Cannings Jubilee Celebration	£1000.00	£500.00

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
<p>Project Summary: Saturday 4th June will see the community of Bishop's Cannings coming together to celebrate the unique occasion of Her Majesty's Platinum Jubilee. Set in the grounds of the appropriately named venue, The Crown, we will be playing host to a vast array of events throughout the day to cater for all ages, but with a specific emphasis on the teenagers of the parish who often feel isolated and have little to do. Events will include fancy dress competitions for all ages, Royal Swan (duck) race, a dog show, Tug-o-War competitions, a climbing wall for older youths, live bands, the school choir, an orchestra of Proms music, classic car and military vehicle displays and even a fly past; to attendance and displays by all our local groups and organisations from within the parish. Sports clubs, guides, Air Training cadets, Army cadets, the local Royal British Legion branch as well as cake sales and a raffle. Any funds that are raised will be split equally between the Royal British Legion and Ukraine appeal. A real opportunity to showcase everything Bishop's Cannings, but particularly the activities available to young people, ending with a Royal Firework display.</p>					
ABG641	Community Area Grant	Devizes Bowmen Archery Club Chris Bartlett Treasurer	Provision of hard standing in waterlogged ground at Green Lane for Devizes Bowmen Archery Club	£8000.00	£4000.00
<p>Project Summary: With the changes to support the Football Association at the Green Lane site, the Devizes Bowmen archery club were moved from their previous position to the bottom of the site. While the club is grateful to have a permanent home, over the last three years the site has flooded from November to April making it very difficult to use and impossible for older and disabled members. This is having an effect on our membership as newer members and those less able are choosing not to use the facility through these Winter/Spring months. We would like to undertake some groundworks to establish a raised hard-standing that will enable simple, safe access and somewhere dry to stand and perform archery.</p>					
ABG693	Community Area Grant	Kennet and Avon Canal Trust Enterprise Limited	MV Kenavon Venture full boat superstructure exterior repaint	£10888.00	£5000.00
<p>Project Summary: The passenger trip boat MV Kenavon Venture is moored at Devizes Wharf and is owned by the Kennet & Avon Canal Trust (Enterprise) Limited. The boat is operated, maintained and run solely by volunteers. All of its trips are regulated by the Maritime & Coastguard Agency. Originally built in 1986, the vessel was adopted by the Trust in 2010 and has provided passenger trips every year since apart from 2020 when operations were suspended because of the coronavirus lockdown situation. Between 2011 and 2019, the vessel carried over 45000 passengers of all ages and abilities on trips on the canal. Passenger operations resumed in June 2021. Crew volunteers have touched up the exterior paintwork over the years - usually in open-air conditions at Devizes Wharf. However, it is now proposed to fully strip back the exterior of the vessel to bare steel and undertake a complete repaint. The work will be undertaken at Foxhangers Marina in Devizes where there is a fully enclosed paint shop and a professional boat painter. In addition to the repaint, we are proposing to install two emergency escape windows (one on either side) near the bow to assist in emergency evacuation of passengers should this be required.</p>					
ABG699	Community Area Grant	Worton and Cheverell Youth Football Club	Worton and Cheverell Youth FC additional goals for football training	£2899.99	£1449.50
<p>Project Summary: Due to the number of children now playing for the club and the increase in child obesity and children suffering with Mental Health issues, we would like to be able to offer additional training sessions, to enable us to do this we need to purchase some additional goals, we have looked into this and the cost of these additional goals will be £2899.99 this will enable us to have more training sessions on at the same time and will be more flexible for the local children, this will help them with their mental health as well as their physical health, we recently lost one of the children from the club due to mental health issues, and we really want to encourage the local youth to spend more time moving and getting out and talking to their mates and coaches, The club are looking to work with the local schools and other youth groups to encourage children of all ages to get back out and start having fun again following the last two extremely difficult times especially for children.</p>					
ABG702	Community Area Grant	Devizes Opendoors	New secure front doors	£2394.00	£1197.00

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
<p>Project Summary: We moved into the building in October 2021. Since then the left hand of the two front doors has come off its hinges. It has been temporarily made safe and secure but can not be used. The hinges are underneath and on the top of the door and have worn away over time. We have a Gaiger's quote to supply and fit new UPVC doors for £2,394 (inc VAT) The security of the building is a top priority for us. The new doors will make us far more secure than before. They will also increase the energy efficiency of the building considerably, as the old doors let in a lot of draft.</p>					
ABG371	Older and Vulnerable Adults Funding	Carer Support Wiltshire	Creation of a New Bereavement Help Point in Devizes	£4915.00	£2457.50
<p>Project Summary: Carer Support Wiltshire has partnered with Dorothy House with the aim of delivering more Bereavement Help Points across Wiltshire in response to a growing need for bereavement support. As part of this, we plan to create a new Bereavement Help Point in Devizes. The Devizes Bereavement Help Point will run on a fortnightly basis, beginning in early 2022 for an initial period of 6 months. Each session will last for 2 hours and will take place in a local café, restaurant or hotel. Both Dorothy House Hospice Care and Carer Support Wiltshire will recruit and train volunteers to lead the sessions. However, in the first six months, staff will attend several sessions alongside volunteers to help manage the running of the group, identify any improvements that can be made and offer any support to the volunteers and attendees. After 6 months, we will encourage and support the Help Point to continue following the lead of group attendees and volunteers with the aim of it becoming self-sustaining.</p>					
ABG539	Older and Vulnerable Adults Funding	Bromham Parish Council	Platinum Jubilee Bromham Senior Citizens lunch	£500.00	£500.00
<p>Project Summary: As part of the 2022 Platinum Jubilee celebrations in the village, we plan to organise a lunch for approximately 70 senior citizens in the village. The lunch will be run by Bromham & Rowde Monday Club.</p>					
ABG543	Older and Vulnerable Adults Funding	Devizes Rotary	Devizes Trolley Olympics 2022	£3394.00	£500.00
<p>Project Summary: The Devizes Trolley Olympics is a charity event that will take place from 10:30 – 16:00 in Hillworth Park on Saturday 4th June 2022 to help celebrate the Queen's Platinum Jubilee. There will be 4 main track events, namely the Olympic Push, Pull, Dribble and Catch, will take place over the Trolley Olympics Track, a specially prepared obstacle course in the park where teams of between 3 and 5 people will guide their vehicle (a manual or motorised wheelchair, a pushchair, a motorised scooter or a supermarket trolley) while trying to avoid the obstacles in their way. There will also be an Olympic Marathon event, commonly known as the PHAB Push and Walk. This will take the same format as that taken by the Push & Walk in previous years, where participants, plus their supporters, walk or ride in their wheelchair up to 3 times around the perimeter of the park. As usual supporters can accompany both walkers and wheelchair users as they make their way around the course. To compliment the above main Olympic events, there will also be a number of sideshows, such as Tin Can Alley, Mat Darts, Pump Gun Action, Coconut Shy, Skittles, Quoits, Golf, Bubble Blowing and Tombolas. These will be manned by some of the local community organisations that make up the Devizes Health & Well Being Group. All profits made during the day will be shared by local good causes.</p>					
ABG637	Youth Grant	Devizes Budo Club	DEVIZES BUDO CLUB	£5000.00	£2500.00

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
<p>Project Summary: Reboot of Devizes Budo Club. The global pandemic has brought many challenges to this long established club (1957). A significant loss of numbers of attendees across all ability levels and one coach together with ongoing absences due to Covid has brought many challenges to the Club. A rebuilding process at grass roots has brought stability to and an uplift in numbers. A focus on the attainment of coaching qualifications will in the medium to long term effect continuity of coaching when one of the three current coaches is over 50 and one over 60. Whilst prospective new coaches can be mentored and trained in house the cost of coaching courses to attain their UKCC Level 1 and Level 2 Judo coaching awards is in excess of £500 per prospective coach. A number of the mats which are 1m x 1m and 40mm thick are at the end of their lifespan. The provision of mats in Judo is a vital to training and a pre-requisite for child protection and safeguarding</p>					

1. Background

Area Boards have authority to approve funding under powers delegated to them. Under the Scheme of Delegation Area Boards must adhere to the Area Board Funding and Grants Criteria. This document is available on the council's website.

Three funding streams are available to the Area Board, each with an annually awarded amount. These funding streams are as follows:

- Community Area Grants (capital)
- Young People (revenue)
- Health and Wellbeing (revenue)

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

2. Main Considerations

2.1. Councillors need to be satisfied that the applications meet the requirements as set out in the Area Board Funding and Grants Criteria and that the health and wellbeing and young persons funding guidelines have been adhered to.

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

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

3. Environmental & Community Implications

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

4. Financial Implications

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

5. Legal Implications

There are no specific legal implications related to this report.

6. Human Resources Implications

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

7. Equality and Inclusion Implications

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

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

8. Safeguarding Implications

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

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

Report Author

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