

AGENDA

Meeting: Calne Area Board
Place: Online
Date: Tuesday 6 July 2021
Time: 6.30 pm

Including the Parishes of Bremhill, Calne, Calne Without, Cherhill, Compton Bassett, Heddington, Hilmarton.

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Please direct any enquiries on this Agenda to Stuart Figini stuart.figini@wiltshire.gov.uk, direct line 01225 718221 or email stuart.figini@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 Ian Thorn, Calne Central
Cllr Tom Rounds, Calne North (Chairman)
Cllr Tony Trotman, Calne Chilvester and Abberd (Vice-Chairman)
Cllr Ashley O'Neill, Calne Rural
Cllr Sam Pearce-Kearney, Calne South

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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

Items to be considered	Time
1 Chairman's Welcome and Introductions	
2 Apologies for Absence	
3 Minutes (<i>Pages 1 - 10</i>) To approve and sign as a correct record the minutes of the meetings held on 9 March and 18 May 2021.	
4 Declarations of Interest To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.	
5 Chairman's Announcements (<i>Pages 11 - 14</i>) The Chairman will provide information about: <ul style="list-style-type: none"> • Area Board Operational Model 2021 Onwards • The 2023 Boundary Review 	
6 Appointments to Outside Bodies and Working Groups (<i>Pages 15 - 30</i>) To appoint representatives to Outside Bodies, and to reconstitute and appoint to Working Groups for the year 2021/22.	
7 Calne Community Area Status Report (<i>Pages 31 - 52</i>) To consider the report of the Community Engagement Manager.	
8 Calne Area Transport Strategy (<i>Pages 53 - 106</i>) To receive a report about the Calne Area Transport Strategy introduced by Anne Henshaw. The Area Board are being asked for any views and comments to feedback into the Strategy.	
9 Partner Updates (<i>Pages 107 - 114</i>) To receive an update from the partners listed below: <ol style="list-style-type: none"> a. Wiltshire Police b. Wiltshire and Dorset Fire and Rescue Service c. NHS Wiltshire d. Healthwatch e. Older People's Voices – Diane Gooch f. Calne Health and Social Care Forum (Health & Wellbring group) – Alison Ingham g. Rise Youth – Danielle Blake 	

h. Town and Parish Councils

10 **Community Engagement Manager - Delegated Decisions**
(Pages 115 - 118)

To consider a proposal to authorise the Community Engagement Manager to agree expenditure up to £5,000 and urgent matters, in consultation with the Chair and with the agreement of the Area Board, when they arise in between Area Board meetings.

11 **Community Area Grants** (Pages 119 - 120)

To determine any applications for Community Area Grants.

12 **Urgent items**

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

13 **Future Meeting Dates and Close**

The next meeting of the Calne Area Board is scheduled for 7 September 2021 starting at 6.30pm.

MINUTES

Meeting: Calne Area Board
Place: Online
Date: 9 March 2021
Start Time: 6.30 pm
Finish Time: 8.45 pm

Please direct any enquiries on these minutes to:

Stuart Figini (Tel): 01225 718221 or (e-mail) stuart.figini@wiltshire.gov.uk

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

In Attendance:

Wiltshire Councillors

Cllr Christine Crisp (Chairman), Cllr Alan Hill (Vice-Chairman), Cllr Tom Rounds and Cllr Tony Trotman

Wiltshire Council Officers

Peter Dunford – Community Engagement Manager
Dom Argar – Technical Support Officer
Stuart Figini -Senior Democratic Services Officer
Kathryn Brown, Local Area Coordinator
Kirsty Dickerson – Programme Officer SEC
Simon Hendey – Director of Housing and Commercial
Chrissie Lamb – Programme Specialist North Wiltshire Regeneration
Adene West-Webbe - Communications

Town and Parish Councillors

Calne Town Council - Mark Edwards and Kim Street
Bremhill Parish Council – Isabel McCord

Partners

Wiltshire Police – Sgt Gavin Brewster
Dorset & Wiltshire Fire and Rescue Service – Darren Nixon

Others

Older People/Carers Champion – Diane Gooch

Wordfest - Ruth Hill

Rise Youth Project - Danielle Blake

Chris Turner

Gemma Parkinson

John Wilkins

Louise Godwin

Louise Rendall

Sophie Burditt

Dawn Whiting

Jane Milo

Total in attendance: 30

<u>Minute No..</u>	<u>Summary of Issues Discussed and Decision</u>
1	<p><u>Chairman's Welcome and Introductions</u></p> <p>The Chairman welcomed everyone to the meeting and introduced the Area Board Members and officers present.</p>
2	<p><u>Apologies for Absence</u></p> <p>Apologies were received from the following:</p> <ul style="list-style-type: none"> • Cllr Ian Thorn • Simon Tomlinson – Cherhill Parish Council
3	<p><u>Minutes</u></p> <p>The minutes of the meeting held on 8 December 2020 were approved and would be signed as a correct record at a later date.</p>
4	<p><u>Declarations of Interest</u></p> <p>There were no declarations of interest.</p>
5	<p><u>Chairman's Announcements</u></p> <p>The Chairman drew attention to the following written announcements included in the agenda pack:</p> <ul style="list-style-type: none"> • Fostering in Wiltshire • The Census 2021 • Wiltshire Independent Visitor Scheme • Covid-19 – Community Testing for Asymptomatic People • Becoming a Unitary or Parish Councillor <p>The Chairman also reported that Jane Vaughan, Community Engagement Manager for the Calne Community Area was recovering well from a recent operation. The Chairman wished Jane well and for a speedy recovery on behalf of the Area Board. It was further suggested that a floral tribute should be sent to Jane by the Area Board members.</p>
6	<p><u>Future Chippenham Programme</u></p> <p>The Area Board received a presentation from Chrissie Lamb (Wiltshire Council - Programme Specialist in Major Project Services) and Simon Hendey (Wiltshire Council - Director of Housing & Commercial), about on the Future Chippenham Project.</p> <p>The Council Officers commented in detail about the project and provided</p>

	<p>information about the consultation process. In addition, the following issues were raised during the presentation:</p> <ul style="list-style-type: none"> • The Local Plan Review consultation and how this was a separate consultation to the Future Chippenham Project • Background information and programme context • Future Chippenham distributor road route options consultation • Key information about the consultation process - http://www.wiltshire.gov.uk/future-chippenham • Options assessment – transport and connectivity, river flood risk, landscape setting and visual impact receptors, cultural heritage and local biodiversity • Key milestones <p>The Chairman thanked officers for the very helpful presentation.</p>
7	<p><u>Community Engagement Manager Update Report</u></p> <p>The Area Board received an update from Peter Dunford, Community Engagement Manager (CEM) and Katie Brown, Local Area Coordinator about working towards recovery from COVID-19 in the Calne Community Area.</p> <p>The CEM reported that the discussions held across the community were helping to assess current issues and future priorities in the Community Area. He commented on the issues highlighted for (i) young people in relation to mental health and wellbeing and positive activities; (ii) older people in relation to mental health, isolation and access to services; (iii) vulnerable individuals and families; and (iv) SEND young people and adults. The Area Board noted that conversations would continue to be held across the community area and actions would be developed.</p> <p>The Local Area Coordinator commented on the key challenges and concerns facing the community during the pandemic and it was noted that the main issues raised by all age groups related to mental health, isolation and technology. The Area Board noted that a Focus Group would be established to hear the voice of Calne residents which would be reflected in the priorities and future action plans.</p> <p>Cllr Hill highlighted the correlation between challenges and issues prior to and during the pandemic, and the need to take these into account when producing the priority lists and action plans going forward.</p> <p>The Chair thanked the CEM and Local Area Coordinator for their reports.</p> <p>Decision: To note the report.</p>
8	<p><u>Partner Updates</u></p> <p>a) <u>Wiltshire Police</u></p> <p>Sgt Gavin Brewster provided an update from Wiltshire Police, which, in</p>

addition to the written report contained in the agenda, included detail about the impact of COVID-19 lockdowns on crime in the area, the seizure of a firearm during an arrest at a property in the Calne area, and the fatal traffic collision involving a 3 year old.

b) Wiltshire Fire and Rescue

Darren Nixon, Station Manager provided an update from Dorset and Wiltshire Fire & Rescue Service, which included detail about reducing the level of risk and harm from fire, the on-going interaction between the Protection Team and Local authorities, private landlords and tenants, on call recruitment, inspirational safety education, advice for people living with dementia, road safety, winter safety and the total number of calls for Calne Fire station between October and December 2020.

c) NHS Wiltshire Clinical Commissioning Group

The written update was noted.

d) Healthwatch Wiltshire

The written update was noted.

e) Older People's Voices

Diane Gooch reported that 69 teas had been delivered to older residents of Calne during February 2021 and the Corn Exchange had been available for the Re-connecting morning support group to meet. There was a concern that older people were losing confidence in going outside their homes during the pandemic and help would be needed once restrictions were eased.

f) Calne Health & Social care Forum (Health & Wellbeing Group)

Diane Gooch reported that the Forum had not met during this year due to COVID-19 restrictions during the lockdown. Forum members were helping with the local vaccination clinics. The Calne Wellbeing day will be held on 11 September 2021.

g) Rise Youth

Danielle Blake, Youth Co-ordinator from the Rise Trust and Gemma Blake provided an update about the work undertaken during the lockdown with young people. Danielle and Gemma explained that they provided a listening ear, offering support and the importance of young people making good choices going forward, especially as the main concern for young people appeared to be the impact of COVID-19 on their futures.

	<p>Over the past few weeks, they have begun to see young people more and noted that relationships with young people have got stronger, with them often messaging staff regarding issues that might be troubling them.</p> <p>h) <u>Town and Parish Councils</u></p> <p>Bremhill Parish Council – Isabel McCord provided an update for the Area Board. Isabel reported that the Parish Council was responding to the recent Local Plan Review Consultation and the Future Chippenham Project Consultation. Responding to the consultations had highlighted issues for some residents who had no technology to respond or who struggled with technology for many reasons. The Future Chippenham Project Team were asked to include Bremhill Parish Council in the programme as it progressed.</p> <p>Calne Town Council – Mark Edwards provided an update for the Area Board. Mark commented on the circulation of the Town Council newsletter and Town Council responses to a number of planning applications.</p>
9	<p><u>Area Board Funding</u></p> <p>The Community Engagement Manager gave an overview of the grants budget position for 2020/21. The Area Board noted that the following allocations were available to invest in grant applications:</p> <ul style="list-style-type: none"> • Capital Grant Scheme - £33,704 • Positive Youth Activities - £15,835 • Health and Wellbeing/Older Person Champion - £4,184 <p>The Area Board also considered a number of applications made to the Community Area Grants Scheme and were informed of the allocation of funds decided under delegated authority by the Community Engagement Manager in consultation with the Chair of the Area Board.</p> <p>Resolved:</p> <ol style="list-style-type: none"> 1. To note the latest budget position for 2020/21. 2. To award the following community area grants: <ol style="list-style-type: none"> a. Goatacre Cricket Club £3,000 towards a practice net facility. b. Calne Wordfest £1,920 towards young peoples digital creative project c. Calne Town Council £195 towards new benches d. Calne Town Council £4,218 towards Beversbrook Storage Shed e. Calne Town Council £3,500 towards Calne Town defibrillator

	<p style="text-align: center;">project</p> <p>3. To award the following youth grants:</p> <ul style="list-style-type: none"> a. Calne Town Council £2,950 towards street-based youth work b. SPLASH £5,000 towards SPLASH in Calne c. ACTS (A Chance to Sparkle) £3,250 for music and performing arts for young people in the Calne Community Area d. Bridge Youth Project £4,635 towards a Thrive Hub Worker <p>4. To award the following health and wellbeing grants:</p> <ul style="list-style-type: none"> a. Calne Older People/Carers Voices £2,000 towards reconnecting – social inclusion activities b. Wiltshire & Swindon Users Network £1,000 towards Calne Walking Buddies project <p>5. To note the allocation of funds to Cllr led projects, under delegated authority and with the support of Cllr Crisp:</p> <ul style="list-style-type: none"> a. Voices Group/Dementia Action Alliance - £500 towards ongoing facilitation services b. Calne Central - £650 towards operating costs c. Castlefields - £2,000 towards a memorial garden d. Calne Young People - £750 towards half term rescue packs
10	<p><u>Urgent items</u></p> <p>The Chair reported that she was willing to accept the notes of the CATG meeting held on 10 February 2021 as an urgent item for consideration by the Area Board. This would allow the Area Board to consider and approve the recommendations of the CATG meeting, which will allow officers to implement the decisions before the end of the financial year (end of March 2021).</p> <p>Cllr Hill introduced the report and it's recommendations.</p> <p>Resolved:</p> <ul style="list-style-type: none"> • To note the discussions and updates outlined in the report • To allocate funding of £17,826.77 to issue 3-19-10 A4 Curzon Street (nr Savernake Drive) – request to improve Pedestrian Crossing measures • To allocate funding of £1,941.47 to issue 3-20-1 Compton Bassett Church Corner – request to upgrade traffic signing • To move issue 3-20-11 Calne Anchor Road area to the priority list and allocate a sum of £1,750 towards a 20mph assessment • To close issue 3-21-1 Stockley by property 2, The Cottage – request for marker posts to deter verge erosion

	<ul style="list-style-type: none"> • To close issue 3-21-4 Calne Dixon Way – request to provide off-road car parking area for residents
11	<p><u>Close</u></p> <p>The Chairman reported that this would be her last meeting as a Unitary Councillor as she was not standing for election at the forthcoming Unitary elections in May 2021. She thanked and paid tribute to all the Councillors, officers, organisations and Parish Councils for their contributions during the last few years.</p> <p>Cllr Alan Hill led the tributes for Cllr Crisp and thanked her on behalf of the Area Board for her sterling Chairmanship during the previous 9 years. He wished her well for the future.</p> <p>Cherhill Parish Council also expressed their thanks to Cllr Crisp for all the help and support she had given to Cherhill over the years in a variety of roles with the Council and wished her well for the future.</p> <p>The next Area Board meeting would be held at 7.00 pm on 25 May 2021.</p>

MINUTES

Meeting: Calne Area Board
Place: Civic Centre, St Stephens Place, Trowbridge, BA14 8AH
Date: 18 May 2021
Start Time: 11.10 am
Finish Time: 11.15 am

Please direct any enquiries on these minutes to:

Stuart Figini Stuart.figini@wiltshire.gov.uk, (Tel): 01225 718221 or (e-mail) stuart.figini@wiltshire.gov.uk

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

In Attendance:

Wiltshire Councillors

Cllr Ian Thorn, Cllr Tom Rounds, Cllr Tony Trotman, Cllr Ashley O'Neill and Cllr Sam Pearce-Kearney

Wiltshire Council Officers

Kieran Elliott – Senior Democratic Services Officer

Total in attendance: 5

<u>Minute No.</u>	<u>Summary of Issues Discussed and Decision</u>
1	<u>Apologies for Absence</u> There were no apologies for absence.
2	<u>Election of Chairman</u> Resolved: To appoint Cllr Tom Rounds as Chairman of Calne Area Board for the forthcoming year.
3	<u>Election of Vice-Chairman</u> Resolved: To appoint Cllr Tony Trotman as Vice-Chairman of Calne Area Board for the forthcoming year.

Chairman's Announcements

Subject:	Area Board model May 2021
Web /contact:	Rhys Schell, Specialist Manager - Community Engagement and Governance rhys.schell@wiltshire.gov.uk

The Area Board model was first introduced in 2009 and has delivered significant success in developing stronger communities since its inception. The overall aims of the Wiltshire Area Boards remain the same, however, an evolved framework has been created that builds on the strengths of the model and enables Area Boards to use more flexible, informal methods to engage with local residents.

Over recent years multiple Area Boards have piloted different approaches using events, workshops and surveys, with the data clearly showing that this varied approach to resident engagement reaches a wider cross section of the community. This leads to a more consultative and collaborative approach and one that promotes local intelligence gathering to inform decision making.

The new framework allows Area Boards to tailor their approach to their communities, considering what their local priorities are, the partners involved and the outcomes they wish to achieve. It will importantly offer more opportunities for our residents to engage with us on issues important to them. The model promotes each Area Board to develop its network of community led activity through business meetings, community engagements such as events, workshops and surveys and a wide range of sub-groups.

Figure 1 shows an example of how the annual Area Board cycle could look. Four Area Board business meetings, with multiple Area Board engagements taking place at other times during the year, which focus on specific local priorities. In addition, working groups of the board such as youth networks, health and wellbeing groups and community area transport groups will continue to meet and link with the Area Board.

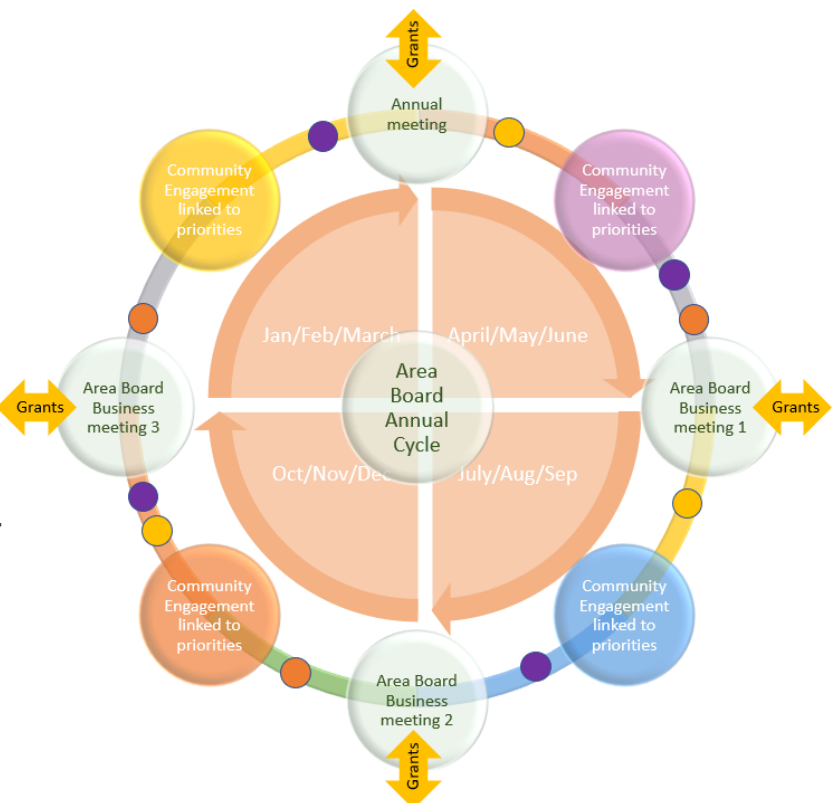
Figure 1 - The Area Board model

Area Board Example Model

4 business meetings scheduled evenly across the year. If additional business decisions are needed then meetings can be set or delegated decisions taken.

Informal engagement activities can be flexibly built into the Area Board programme, agreed between the Community Engagement Manager and Cllrs.

- Community Area Transport Group
- Health & Wellbeing Forum
- Local Youth Network



Chairman's Announcements

Subject:	The 2023 Boundary Review – Initial Proposals for new Parliamentary constituency boundaries
Web contact:	Email queries: information@boundarycommissionengland.gov.uk

The Boundary Commission for England has today published its initial proposals for new constituency boundaries. The proposals and maps for the nine English regions have been published on the website today. The eight-week public consultation period has commenced. This will be the first time the public will get a chance to see what their new constituencies might look like and give the Commission their views on the proposals.

For the 2023 Review, the Commission is promoting use of a specifically designed consultation website as the primary tool for displaying our proposals and receiving comments on them.

Area specific information is available at www.bcereviews.org.uk by entering a post code or region. You can use this website to:

- view current constituency and local authority boundaries;
- view our proposals for new constituency boundaries; and
- submit a response directly to us about our proposals (during a defined consultation period).

From the second consultation period onwards, you will also be able to:

- view the responses submitted by others; and
- submit a comment directly to us, supporting or contesting a response from somebody else.

Consultation is currently open until Monday 2nd August 2021 – responses received after that date will not be considered.

A [Partner Pack](#), for partners has also been published to assist in publicising the 2023 Review.

Calne Area Board
6 July 2021

Appointment to Outside Bodies and Working Groups

1. Purpose of the Report

- 1.1. To appoint representatives to Outside Bodies, and to reconstitute and appoint to Working Groups for the year 2021/22.

2. Background

- 2.1. The Area Board is invited to appoint Councillor representatives to the Outside Bodies listed at **Appendix A**. These appointments will continue for the duration of Councillors' terms of office, unless the Board determines otherwise.
- 2.2. The Area Board is also invited to reconstitute the Working Groups set out in **Appendix B**, with the Terms of Reference set out at **Appendix C**, and to make appointments to these groups.
- 2.3. Similarly, the Area Board is invited to appoint a named Champion to work with the Area Board and Health and Wellbeing Group for 2021/22 (if applicable).

3. Main Considerations

- 3.1. In 2010 all Area Boards appointed Community Area Transport Groups (CATGs), which operated as informal working groups making recommendations to the Area Board for approval. Terms of Reference are set out in Appendix C.
- 3.2. Some Area Boards have a Local Youth Network (LYN) to facilitate positive activities for young people in the community area. Terms of Reference are set out in Appendix C.
- 3.3. Some Area Boards have also established working groups to consider and facilitate the development of Health and Wellbeing Centre proposals. Where these have Terms of Reference it is for the Area Board to determine and amend where required.
- 3.4. From 2015, Area Boards have been able to establish a local Health and Wellbeing Group to consider health and wellbeing priorities in their local area. These groups are sub-groups of the Area Board and their Terms of Reference can be found in Appendix C.
- 3.5. A key role within the Health and Wellbeing Group is that of the local 'Champion' who works with the Area Board to address priorities for older people and carers, further details on this role can be obtained on request from the officer named on this report.

- 3.6. Area Boards may have established other working groups to consider and address local issues. Where these have Terms of Reference, this is for the Area Board to determine and amend where required.

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 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 Councillor representatives to Outside Bodies as set out at Appendix A;
- b. Agree to reconstitute and appoint to the Working Group(s) as set out in Appendix B; and

- c. Note the Terms of Reference for the Working Group(s), as set out in Appendix C.
- d. To appoint a Carer and Older People's Champion for the Area Board. Diane Gooch was the previous Carer and Older People's Champion.

Stuart Figini
Senior Democratic Services Officer

Appendices:

Appendix A – Councillor appointments to Outside Bodies and Working Groups

Appendix B – Working Group Membership

Appendix C – Terms of Reference for Working Group(s)

Unpublished background documents relied upon in the preparation of this report

None.

Wiltshire Council Outside Bodies

Outside Body Title	Appointed By	Why Rep Needed	Organisation Aims	Meeting Schedule	Voting Rights	Representative(s) needed	Representative(s)
Calne "Our Place" Project	Calne Area Board	To provide support and a link between the Area Board and various projects.	To reposition the way Calne Community Area is presented locally, nationally and internationally.	6	Yes	1	Previously - Cllr Tom Rounds
Calne Dementia Action Alliance	Calne Area Board	To promote and support the work of the Calne Dementia Action Alliance (of which the Area Board is a founding member).	To make sure that everyone from the Calne Community Area living with dementia is respected and enabled to continue to enjoy living their lives as well and for as long as possible.	6	No	1	Previously - Cllr Christine Crisp
Calne Neighbourhood Plan Steering Group	Calne Area Board					1	TBC
Calne Local Youth Network	Calne Area Board	To engage with young people and help champion their issues and ideas to councillors and council.	Youth issues and democracy.	4	Yes	1	Previously - Cllr Ian Thorn
Calne, Marden House	Calne Area Board	To promote Marden House and show Area Board support for its work.	To provide a community service and benefit to the Calne Area and residents.	2	No	1	Previously - Cllr Tony Trotman

Appointments to Working Groups 2021/22 **Calne Area Board**

Community Area Transport Group:

Cllr (Wiltshire Council) - vacancy
Cllr Tony Trotman (Wiltshire Council)
Anne Henshaw (Calne Area Transport)
Ed Jones (Focus on Five and Calne Without PC)
Jeff Files (Hilmarton PC)
Rob Robinson (Heddington PC)
Mark Edwards (Calne TC)
Jane Marshall (Compton Bassett PC)
Colin Pearson (Bremhill PC)
Simon Tomlinson (Cherhill PC)
Glenis Ansell (Calne TC)
Sarah Glen (Calne Without PC)

LYN Management Group:

Cllr Ian Thorn (Wiltshire Council)
Jason Tudor (Kinsbury Green Academy)
Mark Edwards (Calne TC)
Kim Street (Calne TC)
Marie Wykes

Health and Wellbeing Group:

Cllr (Wiltshire Council) - Vacancy
David Evans – no longer a member of this Group
Diane Gooch - Older Peoples and Carers Champion
50 Representatives of Partner Organisations, Groups and Local-Residents

Calne's S106 Working Group:

Cllr Tony Trotman (Wiltshire Council)
Calne Town Council Representative (Vacant)
Robert Macnaughton (Calne Town Council)
Anne Henshaw (Calne Area Transport)

COMMUNITY AREA TRANSPORT GROUP (CATG)

TERMS OF REFERENCE

Membership of the CATG

The CATG will normally be made up of not more than 10 members from the following groups:

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

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

Any recommendations of the CATG 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 CATG will cease when a member ceases to hold the stated office as when first appointed.

The CATG 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 CATG Members

Appointment of members to the CATG 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 CATG (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 CATG must not issue press statements on behalf of the Area Board.

Any press statements about the work of the CATG should be agreed between the Chairman of the CATG and the Chairman of the Area Board.

Meetings

It is recommended that the CATG meet at least four times a year. 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 Area Board wishes. It should be noted that CATG is an advisory body, it does not exercise delegated decision making powers.

Officer Support

Meetings will be attended by relevant officers from Wiltshire Council including a senior transport planner, a senior traffic engineer and a local highway maintenance engineer as necessary. Additional support will be provided outside of the meeting by the Corporate Office Business Support unit, as per Area Boards.

Terms of Reference

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

The CATG's terms of reference are set out at Appendix A below:

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 Highways and Transport. The funding allocation is for 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 maintenance schemes or the provision of passenger transport services. Schemes considered by the CATG should have first been raised through the community issues system and endorsed by the relevant town or parish council.

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.

(Cabinet Member Decision HT-021-10)

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 in excess of the total discretionary amount available.

(Cabinet Member Decision HT-026-11)

3. C & UC roads speed limit review

To make recommendations to the Area Board as to the priority routes for review on C Class and unclassified roads in accordance with the guidance issued by the Cabinet Member for Highways.

(Cabinet Member Decision HT-027-11)

4. Waiting restrictions

To make recommendations to the Area Board regarding waiting restrictions in areas where the Town or Parish Councils do not wish to undertake this function.

(Cabinet Member Decision HT-031-11)

5. 20mph speed restrictions – review and implementation

To make recommendations to the Area Board as to the priority routes/areas for review and implementation of 20mph speed restrictions in accordance with the guidance issued by the Cabinet Member for Highways.

(Cabinet Member Decision HSB-007-13)

6. Other decisions

To make recommendations to the Area Board regarding any other local highways issues when requested.

Community Area Health and Wellbeing Group Terms of Reference

1. Purpose

Definition of a Health and Wellbeing Group (HWG)

The Health and Wellbeing Group is a sub group of the Community Area Board. It represents a wide range of community stakeholders who work in partnership to facilitate well-being across the community area. People and organisations living and working in the community play a direct role in setting the agenda for this group.

HWGs will identify local needs, priorities and outcomes and make recommendations to the Area Board on how funding for activities should be deployed.

2. Membership

The Health and Wellbeing Groups may include representatives of:

- Members of the Community Area Board,
- Older Peoples Champion,
- Carers Champion,
- People from the community,
- Town and Parish Councils,
- Health and social care commissioners,
- Community and voluntary organisations and groups,
- Community transport providers,
- Police,
- Fire and rescue services,
- GP Practices,
- Other organisations, agencies and individuals that have a genuine interest in promoting the welfare and interests of older people.

All representatives must be subject to appropriate safeguarding requirements.

The participation and involvement of people

People living in the community must play a central role in all aspects of the Health and Wellbeing Groups including the design, development, delivery and review of the local activities.

Health and Wellbeing Groups are encouraged to use a variety of methods to ensure people participate and are involved in decision-making processes. Existing groups may provide a useful forum for involving people, although the decision to retain these groups is for local determination.

Health and Wellbeing Groups must ensure that consultation with people is representative and takes into account the views and needs of under-represented groups (those with protected characteristics) to ensure compliance with the local authorities Public Sector Equality Duty.

Roles of all members of the Health and Wellbeing Groups

All members will be required to:

Community Area Health and Wellbeing Group Terms of Reference

- Take an active part in the development of the Health and Wellbeing Group and its aims.
- Ensure that their organisation is represented by a person of appropriate experience/competency (or his/her appointed deputy) who has full authority within the relevant organisation to speak on behalf of the organisation and contribute fully to all discussions.
- Take responsibility for sharing information with the Health and Wellbeing Group relevant to their organisation/ stakeholders/sector.
- Contribute any information that may have a bearing on activities for older people and ensure that this is shared with the Health and Wellbeing Group.
- Champion the voice and influence of people in decision making.
- Be open and honest and work collaboratively.
- Work to promote equality and non-discriminatory practices in all aspects of the Health and Wellbeing Groups activities.
- Respect all members of the Health and Wellbeing Group and invited representatives.
- Work to improve outcomes for people and ensure high quality safeguarding practice.

3. Structure

The Health and Wellbeing Groups should come together on a quarterly basis, operating in a way which encourages active engagement, dialogue, debate and improved partnership working between key stakeholders.

A smaller management group will take responsibility for coordinating and planning the Health and Wellbeing Groups activities. The Chair of the group will be decided locally and could be any member of the Group. The group will include a member of the Community Area Board, who will work with the Chair to present recommendations and provide updates on progress at Area Board meetings.

The management group will generally comprise of:

- The Chairperson
- Older Persons Champion/ Carers Champion
- Community Engagement Manager
- Commissioning representative (Community Commissioner)

The appointment of Councillors (excluding officers) to Health and Wellbeing Groups will normally be agreed at a full meeting of the Area Board. Membership may be varied, with the agreement of the Area Board Chairperson, subject to approval at the next full Area Board meeting.

Where required, the Chairperson and Community Engagement Manager may appoint additional people to the management group if it is felt their involvement would be important for the function of the group.

Alternative people can represent people at the management group, however, it is preferred that the same representative attends if possible to ensure consistency of membership.

4. Responsibilities of the Health and Wellbeing Groups

Key responsibilities for the Health and Wellbeing Groups include:

Community Area Health and Wellbeing Group Terms of Reference

- Recommending grants that support the priorities identified in the local Joint Strategic Needs Assessment (JSNA).
- Ensuring that any grants and activities take into account any applicable safeguarding implications.
- Making recommendations to the Community Area Board on how priorities for funding should be determined (to include evaluating opportunities for applying for grants)
- Monitoring and reporting on the quality and effectiveness of local activities and grants.

- Based on the JSNAs, local intelligence and Area Board priorities coordinating joint working to deliver these objectives.
- Addressing any conflicts of interest that may arise as part of the local decision making process.

Recommendations to the Community Area Board will usually be reached by consensus but if necessary these can be agreed by a vote.

The management group may invite representatives from local organisations/agencies to its meetings etc to provide expertise or to share local knowledge on activities, projects and programmes in the area.

5. Funding

Area Boards will have an annual revenue budget allocated to them. The Health and Wellbeing group will advise the Area Board on how these funds should be allocated. Health and Wellbeing Groups will be able to bid, apply for funding from other sources and would also be expected to feedback to commissioners on priorities for the Countywide contracts.

6. Media Relations

Members of the Health and Wellbeing Groups may not issue media statements on behalf of the Community Area Board. Any media statements about the work of the Health and Wellbeing Groups should be agreed with between the Health and Wellbeing Groups and Chairperson of the Community Area Board.

7. Review

These terms of reference are subject to change and should be reviewed by the Cabinet Member for Adult Care and Health on an annual basis.

Calne Area Board

6th July 2021

Community Area Status Report for Calne Community Area

1. Purpose of the Report

- I. To present to members a status report that summarises what the key issues are for the community area as a result of analysing local data and discussions with local stakeholders.
- II. To recommend that the Area Board endorses the report and commits itself to considering what part it can play in addressing the issues

2. Background

Every 3 to 4 years, Wiltshire Council's public health department working with key partners and organisations, undertakes a thorough analysis of the data available to provide a summary of the current and future needs of people in Wiltshire. This information which is called the "Community Area Joint Strategic Assessment" (JSNA) is broken down to and presented around Wiltshire's 20 community areas.

Previously, the information has been used to help local communities in their prioritisation and decision making. A key feature of this has been a series of events to bring representatives of the local communities together so that they can be presented with a summary of the information and through discussion agree upon what should be the top local priorities to address.

In late 2019 and early 2020, the latest JSNA process was undertaken and a series of events were organised to take place from March 2020 onwards. Unfortunately, due to the COVID-19 pandemic, these had to be cancelled.

Although, the JSNA data was released in early summer 2020 and can be viewed on the <https://www.wiltshireintelligence.org.uk/> two questions remained. Firstly, how can the impact of COVID-19 upon our communities be captured and reflected in the key issues and priorities within our local area. Issues such as mental health, debt, employment, young people and many others have been adversely affected by the pandemic. Secondly, how can we enable the community to engage with this process and to feed in their own data, knowledge and experiences.

At the same time, the Wiltshire Community Resilience Group had been set up to oversee one of the 4 recovery strands. They were seeking to establish a better understanding of the impact of COVID-19 and looked to the Area Boards to help gather local information and concerns.

As a result, it was agreed that each community area board would lead on the creation of a short "Community Area Status report" to capture and reflect what the main messages are from the local data and the community discussions. A

template was produced by the Community Engagement Team and agreed by both the resilience group and the Area Board Chairs.

3. **Process**

Whilst each community area is different, and each status report will reflect this, there are elements that all have in common. These are:

- I. A record of local data that has been obtained – This information has been mainly obtained from the JSA data but also includes other sources to reflect changes since the pandemic began. These include Wiltshire Citizens Advice – Enquiry Areas report; Wiltshire Mental Health - Open Forum; Wiltshire Intelligence – Recovery JSNA; ONS - Office for National Statistics.
- II. Meetings with organisations and stakeholders where consultation has taken place. These include Community Youth Discussions and feedback from detached Youth sessions; Area Board Community discussion groups; Community Fora; Calne Covid 19 volunteer support group discussions.
- III. A record of the key issues that have emerged

The community engagement manager has led on this process and tried to be as inclusive and as comprehensive as possible including trying to capture specific concerns affecting BAME or minority groups. Despite this, it is recognised that this report is not an exhaustive summary of all the issues and everything that is happening. It is a work in progress and as new information is obtained and changes occur, the report can be updated in response. Individual or very local issues such as road junctions or a play area are not included in this report. There are alternative procedures in place to address these.

The overarching aim of this document is for Calne Area Board and its partners to add to our understanding of where improvement is required and see how with our communities, businesses and organisations we can start to address them. The report will also link this to the work of Wiltshire Council and its partners, so that collaboratively we can tackle issues including those arising from Covid-19

4. **Next steps**

The status report has been produced by the area board but is intended as a resource for all those within the community area. No single organisation can or should be expected to do everything and sustained improvement will only be through all of us working together with the community taking the lead.

If the status report is adopted, the proposed next steps are:

- I. The area board to consider the report and produce for itself a work plan outlining which of the priorities it will focus upon and what it is able to do to help address them. Each action will have assigned to it clear outcomes and outputs. This decision will be influenced by factors including urgency, opportunity and resources.

This work plan to be brought back to the next Area Board meeting for agreement. It will subsequently be a standing item at future area board

meetings utilising a traffic light system to offer a simple visual indicator to monitor progress.

- II. As many other groups and organisations as possible are to be encouraged to also consider the report and ask themselves where they can make a difference and what they can do to support local action.
- III. Where issues are common across multiple community areas, the area board team will collate these and look to see if it is better to address these collectively across multiple community areas. Where there seems to be a Wiltshire wide concern, a more strategic approach will be considered.

It is proposed that the Area Board will use its strategic influence and delegated powers to shape the delivery of local services and actions. It will also direct its delegated resources to facilitate and support community-led projects and local initiatives that specifically address the identified priority issues.

It is recognised that some issues will be easier to tackle than others and it is important to target areas where tangible outcomes and progress can be delivered. Successes should be celebrated and the contribution from volunteers recognised and valued

5. **Recommendations**

- (1) That the Area Board approves and adopts the Community Status report
- (2) That the Area Board considers the following concerns, identified through the Status update process and discussions at previous area board meetings, for further investigation:
 1. **Young People including those living with SEND – Health, wellbeing and positive activities**
 2. **Older and Vulnerable People and families – Health, wellbeing, isolation and access to services**
 3. **Environment – addressing climate change targets**
 4. **Local Economy – promotion of sustainable business and support for the economically vulnerable**
 5. **Community Resilience – cross community area communication and co-operation.**
- (3) That the Area Board produces a rolling action plan to demonstrate where it will contribute to addressing the identified issues and appoints a lead member for each priority area.

- (4) That the Area Board will prioritise its resources including funding upon those issues identified in the status report.
- (5) That the Area Board requests that the Community Engagement Manager and lead members work with key partners, agencies and community groups to encourage them to consider where they are best placed to take actions around the priorities identified.
- (6) That regular updates are submitted to the Area Board on progress made in relation to its own action plan.
- (7) That the Area Board expresses its thanks to those who gave their time to help bring this report together.

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Calne Community Area Status Report

July 2021

Background and context

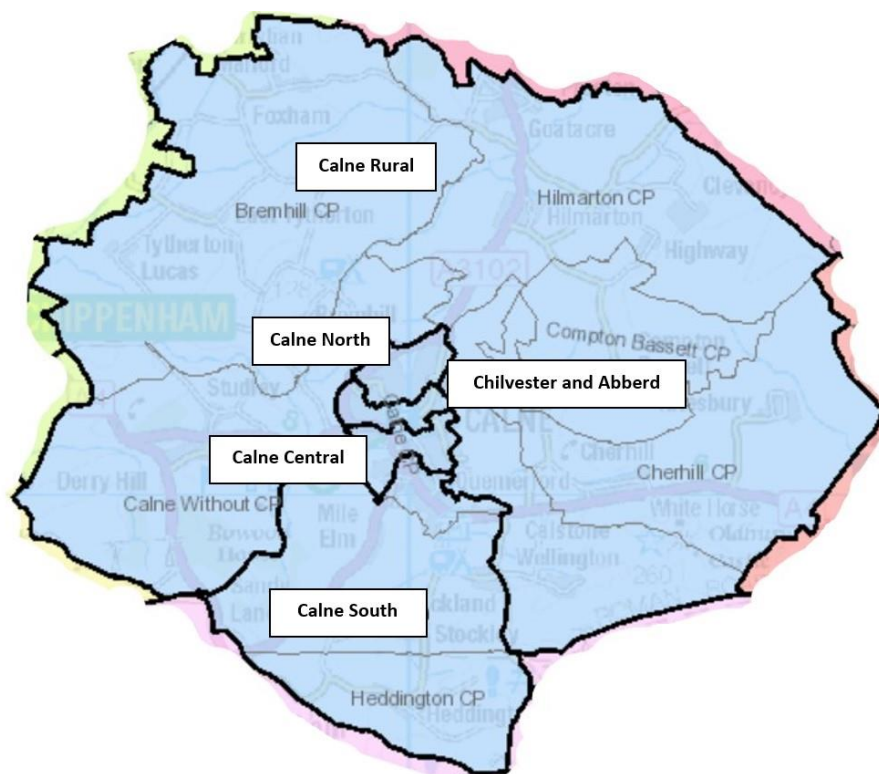
The aim of this document is to enable the Calne Area Board and its partners to gain a fuller understanding of the issues and needs existing in the community area and ways we can collaborate with local businesses, organisations, community groups and individuals to support a response to those concerns, including managing a recovery from issues arising from COVID-19.

The Calne community area has seen an incredible response to the pandemic with volunteers leading the response and strategic partners working collaboratively to support the community.

As we look ahead, this document provides a summary of information that can help inform the local community response. It brings together differing data and information sources from across the community area that will help us to understand the state of our community and some of the impact of COVID-19. It also highlights communities that may have been disproportionately affected by the pandemic and it considers how the actions, projects and plans that are emerging will be collated and supported.

Over time this document will need to be updated in response to changes, new information and actions undertaken. Whilst the impact of COVID-19 in some areas is considerable, it is recognised that many of the issues identified in this report were existing ones.

The Calne area is mainly rural. Many people living in the community area have links to Swindon, Chippenham and Devizes in terms of employment, education, leisure facilities, shopping and other services. The Calne community area consists of the 7 parishes of Bremhill, Calne, Calne Without, Cherhill, Compton Bassett, Heddington and Hilmarton.



Everyone in the community area has the same opportunity to engage with this work and the consultation that has begun will continue to ensure that the report and its subsequent updates will be as inclusive as possible.

Whilst it is natural to focus on the issues where improvement is required, it is important to recognise and build on the positives that have arisen during the pandemic. These include closer working between organisations, increased community cohesion, new volunteers and the wider use of the internet and social media.

Specific thanks to:

Katy Brown – Local Area Co-ordinator

Danielle Blake – The Rise Trust

Peter Dunford – Wiltshire Council

Mark Edwards – Calne Town Council

Diane Gooch – Local volunteer (Older People and Carers Champion)

Alison Ingram – Calne Health and Wellbeing (Social Care) Forum – Chair

Jason Tudor – Kingsbury Green Academy

Community data and information

There are multiple sources of data that provide an excellent overview of the current situation within our community. This is being collected on an ongoing basis from a range of sources (qualitative and quantitative) to provide an overview of the current situation within our community.

Combined with the outcomes of local and regional discussions on the impact of COVID-19 this will help to inform the area board of the key issues emerging and where resources should be focussed.

- Some sources and links to data and information:

Link or source	Organisation	Description
Home (citizensadvice.wiltshire.org.uk)	Wiltshire Citizens Advice	A variety of statistics including latest trends in issues people are facing, advice and who is impacted more
Covid 19 Enquiry Areas Published 10052021	Wiltshire Citizens Advice	Latest Covid-19 intel report for Wiltshire May 2021
Wiltshire Mental Health Open Forum Healthwatch Wiltshire	Healthwatch	Full of resources and links including Mental health resource list.
Young Minds - children and young people's mental health charity	Young Minds	Survey with young people returning to school during COVID
Wiltshire Intelligence - Bringing Evidence Together	Wiltshire Intelligence	Community area profiles, JSNA data and other local information
https://www.wiltshireintelligence.org.uk/community-area/calne/	Wiltshire Intelligence	Calne specific JSNA data

Recovery JSNA Wiltshire Intelligence	Wiltshire Intelligence	Latest local statistics and information as a result of COVID-19.
Library Wiltshire Intelligence	Wiltshire Intelligence	Research reports, health needs assessments, survey results, other local intelligence outputs
Home - Office for National Statistics (ons.gov.uk)	Office for National Statistics	Latest business and economy data
newstatesman.com childhood-obesity-coronavirus-inequality-social-poverty-austerity	New Statesman 05/06/2020	Article re. Rise in Childhood obesity & link to inequality
https://www.gov.uk/government/publications/covid-19-review-of-disparities-in-risks-and-outcomes	Gov.uk	Review into how different factors have affected COVID-19 risk and outcomes.
COVID19 support group survey – (June 2020)	Wiltshire Council	Snapshot of views of local support groups
Youth Recovery Plan - CEM report	Calne Area Board 8/12/20	Community Discussion report (item 5)
Calne Air Quality Action Plan	Calne AQ Management Group	Response/update to the declaration of AQM area 2018/19

- CEM updates and Community Discussions at the Calne area board meetings on 15th September 2020, 8th December 2020 and 09th March 2021.
- The following groups and reports have also helped input into this report
 - Calne Health and Wellbeing Group (Calne Health & Social Care Forum)
 - Calne Community Area Mutual Aid Covid response volunteers
 - Calne Children’s Centre
 - Calne Town and Parish Councils
 - Rise Youth Trust
 - Calne Area Local Youth Forum
 - Health and Wellbeing Community Area Status Report: Calne Community Area
 - Sport and Physical Activity priorities (Covid-19 Response)
 - Calne Health and Social Care Forum – Well-Being Survey for Over 65’s living in the Calne Community Area.
 - Calne Air Quality Management Area – Action plan

Context for this report

It is important to read this report with the following in mind:

- The process of identifying and agreeing the key concerns is not an exact science and both statistical and anecdotal evidence can be misleading. No two people will completely agree on what should be included so trends, commonality and correlation have been looked at when deciding what to include. This report should therefore be viewed as an informed indicator to the state of the Calne Community Area.

- The Calne Community area is an excellent place to live and work. The JSNA data indicates that the area performs well in Wiltshire. However, the remit of this report does not include capturing these examples and the focus is upon those issues identified by the community as being the most important to focus on.
- Some of the areas highlighted from the JSNA data where the Calne Community area seems to not be doing so well will need looking at in the context of when and how it was collected.
- The variance between JSNA data in all community areas may not always be of any great significance. Wiltshire is also a great county to live in and sometimes we are comparing good with excellent
- Further investigation will be required with some of the data as it may not tell the whole story. E.g. who particularly is being affected? Are there differences between local communities and minority groups? Is the issue located in a specific geographical area? Equally in some cases the most recent data available is a few years old and the situation may have altered.

Where were we? The focus prior to COVID-19

In the early weeks and months of 2020, the Calne Area Board was actively involved in developing approaches to working in partnership with other organisations, local groups and individuals with a view to addressing local issues of concern:

- Working with local environment groups to support eco-friendly projects and initiatives.
- Working with the Health and Social Care Forum, discussing and developing projects to address local issues, particularly relating to older and vulnerable people.
- Developing youth provision in the community area, in partnership with the Rise Trust and the Town Council.
- Ongoing focus on transport schemes via the Community Area Transport Group.

The board had started to look at outcomes emerging from the Joint Strategic Needs Assessment (JSNA) to help inform the identification of local priorities. This work was delayed by Covid-19 and information was formally published in the autumn of 2020.

Key data was presented to the area board along with findings identified through the 'Our Community Matters' local survey conducted to provide a view of local perceptions of priorities to contrast with/complement the key data.

Calne Community Area – Key JSNA findings:

- Above Wiltshire average of people over 65 admitted to hospital as a result of falls.
- 33% of 10/11yr olds obese or overweight (1 in 3 children in year 6) above Wiltshire avg.
- 11% of 0-19yr olds thought to be living in poverty.
- 45% of Energy Performance Certificates issued to homes in the area have a low efficiency rate of D-G.
- Higher than Wiltshire average rate of those admitted to hospital with an alcohol related issue.

Indicators were collected by a team of analysts from many organisations between Oct 2019 and Feb 2020.

Community Survey Results:

5 community identified priorities for Calne

- Anti-Social Behaviour and Crime - 44.1%
- Highway Infrastructure and Maintenance – 38.5%
- Climate Change and Renewable Energies – 32.3%
- Accessible positive activities for all ages – 27.55%
- Community Venues and Open Spaces – 24.7%

Source: Wiltshire Council "Your Local Priorities" survey data. Total number of respondents: 356 Note percentages refer to the percentage of respondents who chose that priority

Much of this information could still be relevant but it must be considered that COVID-19 may have made an impact upon it.

Where are we now? Additional local information and the impact of COVID-19

This section is a summary of the data and feedback that has so far been received to aid our understanding of where improvement may be required.

Older People, Vulnerable Adults and Carers:

- The Joint Strategic Needs Assessment 2019-20 (JSNA) tells us that the rate of hospital admissions due to falls for people aged 65+ in Calne Community Area is higher than the Wiltshire average.
- JSNA data suggests that adult carers in the Calne community area do not have the social contact they'd like, it is noted that, many carers across the community area are also older people.
- This concern is echoed by the Survey of people living in the Calne Community Area who are over 65 years of age, undertaken by the Calne Community Area Health and Social Care Forum in autumn 2020.
- Access to positive activities is not only about the provision of activities, but also the means to travel to activities.

- Before social distancing and lockdown began, there were a number of activities and events available to local people. Some of this activity has been 're-imagined', continuing whenever possible either virtually or at permissible outdoor events. It may be important to try and assess what groups and activities plan to continue/restart when national and local restrictions allow.
- The Calne Men's Shed has been a valuable group to local people (especially, but not exclusively, older men) for a number of years. This group has continued to offer limited opportunities for people to connect during the last 2 years, but is having problems finding an appropriate permanent venue, which is likely to be detrimental to the many who will want to continue to be involved in the future.
- Feedback from vulnerable people contacted by the Wiltshire Wellbeing Hub during the 1st lockdown period in Spring 2020, noted specific concerns relating to access to medical services, and prescriptions.
- Access to GP appointments has continued to be identified as an issue through anecdotal evidence noted at Covid volunteer community support group meetings and also by members of the area board through their engagement with constituents.
- Support for vulnerable older people to access food, and the means/ability to prepare it, has been highlighted by local volunteer groups that have emerged in response to Covid-19.
- Local lunch clubs have not been in operation during lockdown period and it is not clear whether they will restart once restrictions allow, it is likely that further information about need and resources will be required.
- Calne's Memory Club has also been unable to operate during the Covid period. It is hoped that this will resume as soon as restrictions allow.
- The Older People Voices group and Calne Dementia Action Alliance group have continued to meet on an ad hoc basis, both groups play an important role in developing appropriate actions and initiatives for the community but it will want to assess how they will continue in the future.
- Development of appropriate digital literacy in older/vulnerable people who are currently not able to access appropriate equipment or learning opportunities has also been highlighted by local volunteer groups.
- Prior to March 2020 local volunteers ran a variety of successful activities and events for vulnerable adults, specifically relating to healthy activities and lifestyles. Additional activities and events have taken place since and it might be important to find out what is planned to be continued and where information is available.
- Support for vulnerable individuals to access food, and the means to prepare it, has been highlighted by local volunteer groups that have emerged during the last 2 years.
- There has also been a rise in people accessing the Calne foodbank and the organisation has developed its offer in response.
- Adults living with special educational needs and disabilities (SEND) in the Calne Community area have engaged with the area board on a number of occasions in the past. The Board is aware of some of the specific difficulties that these local people

experience in living life independently within our community. The added anxieties that have been involved in living through a pandemic are not yet fully apparent to the board and it may be important that this is assessed.

- Some adults living with SEND in the community area are supported by their parents, it has been noted that these carers are often older people who struggled more during the pandemic, as day care opportunities were halted.
- Development of appropriate digital literacy in vulnerable people/families who are currently not able to access appropriate equipment or learning opportunities.
- The importance of library support of computer use has been highlighted, especially relating to supporting local people to make applications for Universal Credit. This service was halted during the first Covid-19 lockdown and it has been noted that this left some people more vulnerable. Although the service was reintroduced early in the reopening of libraries this serves to emphasise the importance of this specific library offer.
- The Community Area is fortunate to have a Local Area Co-ordinator, who has remained very active and present throughout the Covid-19 period. This is a valued asset enabling vulnerable people living here to develop confidence and resilience through providing links and encouragement to access potential local support and activity groups and agencies.
- The JSNA data highlights fuel poverty as a problem for some people living in the area. This issue is likely to have increased due to COVID. It is known to impact particularly on older and vulnerable people and also upon travelling communities.
- JSNA data also shows that Calne has a higher rate of hospital admissions as a result of self-harm than the Wiltshire average.

Children and Young People:

Education and Training:

- IT Poverty – it was noted that, even in households where internet and devices are available, difficulties were experienced during lockdown as the demand for the shared use of devices and restrictions of bandwidth and technical knowledge caused frustration in many families where different members tried to work and access education from home.
- Calne's community literacy group (Wordfest) and local headteachers have acknowledged the importance of book/story 'ownership' in the promotion of literacy.
- It has been recognised by academic researchers like the Rowntree Foundation, that there is a link between literacy and poverty.
- Academic achievement gaps – JSNA data shows that, at the end of primary school, 67% of children in the Calne community area achieve the expected standard in reading, writing and mathematics, the average 'Attainment 8' score for the Community area is lower than the Wiltshire average. (Attainment 8 measures the achievement of a pupil across 8 qualifications).

Physical and Mental Health and Wellbeing:

- The JSNA data shows that 11% of children aged 0 - 19 in the Calne Community area are thought to be living in poverty. This is higher than the Wiltshire average of 9.4%. *(The UK average for the same period was 31% with the worst rated constituencies focussed in the major cities of London, Birmingham, Manchester and Bradford).*
- JSNA data also shows that 1 in 3 children in year 6 are found to be overweight or obese in the Calne Community Area (33% of all 10 – 11-year olds).
- Organisers, Trustees and members of the Calne 'A Place for Us' youth club for Young people living with Special Educational Needs and Disabilities have continued have reported that, with their club unable to meet throughout the pandemic, they anxiety and loneliness have been major issues for young people. At the same time, parents of young people living with SEND have said that, specific challenges involved in the lives of some of their young people and the complete lack of any usual activities, including school/youth club etc. have also resulted in additional anxiety for the wider families.
- The Local Area Youth Forum, which began to meet during the pandemic has noted the following issues of concern:
 - Ongoing relevant youth engagement
 - Vulnerability to drugs, alcohol and concerns about 'County Lines'.
 - Positive activities – identified with young people not for them
 - Access to appropriate advice, guidance, mentoring and counselling

Community Resilience and Minority Groups:

- Community discussions at Area Board meetings and at local meetings such as the Health and Social Care Forum, Covid Response Volunteer groups, Local Area Youth forum have highlighted areas of concern that may impact upon the whole community but specifically on those living in the community who are termed as being minority groups.
- Some of those challenges, especially around the isolation of vulnerable people and the ability for some to access basics such as appropriate housing, transport, food, clothing, fuel and information technology predate the Covid-19 pandemic, evident through the pre-existence of groups, initiatives and projects designed to address the various issues.
- 2020/21 has amplified challenges making them more visible and of more importance to more people across the community area.
- In addition, there is concern that the number of local people who might be expected to struggle and experience unequal access to various basic requirements and opportunities is expected to grow as a result of the economic impact of Covid-19. The following provides details of the current issues identified at the various community discussions:
 - **Food Poverty:** *(ability to afford food and knowledge, skills and means to achieve a healthy diet).*
Evidenced by the increase in demand reported by Calne Foodbank and the uptake in offers of ready prepared meals by various local volunteer organisations including 'Calne Dinners'.

- **IT poverty:** *(Access to advice and guidance to facilitate digital literacy. The ability to afford appropriate equipment and adequate broadband).*

Library support of computer use – especially related to applications for Universal Credit – was halted during the Covid lockdown, leaving some people without access to support, this service was reintroduced early in the re-opening of libraries and serves to emphasise the importance of this specific library offer.

It was also noted that even in households where internet and devices were available, difficulties during lockdown were experienced as the demand for shared use devices and restrictions of bandwidth and technical knowledge caused frustration in many families where different members tried to work and access education from home.

- **Fuel Poverty:** *(A household is said to be **fuel** poor if it has above-average energy costs, and if paying those costs would push it below the **poverty** line as far as its remaining income was concerned – issues that may exasperate fuel poverty may include – poor insulation, reliance on uneconomic appliances).*

Anecdotal evidence from volunteers and professionals engaging with local people (especially older and vulnerable adults) suggest that there is a broad issue of fuel poverty in the area. Safe and Warm Wiltshire have not yet engaged in this process locally, but it was noted that their initiatives link closely to this issue and they may be able to help assess the level and nature of this issue in the community area.

- It is noted that some longstanding support organisations had not been able to provide full services during parts of the crisis and that some were still operating at a reduced level.
- However, the whole community had learnt new ways to work together, new volunteer support groups (with new skills and ideas) had emerged across the area in different shapes and sizes to respond most appropriately (and vitally) to the individual needs of the locality they were serving.
- New ways of working together have developed across organisation and group boundaries focussing more intently on the services they were delivered jointly and paying less regard to who had the biggest logo on the poster!

Community Safety:

- JSNA data shows that levels of anti-social behaviour, violent crime and domestic abuse in the Calne Community Area were low and below the Wiltshire average at the time they were captured.
- Crime figures have been relatively low through the pandemic; however, it is anticipated that this may rise as COVID -19 restrictions are lifted. Additionally, there is a suggestion that if debt and unemployment continue to rise, this may also lead to an increase.
- There is a perception that ASB has increased but the police report that although there have been a few incidents, it does not represent a significant rise in incidents and may be put down to the seasonal improvements in the weather and the relaxation of lockdown restrictions. The lack of indoor/organised youth clubs/activities or after school clubs may not have helped this situation.

- National reports suggest a rise in domestic abuse during the phases of lockdown associated with the Covid-19 pandemic, it may be important to find more recent information for the Calne area.
- The JSNA also shows the rate of alcohol related hospital admissions in the Calne Community Area was 1,944 per 100,000 persons. This is higher than the rate for Wiltshire of 1,827 per 100,000. It has been reported that alcohol consumption has increased during 2020/21 and it may be important to consider how this might impact on local statistics.
- As Lockdown restrictions lift the police have experienced more calls.
- Police colleagues have said that local workload has very much focussed upon issues around Mental Health, Domestic Violence and Modern Slavery (to be found in nail bars, car wash, rural businesses for example). There is a full time Mental Health worker in the control room
- A major concern currently being concentrated upon locally involves safeguarding vulnerable adults and children, particularly those who are at risk of exploitation from 'County Lines'.
- Covid restriction compliance in the community area has been good and the issue of warnings and fines has been low.

Economy:

- Latest statistics from the ONS show a steady increase in the numbers of people claiming Universal Credit in the area. There were almost double the number of households in Feb 2021 (1,523) compared with Feb 2020 (868).
- The average estimated personal loan amount per person for those in Calne Community Area is £1,028.60, which is higher than the Wiltshire average of £796.23. However, it is unclear if this is because they can afford to manage a loan or if there are financial challenges.
- The Citizens Advice Bureau (CAB) report that 'help with debt' has become their number one issue with an increasing number of people unable to pay their household bills. Figures from Feb 2021 indicate that nearly two thirds of those employed who are struggling with debt are on zero hours contracts or agency work.
- CAB also note that housing enquiries have risen considerably and particularly for those in privately rented accommodation.
- The local business survey carried out during the first lockdown showed that the loss of business was hurting but through innovation and creativity, most have survived quite well. However, some have fallen through the government support gap and have struggled including self-employed, farmers and new businesses.
- Many pubs have not reopened as they deem it to not be financially viable to do so.
- Public transport is an issue in more rural parts of the area and has an impact upon employment opportunities, especially for younger people and those living on low incomes.

- A fresh look at access and transport in rural communities may be required and this links to loneliness and isolation as well as employment

Environment:

- There are a number of thriving environmentally focussed community action groups in the Calne area, some of which have worked closely with the Area Board to consider environmental concerns and to initiate projects to encourage and promote the local environment.
- 'Sustainable Calne' is a community group that has developed to embrace all of the local action groups, with a focus on addressing climate change issues and providing 'inspirational opportunities to celebrate and appreciate the natural world including learning about, caring for and enjoying our local environment by joining together with local and national organisations'.
- The Sustrans North Wilts River Route (National Cycle Route 403) runs through the community area providing significant opportunities for off road/car free travel. Wiltshire Council is collaborating with Sustainable Calne to undertake a non-statutory survey of the route with a view to considering how the route can be provided sustainably into the future.
- Calne has one Air Quality Management Area (AQMA) the management group has developed an action plan which has previously developed local projects aimed at improving air quality, including tree planting initiatives, 'Beat the Street' community walking/cycling to work/school initiative.
- 45% of Energy Performance Certificates issued to homes in the Calne Community Area have a rating of D-G (low efficiency). Meeting national energy performance targets during the next thirty years will be a considerable drain on household resources but could also provide major employment benefits locally.
- A reduction in travel has occurred as a result of more people working from home due to the pandemic. This should be encouraged where practical as well as the provision of local employment opportunities especially for young people
- There are various national and local schemes that are run at different times to help us reach our 2030 climate change targets, these could be promoted and supported more in the community area

Housing:

- In November 2019, there was local demand for 149 affordable homes in the Calne community area.
- Between 2016 and 2019, 684 new homes and 187 new affordable homes were completed in the area and 1,605 new homes are planned in the period to 2026.
- Local Parishes have reported concerns that young adults growing up in the area and lower income groups, especially in more rural settlements, find it increasingly difficult to afford to rent or purchase.
- This may result in a negative impact upon community identity and wellbeing for an increasingly ageing population who are becoming physically isolated from their extended family.

- This situation may be further inflamed as local and national trends appear to show that there is currently a trend for people living in major cities nationally to 'move to the countryside'.
- The environmental performance of housing will need to be developed to improve health for all age groups and to help meet the Carbon targets that have been set.
- As the national restriction on evictions is lifted, concerns exist about the impact on local people.

Transport:

- Between 2012-2017, was an estimated 12.7% increase in traffic flow on roads in the Calne community area.
- The average morning peak (7am-9am) traffic speed on local A-roads is 35.7mph
- The Link scheme has been very limited in what it can offer during the pandemic. The organisation is reliant upon volunteers and most of these are elderly themselves. There is a need to recruit younger drivers.
- The Calne CATG (Community Area Transport Group) continues to develop road safety schemes and an area board working group exists with aims to develop a joined-up cycle network in the town and reaching out into the wider community area.

Members of the previous area board discussed and fed into the progress of this status update at various community discussion groups held during 2020 and also, specifically at the Area Board meetings held in September and December 2020 and March 2021 the main concerns they identified for further investigation were as follows:

1. **Young people** - Mental health & wellbeing and positive activities
2. **Older People** – Mental health, isolation and access to services
3. **Vulnerable individuals and families** – development of ongoing support
4. **SEND young people** - health & wellbeing and positive activities +parental challenges

It should be noted that the focus of the area board in previous discussions has been concentrated upon young people.

Members of the current area board may review information within the status report and amend these priorities if they see fit. The following priorities have also emerged for further consideration and inclusion/investigation:

5. **Environment** – addressing climate change targets
6. **The Local Economy** - promotion of local sustainable business and also of opportunities and support for the economically vulnerable.
7. **Community Resilience** – cross community area communication and co-operation

A summary of key issues raised so far can be found at the end of this report.

What are we going to do now?

It is important that this process is as inclusive as possible with special attention on ensuring that the villages and minority groups have equal opportunity to feed into this report and the subsequent addressing of community priorities.

It is recognised that not all issues have been captured within this update and that a lot of work will be undertaken independently by different groups and organisations. This report is a snapshot within that process.

All information contained in this report is backed by either hard evidence or anecdotal narrative provided by people working, volunteering, going to school and/or living within the community area. The fuller picture will evolve over time especially when the full impact of COVID-19 is realised regionally and nationally.

While some of the identified issues of concern are more significant to local people considered to be vulnerable; other issues are relevant to everyone living in the community area.

Emerging issues may cut across the different themes identified to help construct an image of the current situation. As such some issues may be replicated under different areas of concern.

While many of the issues for concern have become more visible during the Covid response period, they are not all considered to be exclusive to the pandemic.

This document is organic and there will be further opportunities for those who have not yet engaged to do so.

What is clear is that there are some clear issues of concern in the community, some people need more support than others and we can provide the best response possible by working together to develop and progress actions collaboratively.

How local actions will be supported

The local response within the Calne Community Area is one of co-production recognising that to rebuild our communities, it is important that we work together, sharing information and resources where appropriate.

Calne Area Board covers the whole community area and is responsible for the production and management of this document. The board links local delivery to Wiltshire Council, police, health and other partners. It is an accountable body with influence and powers. It has its own funding to help support local initiatives.

The Area Board will produce its own work plan to show what actions it can take as one of the partners to help address the issues raised by the community and captured in this report.

Calne Area Board will receive regular updates around its own work plan of actions that will support and contribute to the local priorities.

What are the Next Steps?

- Calne Area Board is asked to consider and approve this report in line with the recommendations outlined in the associated Area Board report and agenda.
- Those who have not yet had an opportunity to contribute will be invited to do so.
- An outline Area Board work plan will be presented to a future AB business meeting.
- The Community Engagement Manager will engage with partners so they might understand the report and consider how they may assist in addressing local priorities.
- Updates on the work plan will be taken to future area board meetings

Emerging issues as identified by the community and supporting data.

Issue	Possible actions (where identified)	Key supporting evidence source
Links between poverty and literacy	<p>Identify, support and promote initiatives being developed locally regionally and nationally to support young people and families who are likely to be negatively impacted by a widening academic achievement gap.</p> <p>Explore opportunities to improve access to IT equipment and broadband for all young people and especially those living in economically vulnerable households.</p> <p>Promote literacy, book ownership and the love of stories.</p> <p>Maintain regular communication with the school and encourage/support their recovery curriculum and transition schemes.</p>	Youth focussed Area Board, Community Youth Discussions, feedback from detached Youth sessions and engagement with School Citizenship Students specific local groups and headteachers.
Provision of joined up, relevant youth support, guidance and activities.	<p>Develop new opportunities to provide a combination of ongoing street based/café style youth work providing support, signposting, mentoring.</p> <p>Encourage and support relevant activities for young people, especially during school holidays and at times of locally recognised anxiety.</p> <p>Develop links between local youth providers and encourage their ongoing conversations, training and development especially to new approaches to youth work, safeguarding and funding opportunities.</p>	Youth focussed Area Board, Community Youth Discussions, feedback from detached Youth sessions and engagement with School Citizenship Students specific local groups and headteachers.

<p>Listening to young people.</p>	<p>Discuss and develop a new, locally relevant forum, not necessarily aligned to the community area and not necessarily requiring young people to sit in a meeting.</p> <p>Develop new approaches to engage with young people, through street-based youth work, schools and technology etc.</p> <p>Encourage partners to adopt a common method of engagement (e.g. one cross agency youth survey).</p> <p>Develop joint working and share resources.</p> <p>Focus on needs and development opportunities</p>	<p>Youth focussed Area Board, Community Youth Discussions, feedback from detached Youth sessions and engagement with School Citizenship Students specific local groups and headteachers.</p>
<p>Social Isolation and access to activities for Older and Vulnerable people</p>	<p>Encourage, support and promote positive/accessible activities.</p>	<p>JSNA data/Calne Health and Social Care Forum/Calne Covid-19 volunteer support groups, Older People/Carer Champion.</p>
<p>IT poverty - Access to and support with IT for older/younger people, vulnerable adults (including economically vulnerable).</p>		<p>Older People Carer Voices group, Health and Wellbeing group, Older Peoples survey and discussions at Area Board/links to volunteers groups</p>
<p>Access to transport for Older/Younger people and vulnerable adults(including economically vulnerable).</p>		<p>Older People Carer Voices group, Area Youth Forum, Older Peoples survey.</p>
<p>Access to Medical services</p>	<p>Partnership working and communication with local surgeries</p>	<p>Discussions with partners, Calne Health and Social Care Forum/Calne Covid-19 volunteer support groups, Older People/Carer Champion.</p>
<p>Above Wiltshire average of people over 65 admitted to hospital as a result of falls.</p>		<p>JSNA data</p>

Support and development of the Men's Shed is needed.		Health and Social Care Forum, Older People's Voices group.
33% of 10/11yr olds obese or overweight (1 in 3 children in year 6) above Wiltshire avg.		JSNA data
11% of 0-19yr olds thought to be living in poverty.		JSNA data
45% of Energy Performance Certificates issued to homes in the area have a low efficiency rate of D-G.		JSNA data
Higher than Wiltshire average rate of those admitted to hospital with an alcohol related issue.		JSNA data
Perceptions of Anti-Social Behaviour and Crime	Develop and promote ongoing conversations between parish reps/local residents and Wiltshire Police.	Community Survey Results 2019, JSNA data
Highway Infrastructure and Maintenance		Community Survey Results 2019
Climate Change and Renewable Energies		Community Survey Results 2019, JSNA data, Sustainable Calne group
Community Venues and Open Spaces		Community Survey Results 2019
Personal debt and financial challenges are increasing rapidly		Office of National Statistics, JSNA data
Transport is very difficult for non-car owners.		All partner discussions
Link schemes do not have enough drivers		Link Schemes; Covid Support group conversations, Calne Health and Social Care Forum.
Need to encourage/develop safer cycle routes across the community area.		Sustainable Calne, Calne Transport Strategy group, Calne Air Quality Management Group

Encouraging/enabling walking in the Calne community area		Calne Air Quality management Group.
Need for more environmental housing with reduced carbon levels.		JSNA data and environmental groups
Challenge to achieve energy performance targets and climate change targets in an affordable way		JSNA data and environmental groups
Support and promotion of businesses affected by COVID-19.		Local Businesses and community discussions
Promotion of High Streets and Local Businesses		Local Businesses and community discussions
Seek to reduce the number of motor vehicles that pass through the Calne AQMA.		Calne Air Quality Action Plan, Calne Area Transport.
Promote Clean Vehicle Use in the Community Area		Calne Air Quality Action Plan
Promote walking for local journeys to School/work		Calne Air Quality Action Plan
Tree Planting Schemes in the Calne Air Quality Management Area		Calne Air Quality Action Plan
Food Poverty		Covid 19 Volunteer groups, Area Board discussions
Fuel Poverty		Covid 19 Volunteer groups, Area Board discussions

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Calne Area Transport Strategy

Final Report

Wiltshire Council

23rd February 2021

Notice

This document and its contents have been prepared and are intended solely as information for Wiltshire Council and use in relation to Calne Area Transport Strategy

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This document has 53 pages including the cover.

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Rev 1.0	Draft Report Structure	SG	PS			14/03/2019
Rev 2.0	Draft Report	SG	PS	AW		24/04/2019
Rev 3.0	Draft Report	LG	-	-		21/09/2019
Rev 4.0	Draft Report	SG	PS			06/11/2019
Rev 5.0	Final Draft Report	SG	PS			05/02/2020
Rev 6.0	Final Report	LG	SD			07/05/2020
Rev 7.0	Final Report with amendments	LG	SD			19/12/2020
Rev 8.0	Final report with amendments (2)	LG	SD			23/02/2021

Client signoff

Client	Wiltshire Council
Project	Calne Area Transport Strategy
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Introduction

The Calne Area Transport Strategy is Wiltshire Council and Calne Area Transport Group's proposed long-term approach to meeting the transport needs of the town within the context of planned growth and recently delivered growth



1. Introduction

The purpose of the Calne Area Transport Strategy is to outline the proposed approach to meeting specific transport objectives for Calne and Calne Without, and identify a prioritised list of complimentary schemes and interventions that are shown to address known and well-evidenced issues.

This strategy has been developed by the Calne Area Transport Group (CAT) and Wiltshire Council with support from Atkins.

This strategy builds upon previous work by CAT to develop it into a full Transport Strategy for the area, that will identify the key priorities for future interventions, and provide a foundation for these schemes to be considered for future funding and delivery programmes.

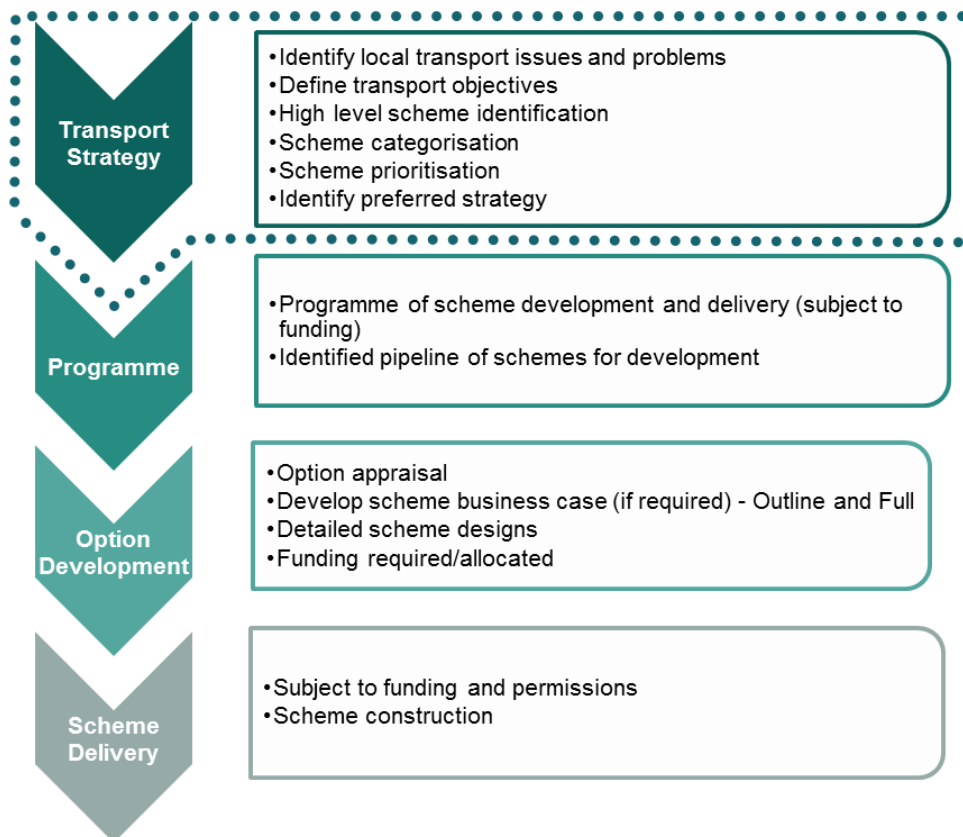
Once strategy schemes are identified, potential funding streams and delivery mechanisms can be identified. These will typically include:

- Developer contributions;
- Bids for capital funding; and
- Wiltshire Council budgets (Community Area Transport Group, Integrated Transport, Road Safety etc.).

All of these funding and delivery processes require a strong evidence base and logical justification of the scheme linking an identified issue to a transport objective to address that issue, and a scheme that is shown to address both the issue and meet the objective. Without that background evidence, any promoted schemes are unlikely to be prioritised and be successful in securing funding through competitive bidding processes against other schemes.

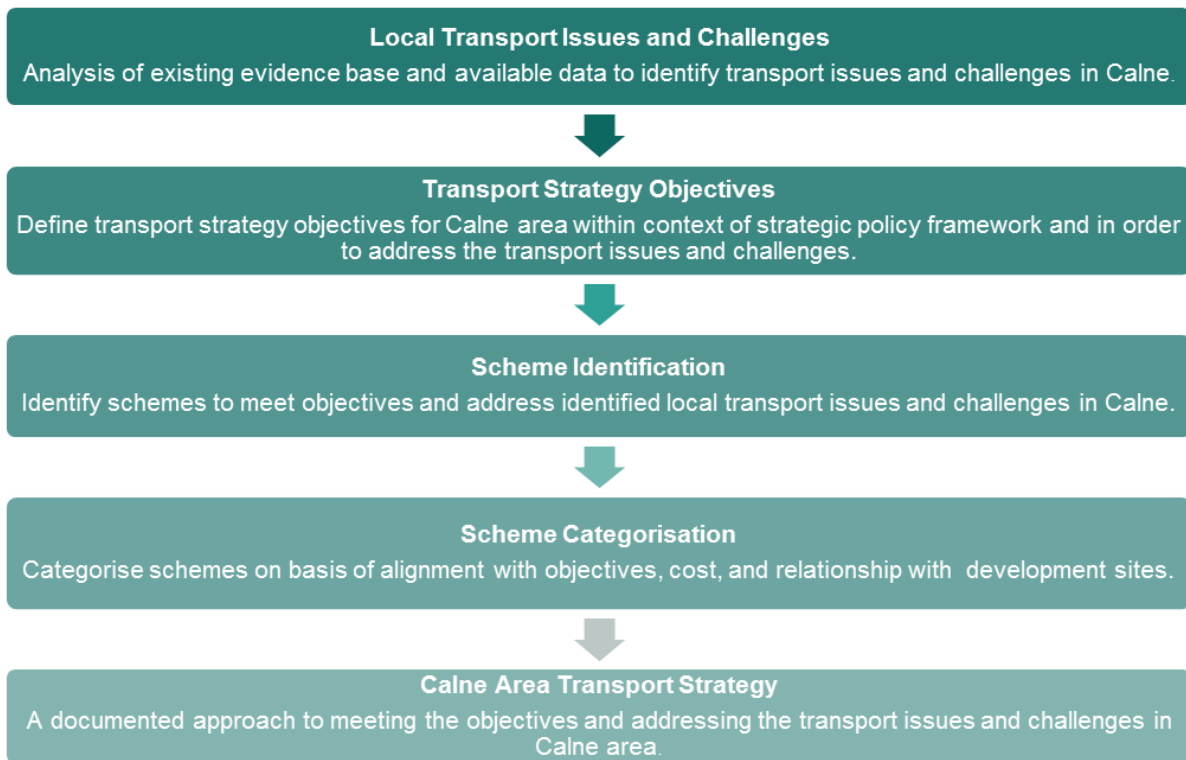
The role of a Transport Strategy in the lifecycle of a typical scheme/intervention is shown in Figure 1-1.

Figure 1-1 - Transport scheme lifecycle



In order to demonstrate a clear link through the Transport Strategy joining evidenced issues, objectives, and priority schemes to address those issues, a clear process has been followed, as set out in Figure 1-2.

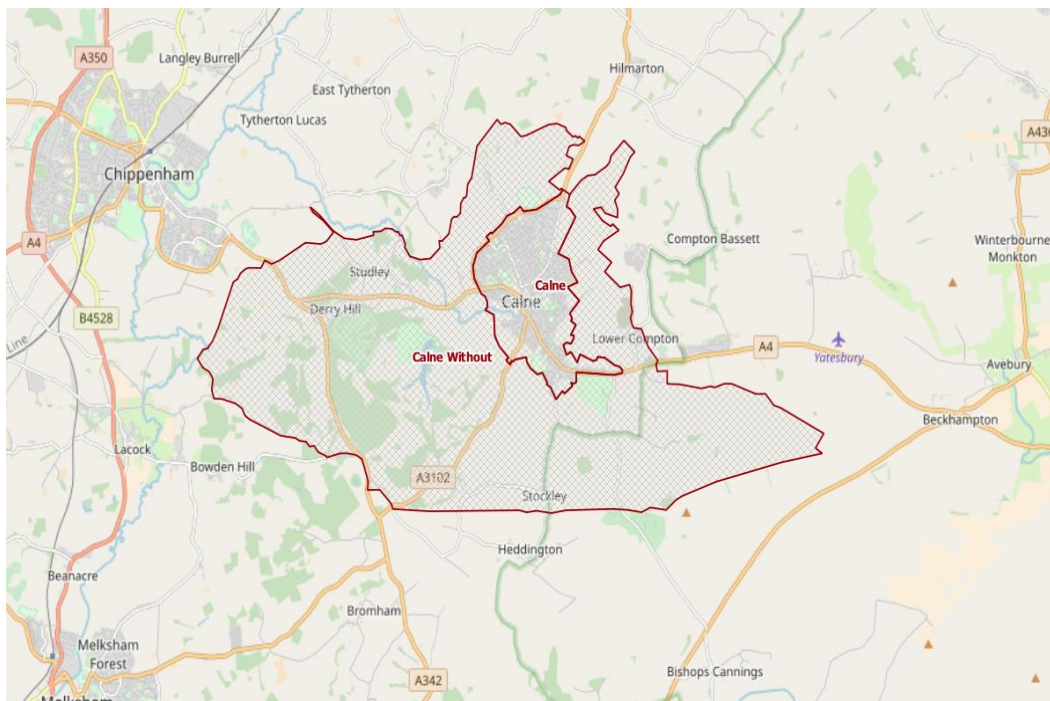
Figure 1-2 - Transport strategy process



1.1. Study area

Calne and Calne Without parishes form the study area for the Calne Area Transport Strategy. This is shown in Figure 1-3.

Figure 1-3 - Calne Area Transport Strategy study area



1.2. Report structure

Section 2 of this report presents the current situation through analysis of key data sources and evidence to highlight the existing challenges and issues.

Section 3 sets out the agreed objectives for the Transport Strategy to address those challenges and issues.

In Section 4, potential scheme options are identified and assessed against the Strategy objectives.

In Section 5, the best performing scheme options are collated to present the prioritised Transport Strategy schemes for Calne and Calne Without.

2. Understanding the current situation

This chapter presents a summary of the transport issues and challenges that have been identified in Calne based on a review of the transport evidence base. The following sources of information have been reviewed:

- Policy context;
- Census Travel to Work;
- Collisions;
- Bus accessibility;
- Car parking;
- Cycling and walking;
- Traffic delay;
- Developments;
- HGV network;
- Public and school surveys; and
- Traffic counts.

A summary of the key issues and challenges identified is provided in Section 2.13 at the end of this Chapter.

2.1. Policy context

A summary of the key local policies is provided in Table 2-1. This transport strategy must align with and contribute to meeting these wider policy commitments.

Table 2-1 - Policy context

<p><u>Transport Vision 2026 (Swindon and Wiltshire LEP, March 2014).</u></p>	<p>The Vision supports the SWLEP’s aspirations for economic growth and inward investment as set out in the Strategic Economic Plan, whilst at the same time reflecting the local transport priorities for Swindon and Wiltshire. It sets out a number of strategic transport objectives which include:</p> <ul style="list-style-type: none"> • Remove key barriers to walking, cycling and public transport. • Provide a well-integrated public transport system. • Sustain connections between rural communities and local centres. • Promote new technologies and initiatives to reduce emissions and improve travel efficiency.
<p><u>Wiltshire Community Plan 2011 - 2026</u></p>	<p>The plan sets out the long-term vision, direction and three key priorities for Wiltshire to 2026.</p> <ul style="list-style-type: none"> • Creating an economy that is fit for the future. • Reducing disadvantage and inequalities. • Tackling the causes and effects of climate change.

<u>Wiltshire Council Business Plan 2017-2027</u>	<p>This sets the key priorities for the council which are:</p> <ul style="list-style-type: none"> • Growing the economy. • Strong communities. • Protecting the vulnerable. <p>In addition, key goals related to transport include:</p> <ul style="list-style-type: none"> • Road infrastructure to be improved. • New infrastructure to support housing and employment growth. • Improved strategic roads and rail. • Accessible public transport services. • Good countryside access and cycling and walking opportunities.
<u>Wiltshire Local Transport Plan 2011 - 2026</u>	<p>The LTP sets out the long-term transport strategy for Wiltshire including the following goals under which sit a number of related strategic objectives:</p> <ul style="list-style-type: none"> • Support economic growth. • Reduce carbon emissions. • Contribute to better safety, security and health. • Promote equality of opportunity. • Improve quality of life and promote a healthy natural environment. <p>It also includes a number of supporting strategies such as the Cycling Strategy which provides an overview of the cycle network in Calne and outlines plans for further development of routes in the town.</p>
<u>Wiltshire Joint Health and Wellbeing Strategy 2015 - 2018</u>	<p>To help deliver this strategy, the Wiltshire Health and Wellbeing Board aims to:</p> <ul style="list-style-type: none"> • Work with employers to develop and implement workforce health strategies (inclusive of workplace travel planning). • Promote walking and cycling, and support active travel planning, residential and workplace travel plans. • Maintain the good air quality in the county and strive to deliver improvements in areas which fall below standards; including support for active transport.
<u>Wiltshire Core Strategy 2015</u>	<p>The strategy for Calne is to ensure that housing growth is carefully balanced with job creation and town centre improvements.</p> <p>Specific issues to be addressed in planning terms include:</p> <ul style="list-style-type: none"> • For major applications - identifying an appropriate solution to reducing the impact on traffic from the waste facilities located on the edge of Calne, which are a source of heavy vehicles. • The town plan will also investigate opportunities to address town centre traffic congestion and improve public transport access to the town centre.
<u>Wiltshire's Obesity Strategy 2016 - 2020</u>	<p>Wiltshire's Obesity Strategy sets out the strategic objectives needed to ensure that everyone in Wiltshire is enabled to achieve and maintain a healthy weight.</p> <p>One of the key priorities in relation to transport and planning is to take steps towards reversing the 'obesity promoting' environment where people, live, play, learn, work and retire.</p>

<p><u>Wiltshire Air Quality Strategy / Air Quality Action Plans</u></p>	<p>These key documents provide a focus and mechanism to promote communication and cooperation within Wiltshire Council, between external organisations and with communities, to address localised areas of poor air quality.</p> <p>Calne has an Air Quality Management Area which was declared in 2013. The AQMA is mainly along the A4. The source of the exceedance in Calne is exhaust emissions from traffic. The Action Plan is therefore seeking to implement measures that:</p> <ul style="list-style-type: none"> • Encourage a modal shift. • Encourage fewer drivers to enter the town centre. • Encourage more sustainable forms of transport.
<p><u>Calne Community Neighbourhood Plan 2016-2026</u></p>	<p>The Neighbourhood Plan sets down a series of planning policies which form part of Wiltshire’s wider statutory development plan. The Plan covers seven themed sections which includes ‘Getting Around’ and this contains the following policies:</p> <ul style="list-style-type: none"> • Sustainable transport (GA1), requires developments to demonstrate how opportunities for sustainable modes of transport are maximised. • Highway impact (GA2), sets out certain requirements for new development should it be shown to have a detrimental impact on the highway network.
<p><u>Calne Town Council Strategic Plan 2019-2021</u></p>	<p>The Strategic Plan sets the town’s corporate objectives. A key objective under the traffic and pedestrian movements topic is to deliver a Transport Strategy for Calne. The key aims are:</p> <ul style="list-style-type: none"> • To agree a transport strategy for Calne. • To use Community Infrastructure Levy funding to deliver major projects. • To deliver on the S106 funded cycle routes across the town. • To put forward schemes for consideration by Calne Area Transport Group. • To extend bus services to cover all parts of the town.

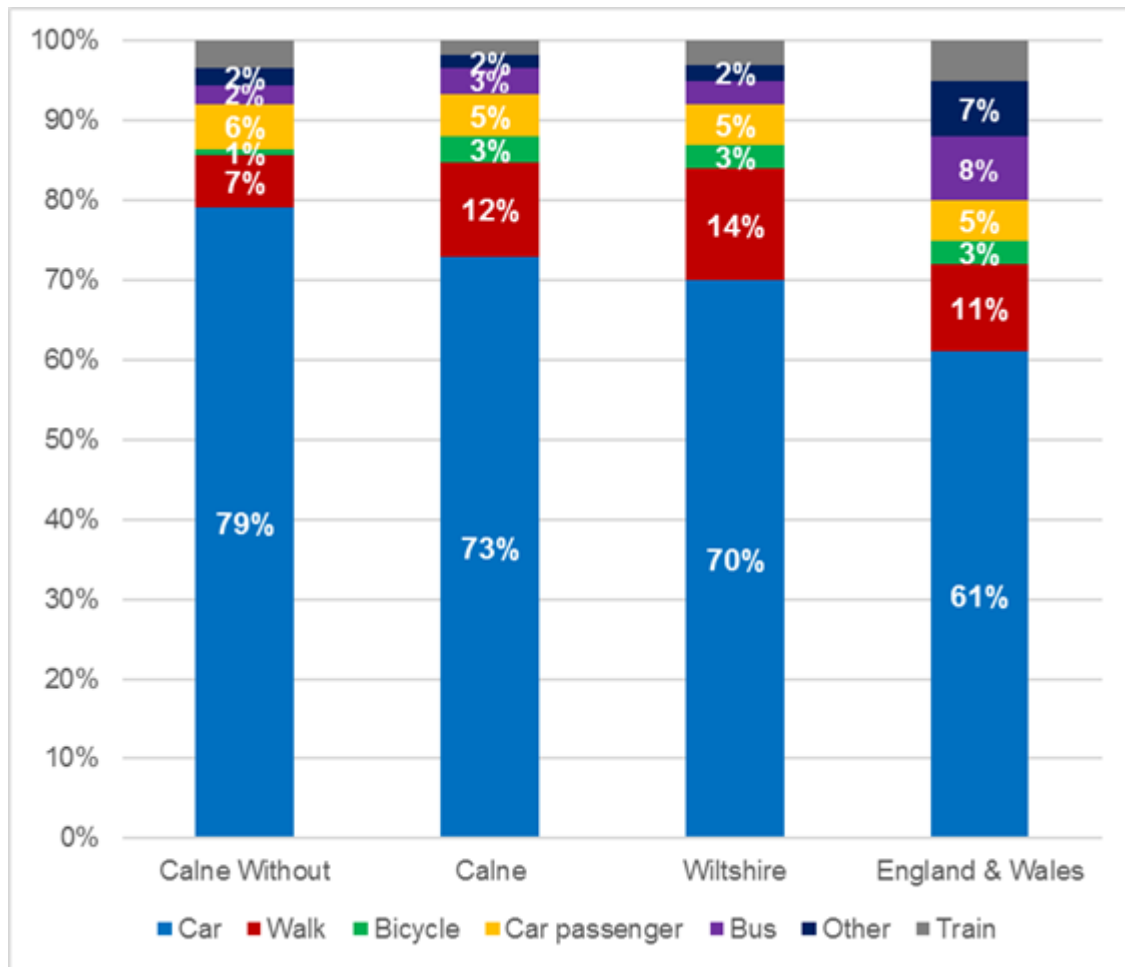
2.2. Census Travel to Work data

Due to limitations in Census Travel to Work datasets, the geographic scope of Calne used for analysis in this section varies. For more basic datasets, analysis comprises of the full Calne Area extent (Calne and Calne Without) while for more complex datasets, such as origin-destination, analysis comprises of the town of Calne. Footnotes are provided where data derives from the town of Calne rather than the Calne Area.

Journeys to and from Calne¹

2011 Census Travel to Work mode share data (displayed in Figure 2-1) indicates that, for all journeys to work, there are higher levels of car use for both Calne and Calne Without residents compared to Wiltshire and national averages. There are also lower levels of walking and cycling.²

Figure 2-1 - Method of travel to work³



Commuting balance

There are significantly higher levels of out-commuting than in-commuting in Calne, as shown in Figure 2-2 overleaf. It is recognised that this is an issue in a number of settlements across Wiltshire as the larger centres of Bath, Bristol and Swindon, provide a wider range of employment, leisure and cultural opportunities than can be found across Wiltshire resulting in out-commuting

¹ For all Census Travel to Work statistics, anomalies may appear in the data due to public input error when completing the survey. Travel to Work data records the main method used for commuting.

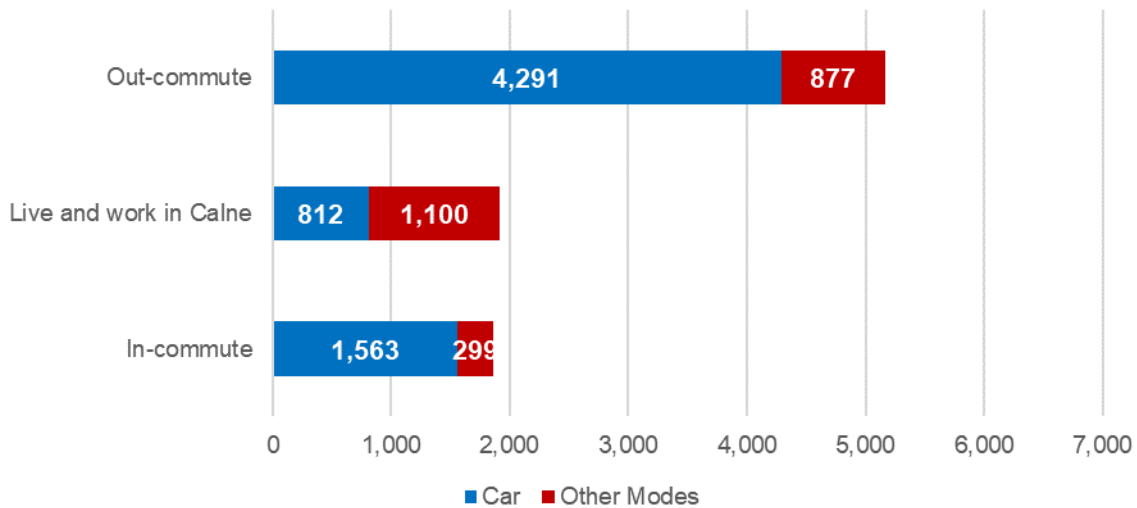
² Census records journeys made by rail for Calne despite there not being a rail station in the town. The figure likely consists of commuters travelling to a rail station and using rail as their predominant commuting mode.

³ 'Other' modes are: (1) underground, metro, light rail, tram, (2) taxi, (3) motorcycle, scooter or moped, and (4) any other method of transport.

for work and leisure activities such as shopping. The Wiltshire Local Plan (2016) also recognises that growth has not always been delivered in a proportionate manner, whereby housing is delivered in settlements where there are insufficient employment opportunities leading to out-commuting.

- 5,168 Calne residents commute out of the town, while 1,862 commute in to Calne with a further 1,912 living and working in the town.
- Car driving is the primary mode for out-commuting, standing at 83%, while those commuting in to Calne also rely heavily on the car, with 84% using the car. However, car use for those living and working in Calne is lower, with 42% using the car.

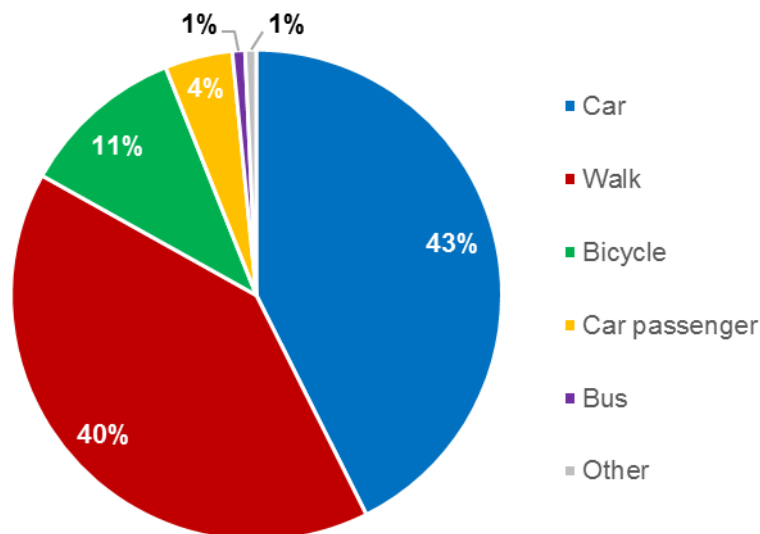
Figure 2-2 - Commuting balance



Journeys within Calne⁴

Approximately 21% of Calne’s working population live and work in the town (1,912 of the 8,942 employed residents). This indicates a low retention of labour. Of the residents living and working in Calne, walking and cycling are popular modes of commuting (see Figure 2-3) at 40% and 11% respectively. However, car is the predominant transport mode.

Figure 2-3 - Mode share of those living and working in Calne



⁴ Due to data limitations origin-destination by mode data focuses on the town of Calne rather than the full extent of the Calne Area Transport Strategy study area

In-commuting⁵

Table 2-2 shows that there is a dependency on the car for commuters travelling into Calne, with high proportions of car use for those commuting in from areas such as the rest of Wiltshire (84% car use), Swindon (91%) and Bath and North East Somerset (97%). The limited public transport provision serving Calne and these key commuter origins, presents an obstacle to reducing commuting by car.

Table 2-2 - Place of residence for Calne employees⁶

Area of employment	Number of journeys	Commuting Mode				
		% of journeys made by car	% of journeys made by rail	% of journeys made by bus	% of journeys made by cycling	% of journeys made by walking
Live & Work in Calne	1912	42%	0%	1%	11%	40%
Rest of Wiltshire *	1487	84%	0%	3%	2%	3%
Swindon	131	91%	0%	5%	1%	0%
Bath and North East Somerset	34	97%	0%	0%	0%	3%
Mendip	22	82%	0%	0%	0%	0%
Cotswold	15	73%	0%	13%	0%	13%
South Gloucestershire	15	100%	0%	0%	0%	0%
West Berkshire	10	100%	0%	0%	0%	0%
Vale of White Horse	6	67%	0%	17%	17%	0%
Bristol	5	100%	0%	0%	0%	0%

⁵ Due to data limitations origin-destination by mode data focuses on the town of Calne rather than the full extent of the Calne Area Transport Strategy study area

⁶ It is considered unlikely that 2 (13%) Cotswold residents walk to Calne. This could be explained as human error when completing the Census.

Other	137	72%	9%	1%	1%	7%
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WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level). Census 2011. ONS Crown Copyright Reserved. Ten most common places of residence for Calne employees.

Table 2.3 breaks down this ‘Rest of Wiltshire’ Category, to show the towns with the biggest origins from within Wiltshire. They are ranked in size order - Chippenham being the main one, then Devizes, then rapidly diminishing numbers from other urban destinations. ‘Other Wiltshire destinations’ at the bottom is a sizable number but is made up of urban origins with small numbers (less than the 23 from Bradford on Avon) and the more rural output areas that cover large areas and many small settlements. The same applies for Tables 2.4 and 2.5 but shows where Calne residents out commute to.

***Table 2 -3 - Popular Wiltshire origins**

Usual residence	Number of commuters into Calne	Commuting mode				
		% of journeys made by car	% of journeys made by rail	% of journeys made by bus	% of journeys made by cycle	% of journeys made by walking
Chippenham	395	84%	1%	4%	2%	2%
Devizes	95	92%	0%	1%	0%	2%
Melksham	73	88%	0%	0%	1%	1%
Trowbridge	52	85%	0%	4%	0%	2%
Lacock / Corsham	41	93%	0%	0%	0%	2%
Royal Wootton Bassett	26	77%	0%	12%	0%	8%
Bradford on Avon	23	96%	0%	0%	0%	0%
Other Wiltshire origins	782	82%	0%	3%	2%	5%

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level). Census 2011. ONS Crown Copyright Reserved. Origins with at least 20 movements to Calne.

Out-commuting⁷

For Calne residents who commute out of the town, there is a high car dependency, adding to traffic levels on strategic roads heading out of Calne during the AM peak, and returning in the PM peak. Table 2-4 highlights the most popular places of work for Calne residents alongside the mode share of the journeys.

Table 2-4 - Place of employment for Calne residents

Area of employment	Number of journeys	Commuting Mode				
		% of journeys made by car	% of journeys made by rail	% of journeys made by bus	% of journeys made by cycling	% of journeys made by walking
Rest of Wiltshire *	3351	83%	0%	5%	1%	3%
Live & Work in Calne	1912	42%	0%	1%	11%	40%
Swindon	715	85%	0%	6%	0%	1%
Bath and North East Somerset	167	71%	20%	0%	1%	3%
South Gloucestershire	142	89%	4%	1%	0%	1%
Bristol	99	72%	23%	1%	1%	0%
West Berkshire	90	98%	1%	0%	0%	1%
Cotswold	54	85%	0%	4%	0%	2%
Winchester	42	100%	0%	0%	0%	0%
West Oxfordshire	33	91%	0%	3%	0%	3%
Other	475	81%	8%	1%	1%	2%

⁷ Due to data limitations origin-destination by mode data focuses on the town of Calne rather than the full extent of the Calne Area Transport Strategy study area.

WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level). Census 2011. ONS Crown Copyright Reserved. Ten most common workplace destinations.

***Table 2-5 - Popular Wiltshire destinations**

Area of employment	Number of journeys	Commuting mode				
		% of journeys made by car	% of journeys made by rail	% of journeys made by bus	% of journeys made by cycle	% of journeys made by walking
Chippenham	833	75%	0%	12%	1%	2%
Devizes	437	88%	0%	4%	1%	1%
Lacock / Corsham	252	89%	0%	1%	0%	2%
Marlborough	127	90%	0%	2%	2%	0%
Trowbridge	108	95%	0%	0%	1%	2%
Melksham	63	81%	0%	5%	2%	6%
Malmesbury	55	95%	0%	0%	0%	2%
Royal Wootton Bassett	47	79%	0%	13%	0%	0%
Other Wiltshire destinations	1,429	83%	0%	3%	1%	3%

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level). Census 2011. ONS Crown Copyright Reserved. Workplaces with at least 40 movements from Calne.

Car ownership

There are high levels of car ownership in Calne and Calne Without, which indicates a high propensity to use cars for transport due to their availability.

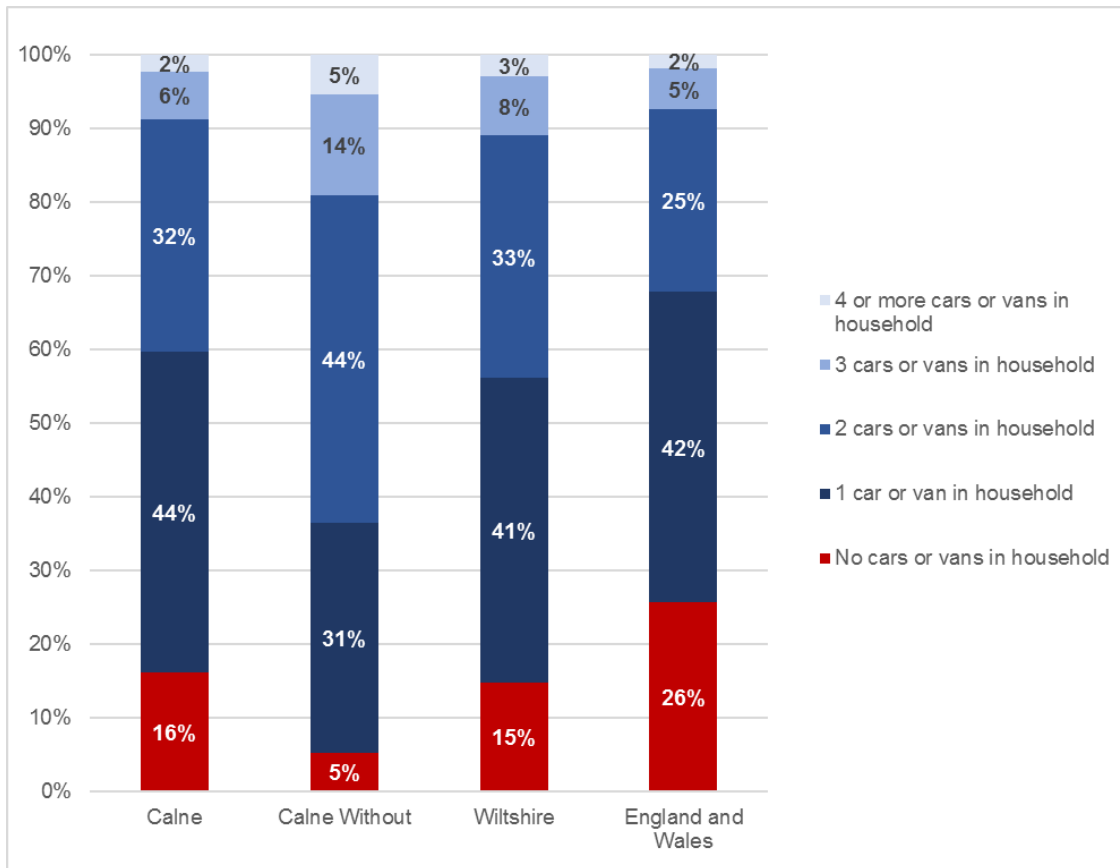
Calne Without:

- 5% of households have no car or van, compared to 15% in Wiltshire;
- There are more households with four or more cars/vans than households with no cars/vans; and
- 1.85 cars per household compared to the Wiltshire average of 1.45.

Calne:

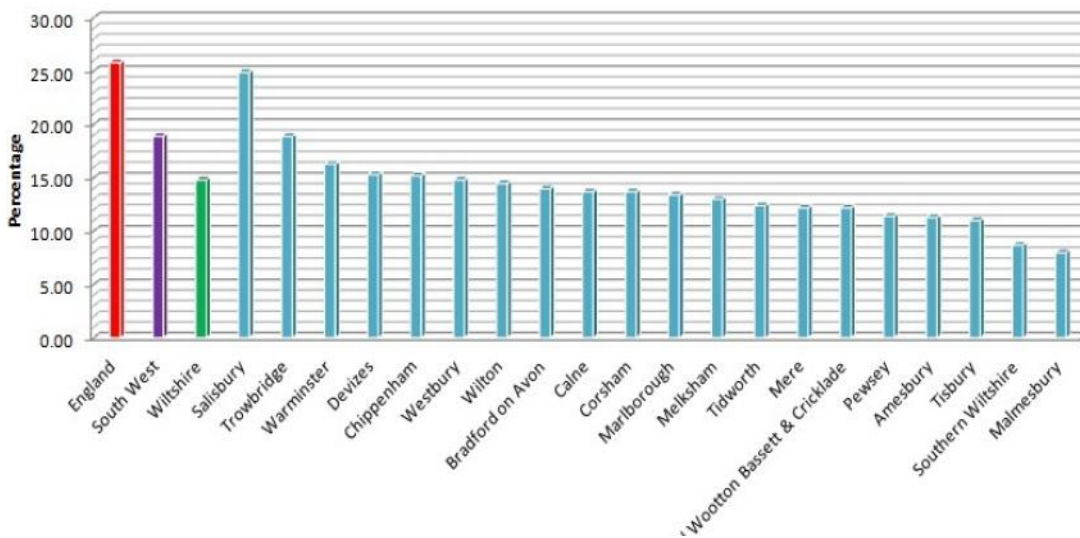
- 16% of households have no car or van; and
- 1.36 cars per household.

Figure 2-4 - Car ownership in Calne Area



To provide a comparison with other Community Area across Wiltshire, the table below shows the typical percentage of households without access to a car. Car ownership is generally high across Wiltshire, reflecting the rural nature and general affluence of the county.

Figure 2-5 - Percentage of households without access to a car or van (2011)



Issue 1: High car reliance for work journeys into and out of Calne.
Issue 2: High levels of car use for journeys to work for residents living and working in Calne.

2.3. Collisions

The following chart provides an overview of the number of recorded casualties across the area between 2008 and 2019.

It highlights a decrease in the number of casualties in 2017, with Calne seeing a reduction in casualties over the previous two years, and Calne Without experiencing a fluctuating number of casualties, with a notable decrease in 2017. However, in 2018, both areas experienced a substantial increase which then reduced again in 2019. Figure 2-7 and Figure 2-8 maps the collisions between 2017 and 2019.

Figure 2-6 - Road casualties

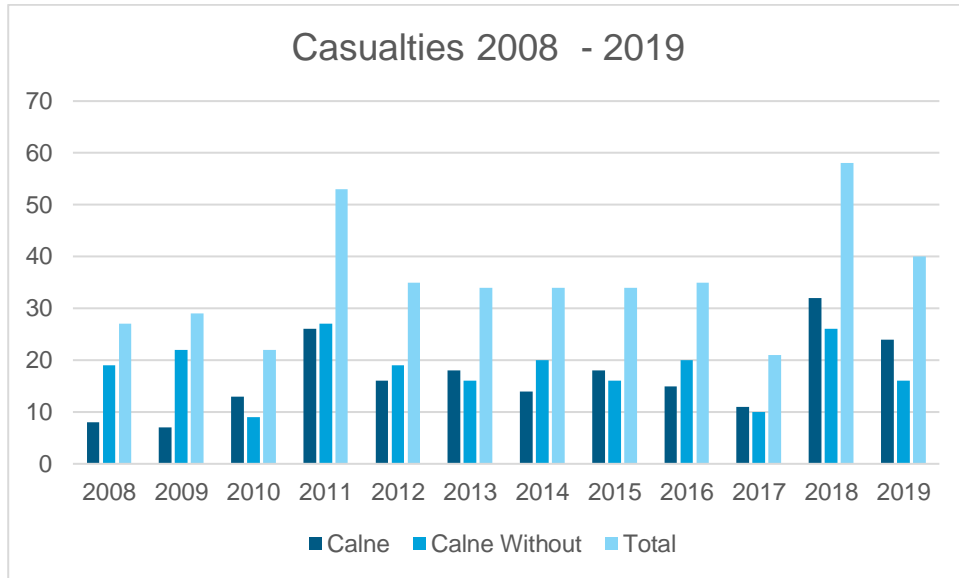


Figure 2-7 - Location of collisions in Calne Without

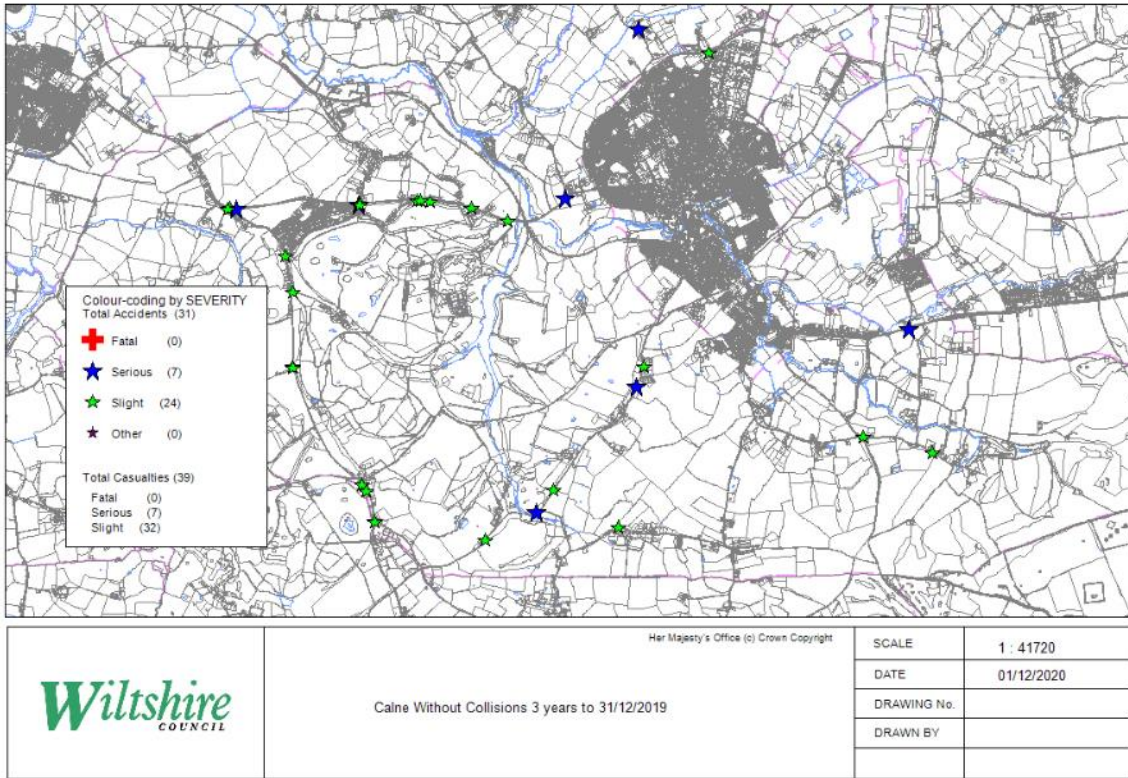
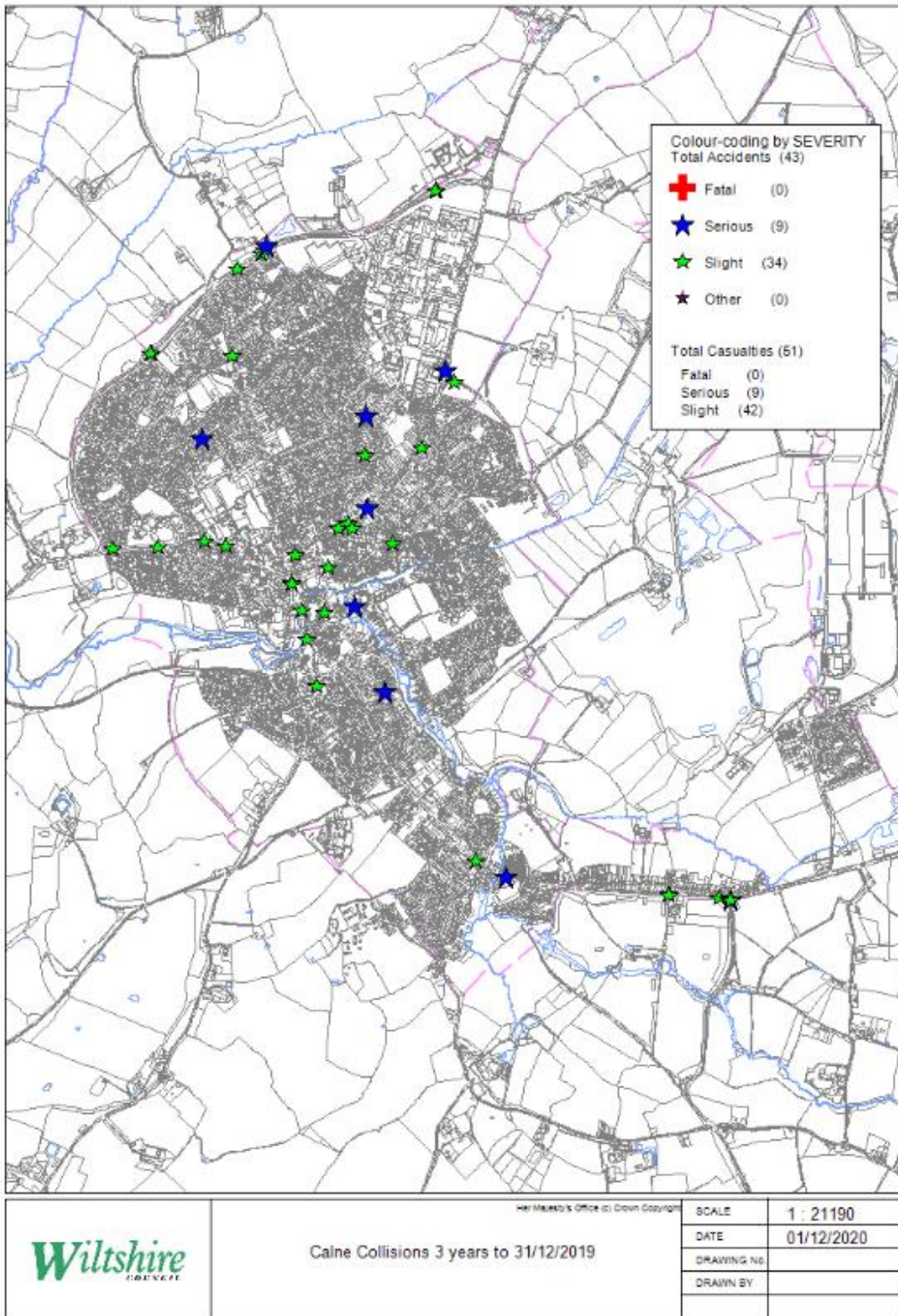


Figure 2-8 - Location of collisions in Calne



The pattern of casualties in the urban town of Calne differs markedly from the rural parish of Calne Without. 39% of casualties in Calne are to pedestrians and cyclists whereas only 15% of all casualties in Calne Without are pedestrians and cyclists. This generally reflects the much greater incidence of walking and cycling for short journeys in an urban area.

54% of all casualties in Calne Without are to car drivers and passengers but only 41% of casualties on Calne's roads are related to drivers and passenger of cars. The high flows of fast moving traffic

on the major routes through Calne Without may account for higher percentage of casualties in the rural parish particularly on the A4, A342 Devizes Road and A3102.

Just over 60% of fatal and seriously injured in the Strategy area are vulnerable road users (pedestrians, cyclists and motorcycle riders).

There is also evidence that there are more casualties amongst male drivers rather than female drivers across both areas. The majority of casualties for both males and females are in the 25 – 59 age category.

Issue 3: Collision clusters at key locations on the network, including along the A4 and the A3102. Collisions reduce network performance and safety concerns (actual and perceived) and can reduce the attractiveness of using sustainable transport modes.

2.4. Bus accessibility

Figure 2-9 suggests that Calne has an accessible bus network, with residents generally having reasonable levels of access to bus services. For the majority of the town, bus stops are within 250 metres, although there are some pockets with low accessibility:

- The neighbourhood around Prince Charles Drive to the west of Calne; and
- In the area surrounding Beversbrook Sports Centre.

Figure 2-9 - Proximity to bus stops



However, the majority of bus services, with the exception of the local 43 bus, do not serve the A3102, which would indicate limited bus accessibility for neighbourhoods to the north and west of the town.

In terms of bus frequency, the 55 bus provides the only frequent bus service. Frequent is defined as better than half-hourly in the AM and PM peaks. This provides links from Calne to Chippenham and Swindon, two key employment centres for Calne residents. However, the 55 bus uses bus stops along Oxford Road and the A4 through the town, meaning some residents to the north-west can be

up to 1km from the frequent bus service limiting their connectivity to key destinations such as Chippenham, Royal Wootton Bassett and Swindon.

Other bus services are less frequent. These services include the 33, 42, 43, X10, X43 and X76.

Table 2-6 - Bus services

Operator	Service	Main calling points	Frequency
Faresaver	33	Devizes - Bromham - Calne - Derry Hill - Chippenham	Mon-Fri: Hourly Saturdays only: Infrequent
Swindon Bus Company	42	Calne - Compton Bassett - Avebury - Marlborough	Mon - Fri: Roughly 2 hourly but no peak hour services Saturdays only: Infrequent
Swindon Bus Company	43	Calne - Heddington - Stockley - Quermerford	Mon - Fri: Infrequent Saturdays only: Infrequent
Stagecoach West	55	Swindon - Royal Wootton Bassett - Calne - Chippenham	Mon - Fri: Frequent (better than half hourly) Saturday and Sunday: Frequent
Faresaver	X10	Cherhill - Calne - Derry Hill - Chippenham	Mon - Friday: School service only
Swindon Bus Company	X43	Calne - Heddington - Stockley - Quermerford	Mon - Fri: Infrequent Saturdays only: Infrequent
A D Rains	X76	Marlborough - Cherhill - Calne - Derry Hill - Melksham - Bath	Mon - Fri: Infrequent

Issue 4: There are gaps in bus coverage across Calne, particularly to the north-west. This impacts residents' connectivity to key destinations for employment and leisure opportunities. The gaps in coverage provide a barrier to accessing frequent interurban services.

2.5. Car parking

There are three main car parks in Calne providing access to the town centre. Two of the three (Sainsbury's and Co-op) are privately owned, which results in the Council having no control over how the car park space is used, which means it cannot be effectively used as a demand management tool.

Furthermore, the Co-op car park may shortly be subject to development, which is likely to reduce the town's car parking supply. This could have a negative impact on parking in the town, whereby residential areas further out of the centre could be used for parking. In addition, reducing parking supply in the town centre could reduce the convenience and attractiveness of visitors using Calne as an employment / retail destination.

Table 2-7 - Car parks in Calne

Car park	Owner	Charges
Church Street	Wiltshire Council	Up to 1 hour: £0.20. Up to 2 hours: £0.80. Up to 3: £1.70. Up to 4: £2.20. Up to 5: £2.80. All day: £4.50. 18:00 – 06:00: Free.
Sainsbury's	Privately owned	Customers only
Co-op	Privately owned	Customers only

Table 2-8 - Parking availability in Calne

Type	Spaces
Off street	440
On street	24
Total	464
Short stay (4 hrs and under)	355
Long stay (Over 4 hrs)	89
Disabled	20
Total	464

The 'long stay' off-street parking spaces include 77 at the Heritage Quarter car park and 14 at the rear of Lloyds Bank (this is in private ownership and is informal/non-enforced).

The remaining off street parking spaces are managed by Sainsbury's (227 spaces) and the Co-op (122 spaces). Officially, all these car parking spaces are restricted to a maximum stay of 2 hours.

Two benchmarking studies (part of a National Town Centre Benchmarking study) were conducted in 2013 and 2017. One of the key indicators of the studies was car parking thus providing a 'snapshot' of the town's car parking situation. Key findings included:

- In 2017 **88%** of town centre users stayed in Calne for less than 2 hours (85% in 2013).
- In 2017, **27%** of all car parking spaces were vacant (27% in 2013) on a market day whilst **34%** were vacant on the non-market day (39% in 2013).

Issue 5: The majority of car parking provision in Calne is privately owned, limiting the effectiveness of parking as a demand management tool. Some car parking provision may be lost to redevelopment.

2.6. Cycling and walking

Figure 2-10 shows the cycle network in Calne. This highlights the following gaps in coverage:

- North to town centre: Oxford Road from A3102 junction to town centre;
- West to town centre: A4 Chilvester Hill to town centre;
- South-east to town centre: A4 from Quemerford to town centre;
- Town centre: High Street, Wood Street and Oxford Road; and
- In general, a limited provision of cycle ways, with many journeys requiring cycling on roads.

Figure 2-10 - Calne cycle network



The National Cycle Network also runs through the wider Calne area and whilst it is predominantly aimed at promoting leisure trips, the good links through the town make it suitable for utility trips as well. The routes are shown in Figure 2-11, with green indicating traffic-free routes and purple indicating an on-road route. Parts of NCN403 are occasionally closed for local events, severing the route. It should also be noted that section of the cycleway between Stanley Lane car park to Black Dog Holt is regularly closed during shooting season

Figure 2-11 - National Cycle Network surrounding Calne

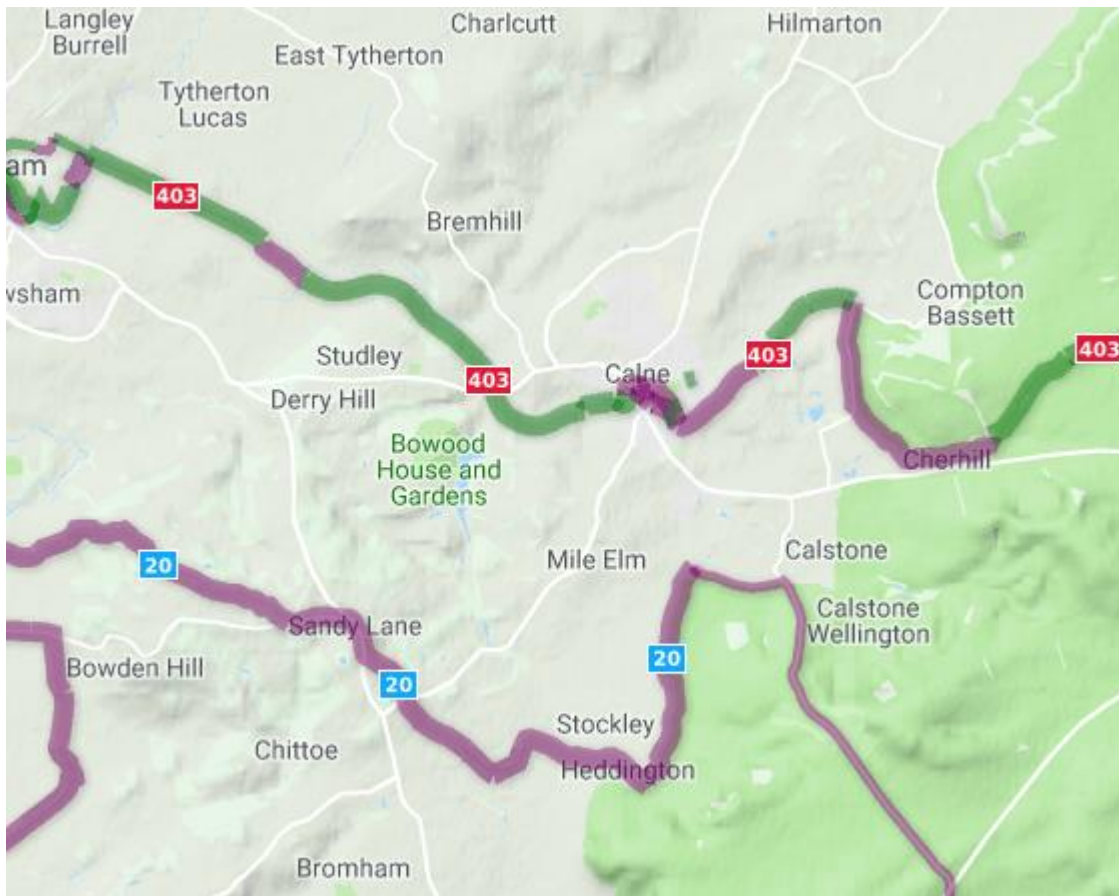


Figure 2-11a Cycle Network in Calne Without – Studley



Issue 6: There are gaps in Calne’s cycle network to the north, west and south-east of the town centre. This may reduce the attractiveness of uptake of sustainable modes.

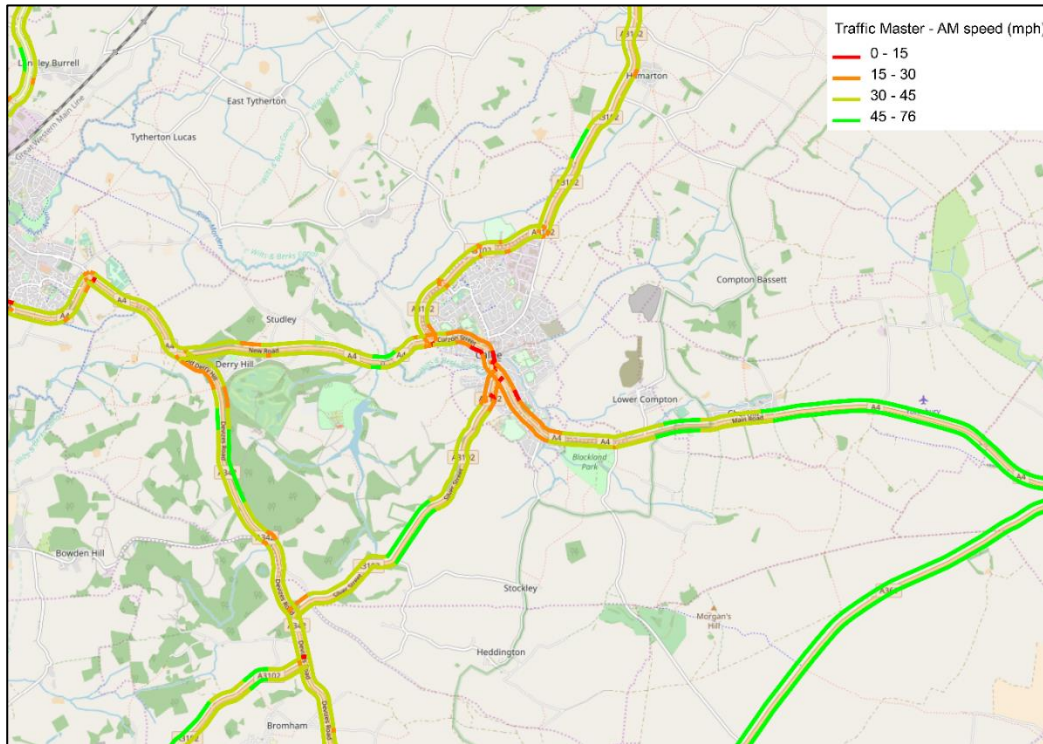
2.7. Traffic delay

Trafficmaster data is displayed in Figure 2-12 and Figure 2-13 for the AM and PM peak periods respectively. Trafficmaster is a GPS sourced dataset providing detail analysis of congestion.

The data shows the following areas of congestion (AM):

- A4 Curzon Street westbound from Cox’s Hill to roundabout with The Square;
- A4 New Road southbound from Cox’s Hill / Church Street to roundabout with Station Road; and
- A4 London Road / A3102 double mini-roundabout.

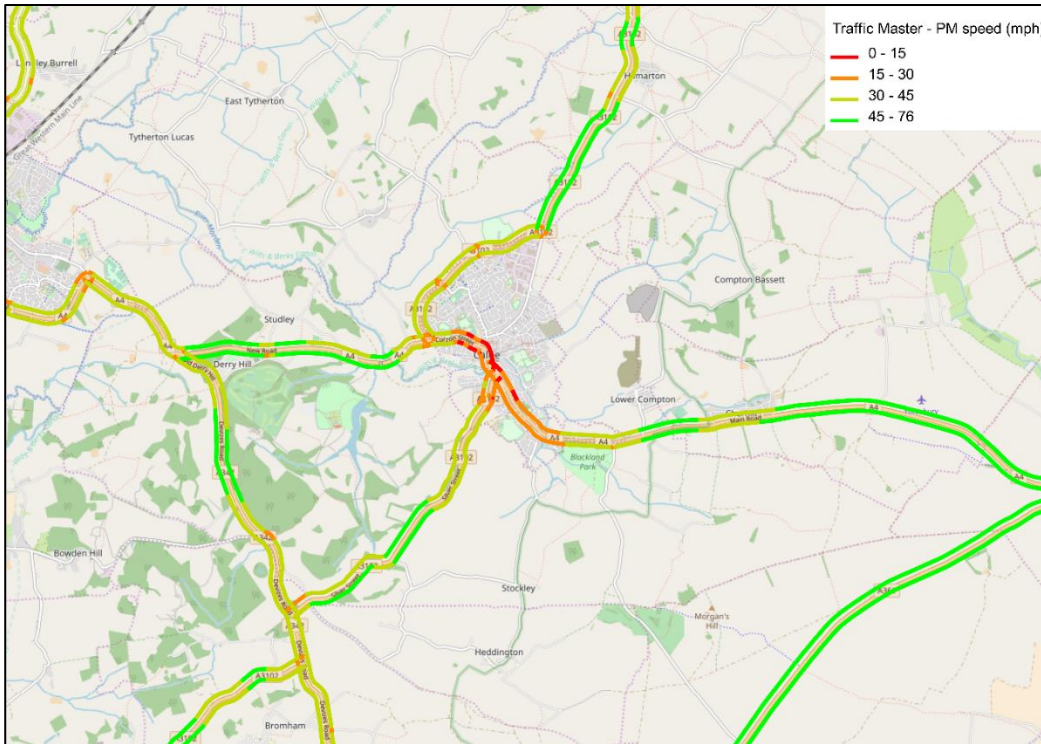
Figure 2-12 - AM delay (Trafficmaster)



Areas of congestion (PM)

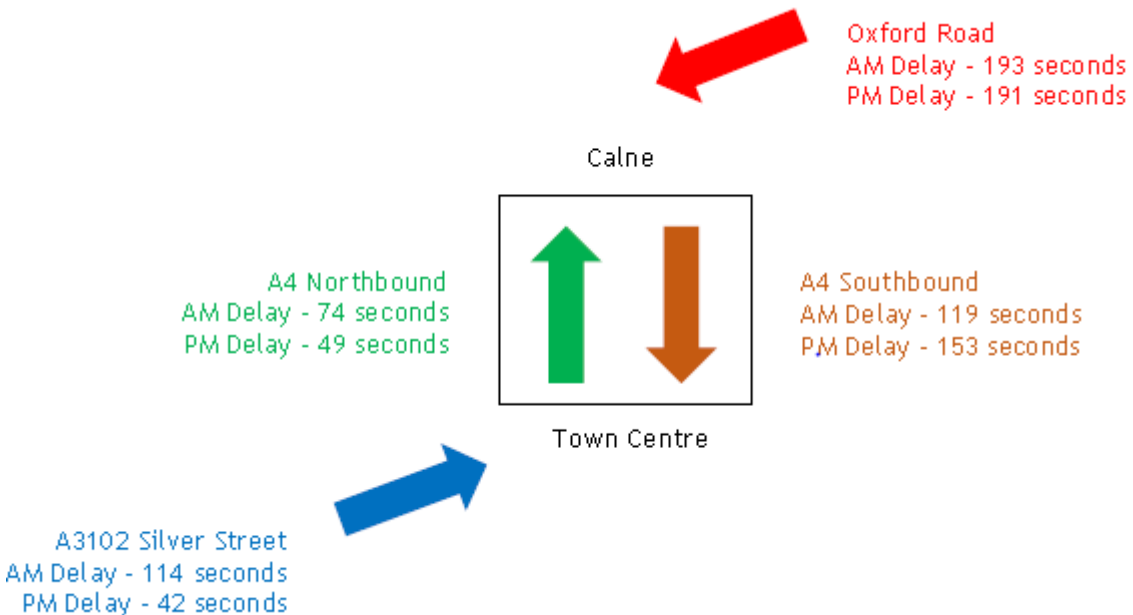
- A4 Curzon Street southbound from The Square junction to A3102 double mini-roundabout;
- A4 Curzon Street northbound approach to High Street junction; and
- A3102 Silver Street.

Figure 2-13 - PM delay (Trafficmaster)



The following diagram, taken from the Calne Community Neighbourhood Plan (January 2018), also provides an illustration in terms of the delays experienced in the town. Traffic surveys demonstrate that some drivers will experience shorter delays and others longer delays but it is possible the some may experience three times the average delay which could be close to eight minutes.

Figure 2-14 - Average peak hour delays



Issue 7: Congestion affects Calne’s transport network during the AM and PM peaks, particularly along the A4.

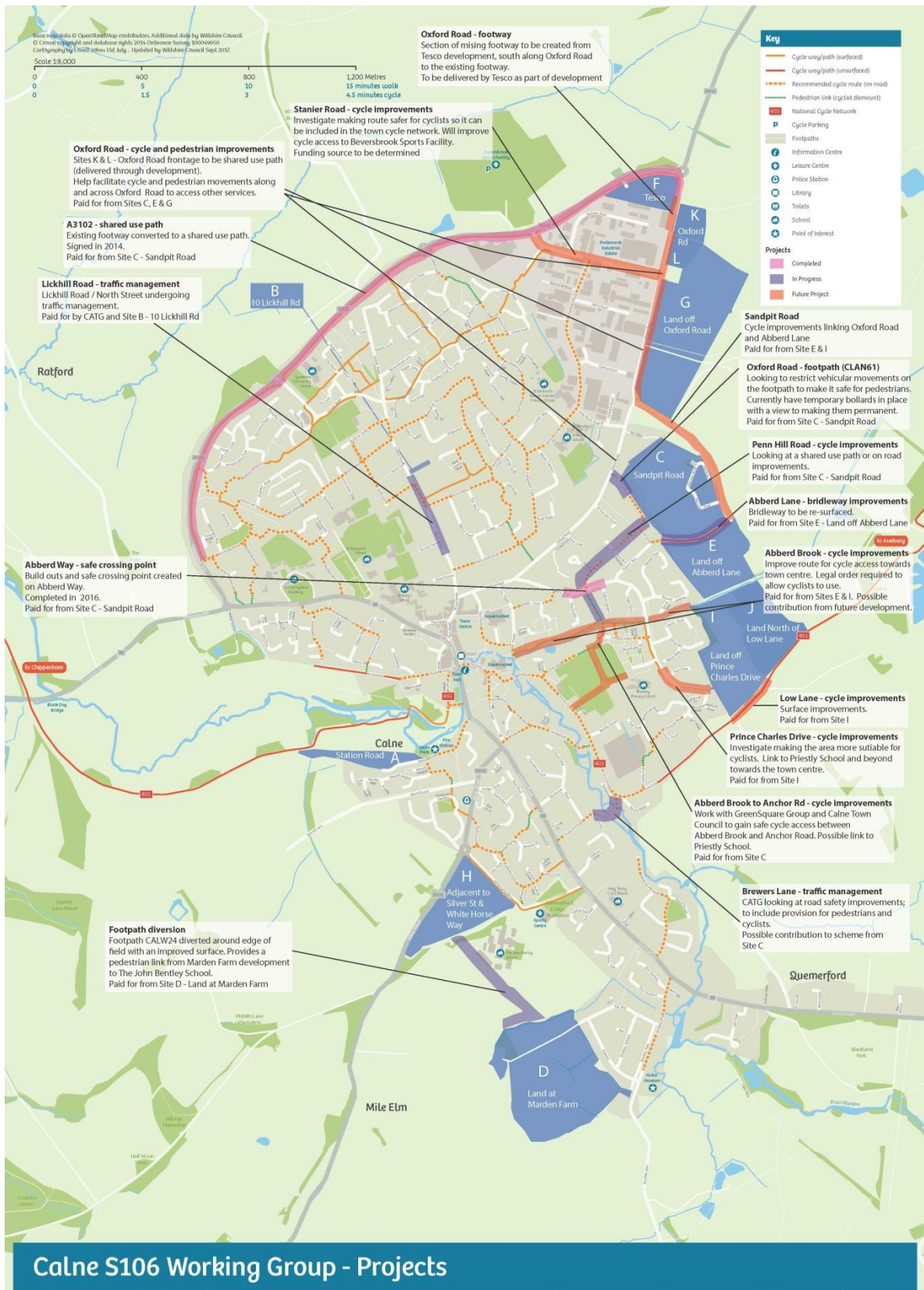
2.8. Developments

Calne has been subject to recent residential development, particularly to the east of the town. The increased residential population will add trips and potentially increase pressure on the transport network.

Engagement with CAT highlights that there is the view that the delivery of recent housing has not been matched with employment growth, producing an imbalance. This creates the need for out-commuting, where residents travel out of Calne for employment opportunities. The forthcoming Local Plan Review process is likely to investigate this matter further.

While future developments will add trips to the transport network, developments may offer opportunities to secure transport improvements through the planning process.

Figure 2-15 - Recent development sites



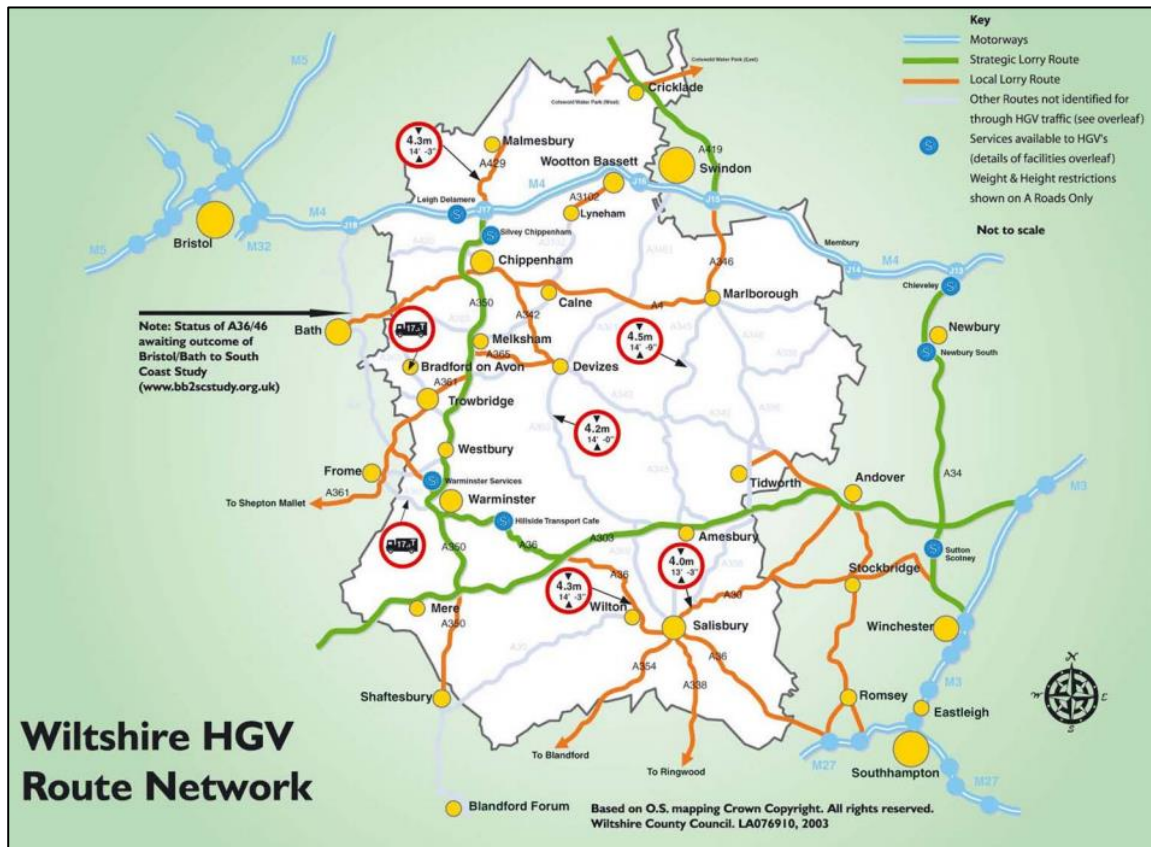
Issue 8: Recent development may increase pressure on Calne’s transport network, particularly on the A4 and A3102 strategic routes.

2.9. HGV network

The map below shows the advisory lorry route network in Wiltshire. Local lorry routes are intended as access routes to the strategic lorry route network and not for use on through-trips. The A4 at Calne is designated as a Local Lorry Route by Wiltshire Council, linking the A346 west of Marlborough to the A350. The A342 to the south of Calne is also designated as a Local Lorry Route.

Concerns have been raised about the difficulty and safety of the right turn from the A342 Old Derry Hill onto the A4 New Road for HGVs adhering to the designated Local Lorry Route. There is likely to be an increase in HGV movements using this route as the Hills Waste site is developed.

Figure 2-16 - Wiltshire HGV route network



Issue 9: The designated HGV network to the west of Calne is perceived to be unsafe.

2.10. Public and school surveys

Surveys were undertaken with the public in 2014 to capture information on travel habits and views on transport in Calne to inform an earlier version of the Calne Transport Strategy. The main concerns arising from surveys were:

- Traffic speed;
- Road safety;
- Journey time reliability;
- HGVs;
- Air quality; and
- Road crossings for pedestrians and cyclists.

It is recognised that parental choice may be having an impact on school-run travel patterns as some parents are choosing not to send their children to the local secondary school. As a result, parents are travelling further afield, to schools such as Abbeyfield in Chippenham. This therefore increases

the school-run traffic and does not allow children the option to walk or cycle to school as the distance would prevent this.

Issue 10: Calne residents are concerned with traffic speed, road safety, journey times, HGVs and air quality.

2.11. Traffic counts

The A4 and the A3102 are key strategic routes serving Calne. The A4 connects Calne to Chippenham, the A350, the A4 to the west, and Marlborough and the A346 to the east. The A3102 connects Calne to Lyneham, Royal Wootton Bassett, the M4 and Swindon to the north-east, and Melksham to the south-west.

Table 2-9 shows the average annual daily flow (AADF) on the A4 and A3102 across the Department for Transport (DfT) count sites in and around Calne. The data highlights that both roads have experienced growth in traffic over the five-year period between 2014 and 2018. The growth on the A3102 is slightly above the national average for roads such as this, whilst growth on the A4 broadly reflects the national average.

Table 2-9 - Traffic growth in Calne (average count per road, taken from four count sites)

Road	2014	2015	2016	2017	2018	2019	% growth
A3102	7,170	7,478	7,631	7,748	8,261	9,281	29%
A4	12,322	12,501	12,619	12,874	12,829	12, 457	2%

Department for Transport count data. Available at: <https://roadtraffic.dft.gov.uk/#13/51.4232/-2.0446/basemap-countpoints>

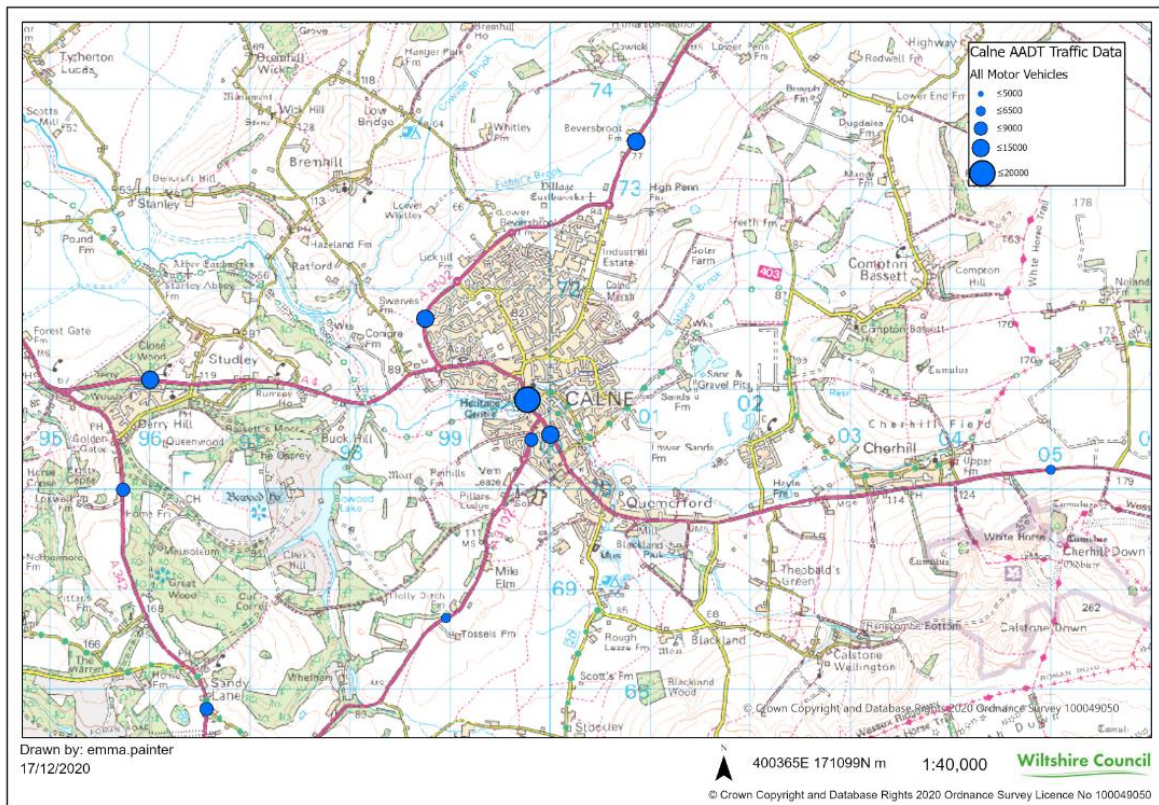
Table 2-10 Traffic Growth in Calne (average count per road)

Road	2014	2015	2016	2017	2018	2019	% growth
A342	6,859	Not recorded	7,872	7,632	Not recorded	8, 834*	17%

* Recorded at Sandy Lane using a MetroCount. All other 2014 – 2018 data recorded using Wiltshire Council ATC data at Derry Hill.

Figure 2-17 displays the traffic counts at each site in 2019. It shows that across all the count sites, traffic is highest in the centre of Calne, suggesting that traffic for both the A4 and A3102 converge in the centre of the town. This can present air quality and congestion issues.

Figure 2-17 - Levels of traffic in Calne



Department for Transport count data for 2019.

Issue 11: Levels of traffic on strategic roads in Calne are increasing, particularly around the town centre. This may have a negative impact on congestion and air quality in the town centre.

2.12. Air quality

An Air Quality Management Area (AQMA) was declared in 2013 for exceedance of the annual mean objective for nitrogen dioxide. It is designated on the A4 between the A3102 / A4 roundabout to the junction with Shelburne Road, and spreads to the south of Calne on the A3102 between the A4 and White Horse Way, as well as to the north between The Square / Wood Street to the Oxford Road roundabout.

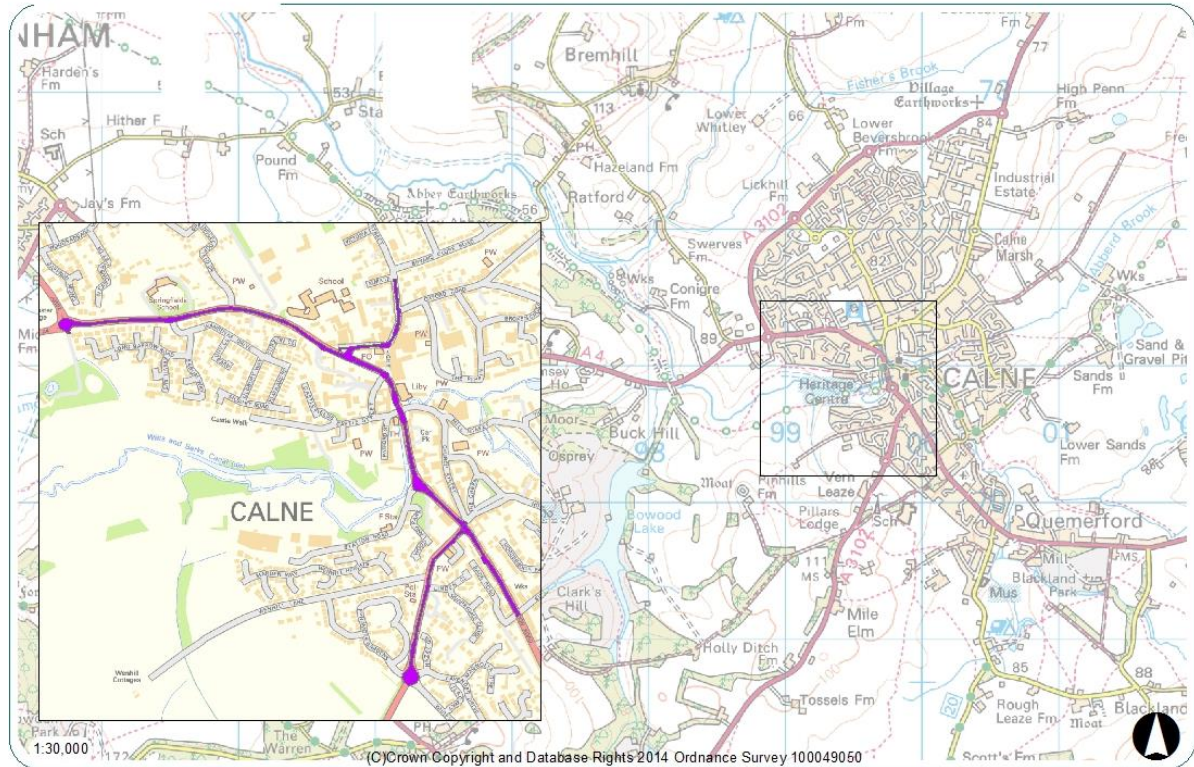
The forecast increase in the number of car journeys across Calne in the future is likely to have a detrimental impact on air quality. It should be noted however, that the progression of vehicle technology seeks to introduce cleaner vehicles, which could lessen transport’s impact on air quality.

A modal shift from private vehicles towards more sustainable modes of transport, such as walking and cycling, should be sought in order to contribute towards a cleaner town centre environment. The Core Strategy’s fifth strategic objective relating to protecting the natural, historic and built environment aims to make progress towards treating areas of risk through the implementation of air quality management plans.

Figure 2-18 - AQMA in Calne



Calne Air Quality Management Area



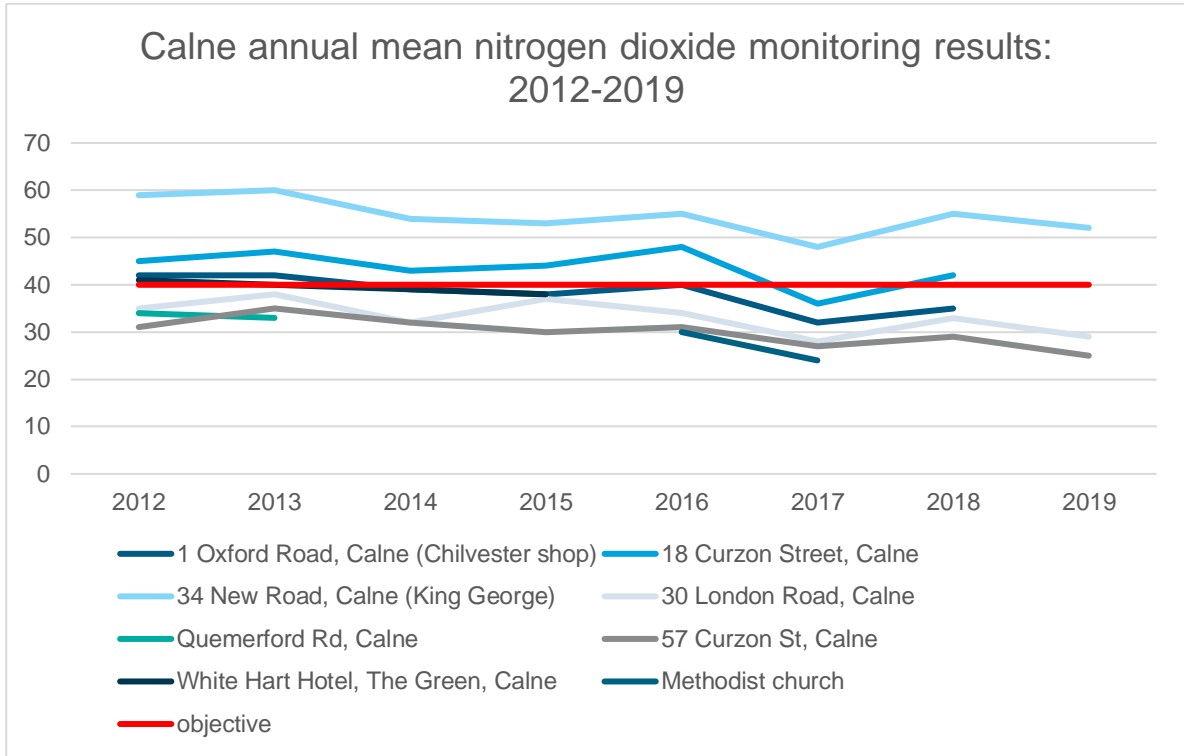
Wiltshire Council. Available at: <http://www.wiltshireairquality.org.uk/air-quality/air-quality-management-areas>

The following is an excerpt from the Wiltshire Council Air Quality Annual Status Report 2020, showing the latest figures for the Calne AQMA.

Table 2.1 – Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	City / Town	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance (maximum monitored/modelled concentration at a location of relevant exposure)		Action Plan		
						At Declaration	Now	Name	Date of Publication	Link
AQMA 8 Calne	21/02/2013	NO ₂ Annual Mean	Calne	Main roads through the town	NO	60 µg/m ³	48 µg/m ³	Air Quality Action Plan for Wiltshire June 2015	01/06/2015	http://www.wiltshireairquality.org.uk/reports

Figure 2-19 Calne Nitrogen Dioxide Monitoring Results 2012 - 2019



Issue 12: Transport continues to impact on air quality in Calne with an Air Quality Management Area (AQMA) designated.

2.13. Summary of key issues and challenges

Table 2-10 - Issues and consequences

Issue reference	Issue	Consequence
1	High car reliance for work journeys into and out of Calne.	Contributes to congestion and delays on the network and levels of physical inactivity which has consequences for quality of life and health for residents.
2	High levels of car use for journeys to work for residents living and working in Calne.	
3	Collision clusters at key locations on the network, including along the A4 and the A3102.	Collisions reduce network performance and safety concerns (actual and perceived) can reduce attractiveness of using sustainable transport modes.
4	There are gaps in bus coverage across Calne, particularly to the north-west.	Inconvenience of using the bus will compound high car usage.
5	The majority of car parking provision in Calne is privately owned, limiting the effectiveness of parking as a demand management tool.	Managing car parking supply and demand is difficult when out of the hands of local authorities. Development of car parks will reduce supply and could have negative consequences for residents.
6	There are gaps in Calne's cycle network to the north, west and south-east of the town centre.	Reduced attractiveness of uptake of sustainable modes.
7	Congestion affects Calne's transport network during the AM and PM peaks, particularly along the A4.	Increased cost of transport, impact on performance of strategic routes.
8	Recent development may increase pressure on Calne's transport network, particularly on the A4 and A3102 strategic routes.	Increased journey times and delay on local and strategic routes.
9	The designated HGV network to the west of Calne is perceived to be unsafe.	Perceptions of low safety could negatively impact on the uptake of sustainable modes.
10	Calne residents are concerned with traffic speed, road safety, journey times, HGVs and air quality.	Transport has a negative impact on residents.
11	Levels of traffic on strategic roads in Calne are increasing, particularly around the town centre.	Negative impact on congestion and air quality in the town centre.
12	Transport continues to impact on air quality in Calne with an Air Quality Management Area (AQMA) designated.	Poor air quality will have a negative impact on health and will also reduce the attractiveness of Calne as a place to visit, live and work.

3. Objectives

The transport issues and challenges identified in Chapter 2 have been used to devise the objectives for the Calne Area Transport Strategy. The objectives identified have been developed within the context set out in Chapter 1, and therefore do not include objectives that are contained within overarching policies. The objectives are grouped under four transport themes for the Calne area.

Objectives for the Calne Area Transport Strategy are presented in Table 3-1

Table 3-1 - Calne Area Transport Strategy objectives

Theme	Objective #	Objective
Trips within Calne and Calne Without	1	Promote sustainable access to key amenities in the Calne area through delivering and promoting a transport network which makes walking, cycling and bus travel a safe and convenient option
	2	Ensure development sites provide appropriate on-site and off-site transport infrastructure / services to accommodate and mitigate travel demand generated by the development and to tie into existing transport networks.
Trips to/from Calne and Calne Without	3	Manage car parking (on and off-street) so that it supports the local economy and sustainable access and provides an appropriate scale and type of parking provision.
	4	Provide and promote sustainable transport options for inter-urban travel to key commuting destinations, and wider long-distance trips.
Through traffic	5	Work towards measures that manage traffic to reduce the negative effects of congestion on key routes and on through traffic on inappropriate routes through villages...
Creating a better environment	6	Improve road safety for all transport network users and reduce the number of casualties in Calne and Calne Without.
	7	Reduce transport-related air pollutants and emissions.
	8	Reduce the dominance of traffic, including HGVs and cars.

4. Transport Strategy

4.1. Scheme identification and assessment

A long-list of potential transport schemes have been identified to improve transport in Calne. The long-list has been produced following a community event where representatives of local groups and members of the Calne public were able to list potential transport schemes in the town.

Atkins, Wiltshire Council and Calne Area Transport Group subsequently collated and refined the long-list and assessed schemes against their alignment with the Transport Strategy objectives, their deliverability, their cost and affordability. The full assessment is presented in Appendix A.

As a result of the assessment, those schemes most likely to deliver the Transport Strategy objectives have been shortlisted. Schemes unlikely to deliver the strategy objectives have been excluded from the final strategy – the basis for exclusion is set out in Appendix A.

4.2. Transport Strategy overview

Those schemes included in the Transport Strategy are summarised below. Schemes have been grouped under four key themes:

- Pedestrian and cycle network improvements;
- Public transport network improvements;
- Highway improvements;
- Smarter choices.

Pedestrian and cycle network improvements

Targeted improvements to achieve fully connected, safe and accessible walking/cycling routes into and around Calne, creating a coherent network.

- Urban walking routes - complete gaps in the Calne walking network.
- Rural walking routes - improve key footpaths.
- Urban cycling routes - a safe connected network
- Rural cycling routes - high quality routes into Calne segregated from traffic.

Public transport network improvement

Measures to improve the opportunity for and attractiveness of trips made on public transport.

- Improve access to the local bus network to provide viable journey choices in Calne.
- Additional inter-urban services to increase destination choice.
- Enable interchange to public transport – better integration with other modes to make convenient, reliable end-to-end journeys.

Highway improvements

Measures to reduce the impact of traffic and congestion on key routes and Calne town centre, and to provide a safe, reliable road network fit for the future.

- Address town centre congestion – with a focus on finding a solution for Curzon St.
- Highway safety improvements to address known safety concerns.
- Invest in electric vehicle infrastructure.
- Review HGV network.
- Strategic parking plan, to make best use of available parking to maximise accessibility but manage private car demand.
- Traffic management and re-routing to ensure vehicle movements are focused on the most appropriate routes.

Smarter Choices

Softer measures to enable and promote more sustainable travel choices

- Active travel promotional campaigns.
- School travel initiatives.
- Car sharing scheme to encourage shared inter-urban trips.
- Car club, giving members flexible access to a car.
- Better local business trips.
- Cycle/scooter hire.

How do the Transport Strategy schemes achieve the Objectives?

Transport Strategy Schemes	Objectives							
	Promote sustainable access to key amenities in the Calne area through delivering and promoting a transport network which makes walking, cycling and bus travel a safe and convenient option	Ensure development sites provide appropriate on-site and off-site transport infrastructure / services to accommodate and mitigate travel demand generated by the development and to tie into existing transport networks.	Manage car parking (on and off-street) so that it supports the local economy and sustainable access and provides an appropriate scale and type of parking provision.	Provide and promote sustainable transport options for inter-urban travel to key commuting destinations, and wider long-distance trips.	Work towards measures that manage traffic to reduce the negative effects of congestion on key routes and on through traffic on inappropriate routes through villages.	Improve road safety for all transport network users and reduce the number of casualties in Calne and Calne Without.	Reduce transport-related air pollutants and emissions.	Reduce the dominance of traffic, including HGVs and cars.
Pedestrian and cycle network improvements Targeted improvements to achieve fully connected, safe and accessible walking/cycling routes into and around Calne, creating a coherent network.	Addresses key gaps in existing networks to provide a fully connected route options for walking and cycling.	Gives good travel options to new developments so that there is not a reliance on private car trips.	Provides alternative travel options so that parking demand can be reduced or managed to those that really need it.	Makes cycling a realistic, safe and attractive option for local trips in Calne Without and into Calne.	Enables a shift from car use to other transport modes, reducing the level of traffic and giving real alternatives to avoid congested travel options.	Provides a safer network for more vulnerable users (that currently form a significant proportion of the most serious casualties in the area).	Enables a shift from car use to cleaner transport modes.	Provides safe attractive routes for more vulnerable road users that do not feel dominated by traffic.
Public transport network improvement Measures to improve the opportunity for and attractiveness of trips made on public transport.	Provides more people within Calne and Calne Without with a viable public transport option for local trips.	Gives good travel options to new developments so that there is not a reliance on private car trips.	Provides alternative travel options so that parking demand can be reduced or managed to those that really need it.	Provides more convenient inter-urban trips with a greater choice of destinations, and good interchange opportunities to access the services.	Enables a shift from car use to other transport modes, reducing the level of traffic and giving real alternatives to avoid congested travel options.	Safer and more attractive interchange options.	Enables a shift from car use to cleaner transport modes.	Enables a shift from car use to other transport modes, reducing the level of traffic.
Highway improvements Measures to reduce the impact of traffic and congestion on key routes and Calne town centre, and to provide a safe, reliable road network fit for the future.	Ensures vehicles trips are accommodated on the most appropriate routes creating a comfortable environment for other modes on the network.	Manages accessibility and parking demand for short vehicle trips from local developments. Enables the transition to a cleaner electric vehicle fleet.	Parking strategy to form a clear holistic approach to manage parking to ensure access and manage demand.	Enables the transition to a cleaner electric vehicle fleet.	Addresses key congestion issues in the area, whilst ensuring vehicles trips are accommodated on the most appropriate routes.	Targeted improvements to key locations with a poor safety record.	Addresses congestion issues to reduce emissions. Enables the transition to a cleaner electric vehicle fleet.	Ensures vehicles trips (including HGVs) are on the most appropriate routes where they can be accommodated without negative impact on others.
Smarter Choices Softer measures to enable and promote more sustainable travel choices	Targeted campaigns to increase active travel – particularly for school trips which occur at the most congested periods.	Ensures development have good travel choices, and are encouraged to develop sustainable travel choices from occupation.	Support for cleaner electric vehicles and flexible car clubs to enable a reduction in car ownership and use.	Enables and supports residents to make more sustainable inter-urban trips.	Enables a shift from car use to other transport modes, reducing the level of traffic.	Improves knowledge and awareness of safety issues and how to stay safe on the network.	Enables and supports a shift from car use to cleaner transport modes.	Enables a shift from car use to other transport modes, reducing the level of traffic.

5. Indicative scheme options

The Transport Strategy objectives, themes, and schemes set out a clear framework so that future changes to the local transport network all contribute towards a consistent, complementary goal.

In forming the strategy, many specific improvements have been identified by the local community. Those that align with the Strategy schemes are set out below as **indicative** scheme options that contribute to the overall ambition. It is intended that further specific scheme options may be added to the lists set out below in the future as new issues and challenges arise – **so long as they align with the Strategy objectives and schemes.**

Note: a number of potential scheme options that were not aligned with the Strategy have been excluded (see Appendix A) – these and any future options not aligned with the strategy will not be a focus to be taken forward.

5.1.1. Indicative pedestrian and cycle network improvements

PC01 – Urban walking routes - complete key gaps in the Calne walking network

- Improve footpaths at Sandpit Road
- Improve footpaths between Marden Farm and the leisure centre
- Address gaps in footway at Lickhill/North Street
- Improve quality of town centre pedestrian crossings

PC02 – Rural walking routes – improve key footpaths

- Improve footpaths on A4 including Quemerford and Black Dog Hill
- Improve footpaths on A3102 (north of Tesco/A3102/Oxford Rd roundabout)

PC03 – Urban cycling routes – a safe connected network

- Address key gaps in the cycle network including:
 - (i) Oxford Road from A3102 to town centre
 - (ii) A4 Chilvester Hill to town centre
 - (iii) A4 Quemerford to town centre
 - (iv) High Street, Wood Street, Oxford Road
 - (v) Marden Farm and leisure centre
 - (vi) North Street
- Connecting routes from new developments (including to Tesco)
- Improved road maintenance for cycling
- Consider restricting car movements on some roads to release capacity for cycle infrastructure (see H07)

PC04 – Rural cycling routes - high quality routes into Calne segregated from traffic

- Improve surface of NCN 403 for all weather use
- Provide a parallel, traffic free/low traffic option for NCN route through/around Calne (avoiding town centre).
- Improve condition of existing routes - Studley to Calne
- Cycle infrastructure improvements:
 - (i) A4 in Cherhill
 - (ii) A4 from Derry Hill and Studley to NCN
- Targeted improvements on minor roads to improve cycle safety on-carriageway
- Improvements to Abberd Way bridleway for all weather cycle use

5.1.2. Indicative public transport network improvements

PT01 – Improve access to local bus network to provide viable journey choices in Calne

- Seek to expand shuttle buses and flexible on-demand bus services linking key destinations e.g. leisure centre, schools, Tesco (e.g. Oxford’s PickMeUp service)
- Additional bus stops to improve accessibility, particularly:
 - (i) neighbourhood around Prince Charles Drive (west of Calne)
 - (ii) surrounding Beversbrook Sports Centre

PT02 – Additional inter-urban bus services to increase destination choice

- Seek to provide viable sustainable services to/from key commuter destinations not served by 55 bus route (particularly Devizes, Corsham, Marlborough, Bath, and Trowbridge)

PT03 – Enable interchange to public transport – better integration with other modes to make convenient, reliable end-to-end journeys

- Engagement with operators to ensure integration between local and inter-urban bus services.
- Improved, high-quality waiting facilities with adequate shelter, seating, cycle parking (particularly at Town Hall and other interchanges between local and inter-urban services)

5.1.3. Indicative highway schemes

H02 – Address town centre congestion

Improvement to capacity and/or operation of a key source of delay at the junction of A4 Curzon Street and The Square (and single lane priority working on The Square). Options to be developed in a subsequent feasibility study and include opening High Street for all vehicles (remove pedestrianisation), signalisation, junction improvements and access restrictions.

H05 – Highway safety improvements to address known safety concerns

- Slow down traffic - additional speed limit signs & speed enforcement
- Oxford Road south of Stanier Road
- A4 London Road south of Shelburne Road
- A4 New Road / Old Road junction
- Oxford Road pedestrian crossing improvement
- Options to be developed in subsequent design stages.

H06 – Strategic parking plan, to make best use of available parking to maximise accessibility but manage private car demand.

Plan to be developed through further study and consultation to include;

H06b – Increased restrictions on parking

Measures to increase the management of parking to manage parking demand

- Expansion of town-centre limited waiting areas.
- On-street parking charges
- Permit parking schemes to manage access
- Reduction in time limits

H06d – Accessible parking

- Increase number and distribution of disabled parking bays available.
- Ensure appropriate links between disabled parking bays and key destinations

H06c – Coach parking

If demand for coach parking increases, seek to provide dedicated coach parking areas in appropriate locations – to accommodate increase in demand for coach visit whilst avoiding negative impacts from waiting vehicles.

H07 – Traffic management and re- routing to ensure vehicle movements are focused on the most appropriate routes

Introduce restrictions on traffic movements on some roads to manage traffic flow and encourage the use to alternative routes. Options (to be developed in subsequent feasibility study) may include:

- Peak-hour restrictions for some vehicles in the town centre
- One-way working, banned turns, weight limits etc. to prevent use of inappropriate routes

H10 – Invest in electric vehicle infrastructure

Ensure Calne is prepared for growth in electric vehicles

- Electric charging points in car parks
- On-street charging points

H11 – Review HGV network

Review mandatory and advisory freight routes

- Verify the most appropriate routes are recommended for HGV journeys
- Consider restrictions to ensure freight vehicles use appropriate routes
- Linked to 'SC07 - Better local business trips'

5.1.4. Indicative smarter choices initiatives

SC01 - Active travel promotional campaigns

Promotional campaigns to encourage people to walk and cycle more

- Beat the Street – app-based game to encourage people to be active
- Campaigns for uptake in alternative modes to reduce parking demand

SC02 - School travel initiatives

Active travel promotions specifically targeting journeys to school

- Promotional campaigns for active travel at schools
- Cycle training for school students
- Town-wide incentivisation scheme rewarding active trips
- Management of timing of school run

SC04 - Car sharing scheme to encourage shared inter-urban trips

Town-wide initiative to promote car sharing for inter-urban trips – based on existing programme in Wiltshire – ‘Carshare Wiltshire’

SC05 - Car club, giving members flexible access to a car

Introduction of car club giving members access to car on a flexible basis, reducing the need for car ownership, and encouraging use of other modes for some journeys. Engage with existing car club suppliers active in Wiltshire.

SC07 – Better local business trips

Engage with local businesses to promote better local business trips

- Incentivise electric and clean delivery vehicles locally
- Engage with local businesses to encourage use to appropriate routes and appropriate operating schedules where possible

SC08 – Cycle/scooter hire

Cycle hire/scooter scheme giving members access to cycles and scooters on a flexible basis. Engage with existing suppliers.

5.2. Funding and delivery

Specific funding sources and delivery programme have not been identified for each scheme option at this stage. Schemes could be funded from a variety of sources and opportunities will be monitored, and schemes put forwards for funding as appropriate. Delivery is dependent on funding availability.

Likely potential funding sources are identified below;

- Section 106 (s106) contributions from specific planning applications secured through the planning process. This funding source is appropriate when a scheme is directly related to, necessary for, and fairly and reasonably related in scale and kind to a development;
- Community Infrastructure Levy (CIL) payments;
- Funding secured through business case submissions to the Swindon and Wiltshire Local Enterprise Partnership (LEP);
- Integrated Transport Block capital funding allocated to local transport authorities;
- Future funding opportunities made available by Central Government (usually through a competitive bidding process); and
- Safety funding (Wiltshire Council) made available for locations with quantified road safety issues.

Appendices

Appendix A. Long List Assessment

A long-list of potential transport schemes have been identified to improve transport in Calne. The long-list has been produced following a community event where representatives of local groups and members of the Calne public were able to list potential transport schemes in the town.

Atkins, Wiltshire Council and Calne Area Transport Group subsequently collated and refined the long-list and assessed schemes against their alignment with the Transport Strategy objectives, their deliverability, their cost and affordability.

As a result of the assessment, those schemes most likely to deliver the Transport Strategy objectives have been shortlisted. Schemes unlikely to deliver the strategy objectives have been excluded from the final strategy – the basis for exclusion is set out below.

A.1. Assessment criteria

Each scheme has been evaluated against the criteria set out in Table A-1.

Table A-1 - Long-list scheme scoring

Scoring criteria	Scoring methodology
Alignment with Transport Strategy objectives	Scoring scale (-1 to 3): -1: detrimental to achieving objective. 0: neutral alignment with objective. 3: very high alignment with objective.
Deliverability	Red-Amber-Green (RAG) scoring scale based on high-level qualitative judgement on following aspects: Technical, legal, operational, financial, and levels of public support.
Cost	Capital and revenue costs estimated at a high-level based on experience of previous similar schemes: Low: below £25,000. Medium: £25,000 - £100,000. High: £100,000 - £500,000. Very high: above £500,000.
Affordability	Red-Amber-Green (RAG) scoring scale based on high-level qualitative judgement on the availability of appropriate potential funding sources.

The schemes have also been marked as either included in the shortlist or excluded. An associated explanation has been presented, if deemed necessary.

A.2. Scheme assessment - Pedestrian and cycle network improvements

Scheme	Score against objectives								Total score	Deliverability	Cost		Affordability
	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Objective 8			Capital	Revenue	
PC01 – Urban walking routes - complete key gaps in the Calne walking network													
- Improve footpaths at Sandpit Road - Improve footpaths between Marden Farm and the leisure centre - Address gaps in footway at Lickhill/North Street - Improve quality of town centre pedestrian crossings (consider upgrade to Puffin (variable crossing time)/formalise single-stage diagonal crossing at Curzon Street/Church Street)	3	1	0	2	1	3	3	2	15	Green	High	Low	Green
Shortlisted													
PC02 – Rural walking routes – improve key footpaths													
- Improve footpaths on A4 including Quemerford and Black Dog Hill - Improve footpaths on A3102 (north of Tesco/A3102/Oxford Rd roundabout)	3	1	0	2	1	3	3	2	15	Green	Medium	Low	Green
Shortlisted													
PC03 – Urban cycling routes– a safe connected network													
- Address key gaps in the cycle network including: (i) Oxford Road from A3102 to town centre (ii) A4 Chilvester Hill to town centre (iii) A4 Quemerford to town centre (iv) High Street, Wood Street, Oxford Road (v) Marden Farm and leisure centre (vi) North Street - Connecting routes from new developments (including to Tesco) - Improved road maintenance for cycling - Consider restricting car movements on some roads to release capacity for cycle infrastructure (see H07)	3	1	0	0	2	3	3	2	14	Amber	High	Low	Amber
Shortlisted													
PC04 – Rural cycling routes- high quality routes into Calne segregated from traffic													
- Improve surface of NCN 403 for all weather use - Provide a parallel, traffic free/low traffic option for NCN route through/around Calne (avoiding town centre). - Improve condition of existing routes - Studley to Calne - Cycle infrastructure improvements: (i) A4 in Cherhill (ii) A4 from Derry Hill and Studley to NCN - Targeted improvements on minor roads to improve cycle safety on-carriageway - Improvements to Abberd Way bridleway for all weather cycle use	3	1	0	2	2	3	3	2	16	Amber	High	Low	Red
Shortlisted													
PC05 – Town centre public realm													
Measures to improve the quality of the town centre streetscape, providing a more walkable, accessible town centre, and reduce the dominance of traffic on the town centre environment. - Potential shared space type scheme to provide step-change in the town centre environment - Public realm scheme with high quality materials and placemaking features	1	0	0	0	0	0	0	2	3	Amber	High	Medium	Red
Not shortlisted – modest alignment with Transport Strategy objectives and affordability concerns. Note: Scheme may produce wider non-transport benefits and could be considered through other initiatives. Walking and cycling improvements are covered in other schemes													

A.3. Scheme assessment - Public transport network improvements

Scheme	Score against objectives								Total score	Deliverability	Cost		Affordability
	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Objective 8			Capital	Revenue	
PT01 – Improve access to local bus network to provide viable journey choices in Calne													
- Seek to expand shuttle buses and flexible on-demand bus services linking key destinations e.g. leisure centre, schools, Tesco (e.g. Oxford's PickMeUp service) - Additional bus stops to improve accessibility, particularly: (i) neighbourhood around Prince Charles Drive (west of Calne) (ii) surrounding Beversbrook Sports Centre	2	1	1	0	1	0	3	3	11	Amber	Low	Medium	Amber
Shortlisted													
PT02 – Additional inter-urban bus services to increase destination choice													
- Seek to provide viable sustainable services to/from key commuter destinations not served by 55 bus route (particularly Devizes, Corsham, Marlborough, Bath, and Trowbridge)	3	1	1	3	1	0	3	3	15	Amber	Low	Medium	Red
Shortlisted													
PT03 – Enable interchange to public transport – better integration with other modes to make convenient, reliable end-to-end journeys													
- Engagement with operators to ensure integration between local and inter-urban bus services. - Improved, high-quality waiting facilities with adequate shelter, seating, cycle parking (particularly at Town Hall and other interchanges between local and inter-urban services)	3	1	1	1	1	0	3	3	13	Green	Low	Low	Green
Shortlisted													
PT04 – Improved access to rail services													
- Improved links from Calne to local stations and rail services - Potential new stations under the TransWilts programme at Corsham and/or Royal Wootton Bassett - Public transport options to interchange with rail services	2	1	1	2	1	0	1	0	8	Amber	Low	Medium	Red
Not shortlisted – scheme may be considered in future, but it is beyond the 2026 Transport Strategy period													
PT06 – Public transport passenger subsidies													
- Free bus services - Bus passes valid in AM peak	2	0	0	2	1	0	2	2	9	Red	Low	High	Red
Not shortlisted – not deliverable													
PT05 – Pocket Park & Rides													
Small parking areas (pocket Park & Rides) to enable interchange to existing bus services for inter-urban trips - North near Tesco - West on A4 to Chippenham.	2	-1	0	2	1	0	1	2	7	Amber	Medium	Medium	Amber
Not shortlisted – providing additional car parks will encourage driving in Calne. More sustainable access to bus network is preferred – see PT03													

A.4. Scheme assessment - Highway improvements

Scheme	Score against objectives								Total score	Deliverability	Cost		Affordability
	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Objective 8			Capital	Revenue	
H01a – Provide an alternative route to reduce the volume of through traffic movements													
Eastern distributor route - Connected distributor road through new development to provide alternative access to A4 West and A3012 North from the eastern side of the town	1	0	0	1	2	1	1	2	8	Amber	Very High	Low	Red
Not shortlisted – not deliverable in strategy period (2026) but may be a future option													
H01b – Provide an alternative route to reduce the volume of through traffic movements													
Southern bypass	0	0	0	1	3	1	1	1	7	Red	Very High	Low	Red
Not shortlisted – deliverability and affordability issues, very high capital cost													
H02 – Address town centre congestion													
Improvement to capacity and/or operation of a key source of delay at the junction of A4 Curzon Street and The Square (and single lane priority working on The Square). Options to be developed in a subsequent feasibility study and include opening High Street for all vehicles (remove pedestrianisation), signalisation, junction improvements and access restrictions.	1	0	0	0	3	1	2	1	8	Amber	High	Low	Amber
Shortlisted – a subsequent feasibility study can evidence issues and develop options, which could include: opening High Street for all vehicles (remove pedestrianisation), signalisation, junction improvements, access restrictions													
H03 – Address A4 congestion pinch points													
Highway capacity improvements at key locations to relieve congestion on the A4 - Address sources of delay/congestion; (i) A4 New Road southbound from Cox's Hill to Station Road (ii) A4 London Road / A3102 Silver Street double mini-roundabout (iii) A4 London Road / Church Road - Options to be developed in subsequent feasibility study and include junction improvements, traffic signal upgrades/optimisation, coordination of signal controls)	0	0	0	0	3	1	1	1	6	Amber	High	Low	Red
Not shortlisted - modest alignment with objectives													
H04 – Address other congestion pinch points													
Highway capacity improvements at other locations to relieve congestion - Address sources of delay/congestion; (i) A4 Studley crossroads (linked to safety issue) (ii) A3102 / A342 T-junction (linked to safety issue)	0	0	0	0	1	2	1	1	5	Amber	High	Low	Red
Not shortlisted - modest alignment with objectives													
H05 – Highway safety improvements to address known safety concerns													
- Slow down traffic - additional speed limit signs & speed enforcement - Oxford Road south of Stanier Road - A4 London Road south of Shelburne Road - A4 New Road / Old Road junction - Oxford Road pedestrian crossing improvement - Options to be developed in subsequent design stages.	2	0	0	1	1	3	1	1	9	Amber	Medium	Low	Amber
Shortlisted													

Scheme	Score against objectives								Total score	Deliverability	Cost		Affordability
	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Objective 8			Capital	Revenue	
H06a – Strategic parking plan – Reduce parking restrictions													
Measures to reduce the management of parking and increase supply of spaces - Provide more car parks - Provide free parking - Extend free parking duration to 3 hours	-1	0	1	0	-1	0	-1	-1	-3	Amber	Medium	Medium	Amber
H06b – Strategic parking plan – Increase parking restrictions													
Measures to increase the management of parking to manage parking demand - Expansion of town-centre limited waiting areas - On-street parking charges - Permit parking schemes to manage access - Reduction in time limits	2	0	2	2	1	0	1	1	9	Green	Low	Low	Green
H06c – Strategic parking plan – Coach parking													
Provide dedicated coach parking areas in appropriate locations Accommodate increase in demand for coach visits whilst avoiding negative impacts from waiting vehicles	0	0	2	0	0	0	1	0	3	Amber	Medium	Medium	Red
H06c – Strategic parking plan – Accessible parking													
Improved provision of disabled parking areas - Increase number and distribution of disabled parking bays available - Ensure appropriate links between disabled parking bays and key destinations	0	0	3	1	0	0	0	0	4	Green	Low	Low	Green
<p style="color: green;">Shortlisted – schemes H06b and H06d should be combined to form a strategic parking plan. Scheme H06c could be further studied to consider demand for coach parking facility and evidence issues. Scheme H06a is not shortlisted – detrimental impact on objectives</p>													
H07 – Traffic management and re- routing to ensure vehicle movements are focused on the most appropriate routes													
Introduce restrictions on traffic movements on some roads to manage traffic flow and encourage the use to alternative routes. Options (to be developed in subsequent feasibility study) may include: - Peak-hour restrictions for some vehicles in the town centre - One-way working, banned turns, weight limits etc. to prevent use of inappropriate routes	2	0	0	1	3	2	2	3	13	Amber	Medium	Low	Green
<p style="color: green;">Shortlisted – a subsequent feasibility study can evidence evidence/verify the issues and options.</p>													
H08 – Demand management – Managing town centre access to control the type and number of vehicle entering the town centre													
- Measures using restrictions and/or charges to reduce the number of vehicles driving in the town centre - Clean Air Zone/Low Emission Zone to target air quality issues - charges/restrictions on most polluting vehicles	3	0	0	0	0	0	3	3	9	Red	Very High	Low	Red
<p style="color: red;">Not shortlisted – aligns with objectives but deliverability and affordability concerns within Transport Strategy programme.</p>													
H09 – New vehicle bridge													
Open the footbridge between Co-op and Sainsburys car parks to vehicles Provides an alternative north-south link avoiding The Square/Curzon Street	-1	0	0	0	1	-1	-1	0	-2	Red	Very High	Low	Red
<p style="color: red;">Not shortlisted – low alignment with objectives, very high cost, affordability issues</p>													
H10 – Invest in electric vehicle infrastructure													
Ensure Calne is prepared for growth in electric vehicles - Electric charging points in car parks - On-street charging points	1	0	1	2	0	0	3	1	8	Amber	Medium	Medium	Green
<p style="color: green;">Shortlisted</p>													
H11 – HGV network													
Review mandatory and advisory freight routes - Verify the most appropriate routes are recommended for HGV journeys - Consider restrictions to ensure freight vehicles use appropriate routes - Linked to 'SC07 - Better local business trips'	1	0	0	0	2	1	1	3	8	Amber	Low	Low	Green
<p style="color: green;">Shortlisted – a study could be commissioned to evidence/verify the issues</p>													

A.5. Scheme assessment - Smarter choices

Scheme	Score against objectives								Total score	Deliverability	Cost		Affordability
	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Objective 8			Capital	Revenue	
SC01 – Active travel promotional campaigns													
Promotional campaigns to encourage people to walk and cycle more - Beat the Street – app-based game to encourage people to be active - Campaigns for uptake in alternative modes to reduce parking demand	3	0	1	2	2	0	3	3	14	Green	Low	Low	Amber
Shortlisted													
SC02 – School travel initiatives													
Active travel promotions specifically targeting journeys to school - Promotional campaigns for active travel at schools - Cycle training for school students - Town-wide incentivisation scheme rewarding active trips - Management of timing of school run	3	0	0	2	3	1	3	3	15	Green	Low	Low	Amber
Shortlisted													
SC03 – Improved information and promotion of parking options													
- Signposting and better promotion of car parks - Improved information regarding car parks/stay period	-1	0	3	-1	0	0	0	0	1	Green	Low	Low	Amber
Not shortlisted – detrimental to some objectives													
SC04 – Car sharing scheme to encourage shared inter-urban trips													
Town-wide initiative to promote car sharing for inter-urban trips – based on existing programme in Wiltshire – ‘Carshare Wiltshire’	0	1	1	2	2	0	2	0	8	Green	Low	Low	Amber
Shortlisted													
SC05 – Car club, giving members flexible access to a car													
Introduction of car club giving members access to car on a flexible basis, reducing the need for car ownership, and encouraging use of other modes for some journeys. Engage with existing car club suppliers active in Wiltshire.	0	1	0	1	1	0	0	0	3	Amber	Low	Medium	Amber
Shortlisted – modest alignment with objectives, but a low cost quick-win													
SC06 – Safety awareness campaign													
Driver education / training for those involved in collisions targeting safety awareness	1	0	0	0	0	3	0	0	4	Red	Low	Medium	Amber
Not shortlisted – Safety awareness campaigns exist and therefore a bespoke Calne scheme is not required													
SC07 – Better local business trips													
Engage with local businesses to promote better local business trips - Incentivise electric and clean delivery vehicles locally - Engage with local businesses to encourage use to appropriate routes and appropriate operating schedules where possible	0	0	0	2	0	0	3	1	6	Amber	Low	Low	Amber
Shortlisted – modest alignment with objectives, but a low cost quick-win													
SC08 – Cycle/scooter hire													
Cycle hire/scooter scheme giving members access to cycles and scooters on a flexible basis. Engage with existing suppliers.	2	0	1	1	2	0	3	3	12	Amber	Low	Low	Amber
Shortlisted													

Glossary

Active travel – Journey undertaken by being physically active such as walking and cycling

Demand management – Measures, policies or strategies that seek to manage the demand for travel.

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Young volunteers create their own guide to mental health support services

A team of Young Healthwatch Wiltshire volunteers have created their own guide to mental health services for children and young people in the county.

The Wiltshire Mental Health Support Services List for Young People follows on from a guide for adults, produced by members of our Wiltshire Mental Health Open Forum as a way of helping people who are struggling with their mental health to find the right support for them quickly and easily.

Both guides are now [available to download](#) from the Healthwatch Wiltshire website where the list for adults has been downloaded more than 300 times since its launch in February.

Young volunteer **Robyn Moore** said: “After being involved with the Mental Health Forum’s resources list and seeing how well it had been received it seemed like a great idea to create a version specifically for young people. It was really interesting putting it together and realising just how many organisations were out there.

“As well as more well known organisations we tried to include a wide range of resources to highlight help that reflects the range of difficulties young people might face and be as inclusive as possible.”

Fellow young volunteer **Erin Woodsford** said: “It felt very good to have all this information in one place and in a way people could understand, and it felt even better knowing that this could make a huge difference to young people, especially when locating and finding the right organisations and helplines can be difficult.



“I feel like this could really benefit children and young people in Wiltshire as it signposts them to various forms of help, and it is a great resource for somebody who may not know who to go to and how to access the information they want.”

Jo Woodsford, Volunteer and Partnerships Lead at Healthwatch Wiltshire, said: “When our young volunteers saw how useful the mental health resources list for adults was, they took it upon themselves to create a version for children and young people.

“They took great care in researching a wide range of services and their hard work has resulted in a detailed guide which will be a valuable resource for any young person looking for information and support.”

Nick Bolton, Wiltshire Healthy Schools Lead at Wiltshire Council, said: “Young people have told us that they can’t always find the information they need to support their mental health, and are uncertain where to go for help. This new guide will help young people find and access the support they need more easily.”

Find out more about becoming a young volunteer at healthwatchwiltshire.co.uk/young-healthwatch-wiltshire



DORSET & WILTSHIRE FIRE & RESCUE SERVICE

WILTSHIRE AREA BOARD REPORT (March 2021)

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**.



Recent News & Events

DWISE: Dorset and Wiltshire Inspirational Safety Education.



The Dorset and Wiltshire Inspirational Safety Education (DWISE) programmes and resources are produced and delivered by the Education Team of Dorset and Wiltshire Fire and Rescue Service. During this period we are providing resources for parents, carers and educators to use which will help children understand how they can help keep themselves safe and well. The resources are designed to support English, maths and art as well as providing safety information and using firefighters to inspire children to be fit and healthy.

For more information please visit: <https://www.dwfire.org.uk/education/parents-and-carers/>

Advice for people living with dementia



Dementia is a National Health priority in the UK, as the number of people living with the condition continues to increase. Dementia is also a substantial factor in increasing the risk of injury or death from fire in the home.

Fire and Rescue Services across the UK are aware of the link between serious home fires and the elderly, especially those with mobility and memory loss health needs.

For further information please visit: <https://www.dwfire.org.uk/safety/advice-for-carers/advice-for-dementia-sufferers/>



Boat safety



Boat safety is a priority in Dorset and Wiltshire, as hundreds of people live and work on our waterways, in addition to the thousands of visitors who come each year to enjoy a peaceful holiday in our seaside towns or aboard a narrowboat.

Our Safe and Well visits include people who live on boats – [click here](#) to request a visit.

See also:

- The Fire Kills campaign has produced a handy leaflet on [Boat Safety](#)
- For further information about general boat fire and CO safety, visit www.boatsafetyscheme.org/stay-safe
- For broader safety advice, visit the Maritime & Coastguard Agency website www.gov.uk/government/organisations/maritime-and-coastguard-agency and the Royal National Lifeboat Institution www.rnli.org

Winter safety



Keeping warm in the winter means using portable heaters, electric blankets or wheatbags – but all of these carry a fire risk.

Please visit our website for more information: <https://www.dwfire.org.uk/safety/safety-at-home/seasonal-advice/winter-safety/>

The Fire Kills campaign has produced a leaflet on [Fire Safety in the Winter](#). There is a wealth of good advice at www.metoffice.gov.uk/barometer/advice



Demand

Total Fire Calls for Calne Fire Station for period 1st October 2020 to 31st December 2020:-

Category	Total Incidents
No. of False Alarms	16
No. of Fires	7
No. of Road Traffic Collisions and other Emergencies	12
Total	35

Darren Nixon

**Station Manager
North West Wiltshire**

Email: Darren.nixon@dwfire.org.uk

Tel: 07860 345294

Wiltshire Council

6 July 2021

Delegation to Community Engagement Manager

Summary

Wiltshire Area Boards have previously delegated authority to officers to grant funding from their delegated community, youth, health and wellbeing budgets in respect of urgent matters that may arise between meetings of the Area Board. It is proposed this delegation is updated for the new council term and extended to cover Community Area Transport Group recommendations.

In light of the Covid-19 pandemic, and due to Area Board engagements increasingly taking place outside of formal meetings, it is recognized that Area Boards now conduct their businesses with increased flexibility and according to community need. The proposed delegation will allow essential decision-making business to continue under such circumstances.

Under the proposed delegation, consultation will take place with the Chairman of the Area Board (or in their absence, the Vice-Chairman) by the Community Engagement Manager to determine urgent matters. It is recognized in urgent situations all members may not be contactable in the timescales required (for instance due to time off or sickness), however, where possible the views of all members should be sought.

Proposal

To consider passing the following resolution:

In order to expedite the work of the Area Board and to deal with urgent matters that may arise between meetings, the Community Engagement Manager, following consultation with the Chairman (or in their absence, the Vice-Chairman) of the Area Board, may authorise expenditure to support community projects (including youth, health and wellbeing and community area transport) from the delegated budget of up to £5,000 per application between meetings of the Area Board. The Community Engagement Manager should seek the views of all Area Board members to obtain a majority in support, prior to the expenditure being agreed.

Decisions taken between meetings will be reported in the funding report to the next meeting of the Area Board explaining why the matter was considered urgent or necessary to expedite the work of the Board. Where a significant number of urgent matters arise between meetings, a special meeting may be called, following consultation with the Chairman to determine such matters.

Reason for Proposal

In order to expedite the work of the Area Board and to deal with urgent matters that may arise between meetings.

Lisa Moore
Democratic Services Officer
lisa.moore@wiltshire.gov.uk

List of Grant Applications for Calne Area Board – July 2021

Applicant	Project summary	Amount requested from Area Board	Total project cost
<p>Grant ID: 2752</p> <p>Applicant: Calne Cricket Club</p> <p>Grant type: Community Area Grant</p>	<p>Project title: Replacement mower and cricket equipment for Calne Cricket Club</p> <p>Calne Cricket Club are seeking grant money to replace the clubs 17-year-old pedestrian Dennis Mower and much needed cricket equipment to enable the club to continue to cut and maintain the cricket square and to meet the league requirements. The club is also applying for a replacement boundary rope a winder and replacement covers.</p> <p>Area Board Grant no 2752 http://thematrix.wiltshire.council/areaboard_grants/grant_detail.php?gid=2752</p>	£5,000.00	£10,525.00
<p>Grant ID: ABG32</p> <p>Applicant: Calne Community Area Fairtrade Group</p> <p>Grant type: Community Area Grant</p>	<p>Project title: Calne Fairtrade Town Promotion Event at The Pocket Park 14th August 2021</p> <p>The Project consists of two parts: 1. Renewal of Fairtrade Town Campaign Banners for 2021 bearing new artwork from Kingsbury Green Academy's Year 8 Fairtrade Day (scheduled for 16th July). 2. A Fairtrade event to replace the annual and nationwide Fairtrade Fortnight Event normally scheduled each March and normally held in the Library or Town Hall. Due to Covid-19 we were unable to mount this key event to showcase Fairtrade and Calne as a Fairtrade Town. This Saturday 14th August event will be staged in the open air in Calne Pocket Park, with stalls and the well-known Clare's Circus especially for children attending. We expect to see Fairtrade stalls from Tesco, Sainsbury, Traidcraft, Zaytoun FT, Sustainable Calne and others.</p>	£758.64	£809.64
<p>Grant ID: ABG104</p> <p>Applicant: Calne Town Council</p>	<p>Project title: Calne Youth Outreach August 2021 to March 2022</p> <p>To continue to provide twice weekly detached street-based and weekly place-based youth work in Calne. This will provide young people with opportunities to engage with professional youth workers for support advice and mentoring. It will help to build relationships with young people to help assess the needs and gaps in their social and educational development that may be supported through local</p>	£4,640.00	£9,280.00

List of Grant Applications for Calne Area Board – July 2021

<p>Grant type: Youth application, although submitted as an Area Board Initiative</p>	<p>community action especially in relation to Covid-19 recovery. A safe youth space was introduced in May 2021 in partnership with Calne Town Council using space at Calne Town Hall.</p>		
<p>Grant ID: ABG113</p> <p>Applicant: Calne Tennis Club</p> <p>Grant type: Community Area Grant</p>	<p>Project title: Calne Tennis Courts Repair</p> <p>Since January 2019, the club had a development plan to raise money to repair the tennis courts at Beversbrook Sports and Community. Since the construction of the courts in 2015, there has been subsidence on court two which is causing a Health and Safety issues and reducing the amount of game play. Since the pandemic the club have unable to raise any clubs funds to carry out the necessary repair works. As UK slowly return to normality from lock down the club are seeking grant funds to repair courts. Once the courts have been repaired the club will be able to continue to grow within the community.</p>	<p>£1,743.00</p>	<p>£3,487.00</p>

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